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4.18 CUMULATIVE ANALYSIS

4.18.0 Introduction

This section describes the potential cumulative impacts related to the construction, operation, and maintenance of the Pipeline Safety & Reliability Project (Proposed Project) that is proposed by San Diego Gas & Electric Company (SDG&E) and Southern California Gas Company—hereinafter referred to as “the Applicants.” The Proposed Project involves construction, operation, and maintenance of an approximately 47-mile-long, 36-inch-diameter natural gas transmission pipeline that will carry natural gas from SDG&E’s existing Rainbow Metering Station to the pipeline’s terminus on Marine Corps Air Station (MCAS) Miramar. The Proposed Project is located in San Diego County, California, and crosses the cities of San Diego, Escondido, and Poway; unincorporated communities of San Diego County; and federal land. An overview of the Proposed Project location is depicted as Figure 3-1: Project Overview Map in Chapter 3 – Project Description. Implementation of the Proposed Project will result in a significant cumulative environmental impact to air quality, noise, and transportation and traffic.

4.18.1 Significance Criteria

The California Environmental Quality Act (CEQA) requires a discussion of cumulative impacts of a project. CEQA defines cumulative impacts as changes in the physical environment resulting from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable future projects. Impacts will be considered significant if they exceed the individual criterion established for each resource area, as described in Section 4.1 Aesthetics through Section 4.17 Utilities and Service Systems. If this occurs, the Proposed Project’s contribution will be analyzed to determine whether it is cumulatively considerable (CEQA Guidelines § 15064[h][1]). Section 15064(h)(1) of the CEQA Guidelines further explains that “when assessing whether a cumulative effect requires an [Environmental Impact Report (EIR)], the lead agency shall consider whether the cumulative impact is significant” and whether “the project’s incremental effect, though individually limited, is ‘cumulatively considerable.’” Applying this qualitative standard requires the application of judgment based on the facts of a project subject to CEQA. Further, the significance of an impact may be weighed against the overall effect as both increases and decreases in impacts may balance one another. As noted in Section 15064(h)(4) of the CEQA Guidelines, “the mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project’s incremental effects are cumulatively considerable.”

4.18.2 Timeframe of Analysis

Construction is expected to begin in the first quarter of 2018 and is expected to take 12 to 18 months to complete.¹

¹ The construction start date is based on receiving a Certificate of Public Convenience and Necessity from the California Public Utilities Commission (CPUC) by 2017 and issuance of other required permits by late 2017 or early 2018.

4.18.3 Area of Analysis

A list of past, present, and planned future projects within one mile of the Proposed Project has been analyzed in accordance with Section 15130(b) of the CEQA Guidelines.

4.18.4 Methodology

Past, present, and reasonably foreseeable future projects were identified within a one-mile radius of the Proposed Project. Information was gathered from Internet searches of local planning department websites and correspondence with agency staff. The websites of the following entities were reviewed, and, where appropriate, these agencies were contacted regarding development projects and capital improvement projects:

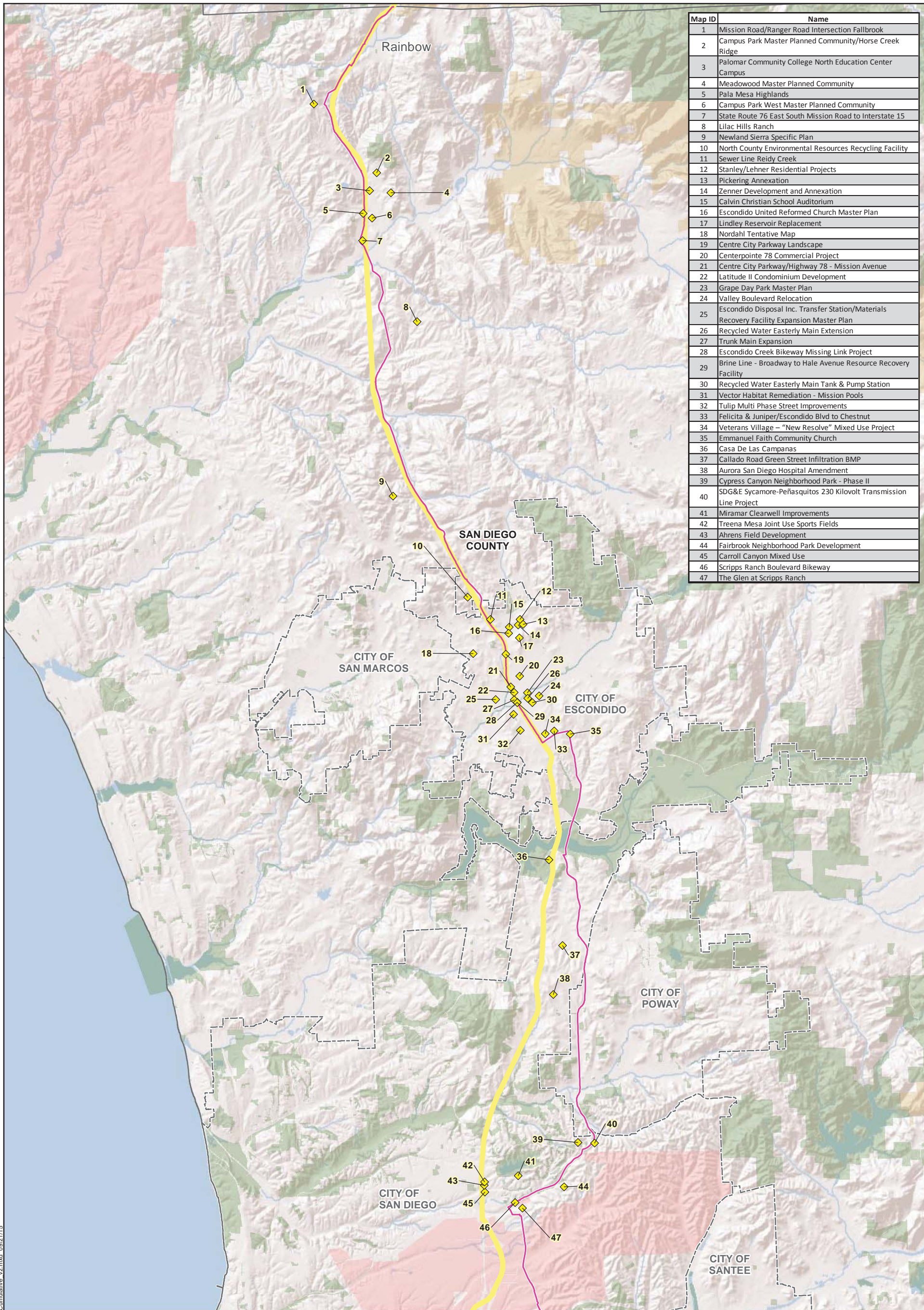
- San Diego County,
- City of San Diego,
- City of Escondido,
- City of Poway,
- City of San Marcos,
- Scripps Miramar Ranch,
- California Department of Transportation (Caltrans),
- California Energy Commission,
- California High Speed Rail Authority,
- California Independent System Operator,
- CPUC,
- San Diego Association of Governments (SANDAG),
- United States (U.S.) Department of Transportation, and
- MCAS Miramar.

4.18.5 Foreseeable Future Projects

Anticipated future projects within one mile of the Proposed Project with potential for cumulative impacts are depicted in Figure 4.18-1: Planned and Proposed Projects within One Mile of the Proposed Project. These projects are also listed in Table 4.18-1: Planned and Proposed Projects within One Mile of the Proposed Project, along with an approximate location of the anticipated future project, its proximity to Proposed Project, a brief description, and the project's status.

4.18.6 Foreseeable Projects Inventory

For the purposes of this document, “reasonably foreseeable” refers to projects that federal, state, or local agency representatives have knowledge of, resulting from the formal application process. Table 4.18-1: Planned and Proposed Projects within One Mile of the Proposed Project lists known projects that are within one mile of the Proposed Project. An approximately one-mile radius is appropriate based on the size, location, and the anticipated impacts associated with the Proposed Project.

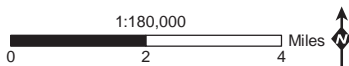


Map ID	Name
1	Mission Road/Ranger Road Intersection Fallbrook
2	Campus Park Master Planned Community/Horse Creek Ridge
3	Palomar Community College North Education Center Campus
4	Meadowood Master Planned Community
5	Pala Mesa Highlands
6	Campus Park West Master Planned Community
7	State Route 76 East South Mission Road to Interstate 15
8	Lilac Hills Ranch
9	Newland Sierra Specific Plan
10	North County Environmental Resources Recycling Facility
11	Sewer Line Reidy Creek
12	Stanley/Lehner Residential Projects
13	Pickering Annexation
14	Zenner Development and Annexation
15	Calvin Christian School Auditorium
16	Escondido United Reformed Church Master Plan
17	Lindley Reservoir Replacement
18	Nordahl Tentative Map
19	Centre City Parkway Landscape
20	Centerpointe 78 Commercial Project
21	Centre City Parkway/Highway 78 - Mission Avenue
22	Latitude II Condominium Development
23	Grape Day Park Master Plan
24	Valley Boulevard Relocation
25	Escondido Disposal Inc. Transfer Station/Materials Recovery Facility Expansion Master Plan
26	Recycled Water Easterly Main Extension
27	Trunk Main Expansion
28	Escondido Creek Bikeway Missing Link Project
29	Brine Line - Broadway to Hale Avenue Resource Recovery Facility
30	Recycled Water Easterly Main Tank & Pump Station
31	Vector Habitat Remediation - Mission Pools
32	Tulip Multi Phase Street Improvements
33	Felicita & Juniper/Escondido Blvd to Chestnut
34	Veterans Village - "New Resolve" Mixed Use Project
35	Emmanuel Faith Community Church
36	Casa De Las Campanas
37	Callado Road Green Street Infiltration BMP
38	Aurora San Diego Hospital Amendment
39	Cypress Canyon Neighborhood Park - Phase II
40	SDG&E Sycamore-Peñasquitos 230 Kilovolt Transmission Line Project
41	Miramar Clearwell Improvements
42	Treana Mesa Joint Use Sports Fields
43	Ahrens Field Development
44	Fairbrook Neighborhood Park Development
45	Carroll Canyon Mixed Use
46	Scripps Ranch Boulevard Bikeway
47	The Glen at Scripps Ranch

Figure 4.18-1: Planned and Proposed Projects within One Mile of the Proposed Project

Pipeline Safety & Reliability Project

- Proposed Project Route
- ◆ Planned or Proposed Project Location
- Proposed California High Speed Train Corridor
- City/County Boundary
- Parks
- Military
- Bureau of Indian Affairs



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Table 4.18-1: Planned and Proposed Projects within One Mile of the Proposed Project

Project	Approximate Location	Jurisdiction	Approximate Distance from the Proposed Project (miles)	Nearest Proposed Project Component	Project Description	Status	Anticipated Construction Schedule	
							Start	End
SR-76 East – South Mission Road to Interstate (I-) 15	Between South Mission Road and I-15	Caltrans	Adjacent	Milepost (MP) 8.5	Development of a four-lane conventional highway from South Mission Road to just east of I-15, and widening and improving the SR-76/I-15 interchange.	Ongoing	--	2017
Pala Mesa Highlands	Pala Mesa Drive and Old Highway 395	County of San Diego	Adjacent	MP 7.5	Construction of a new subdivision that includes 124 single-family homes and dedication of additional right-of-way (ROW) to Old Highway 395 and Pala Mesa Drive.	Environmental review	--	--
Sewer Line Reidy Creek	Centre City Parkway to Village Road	City of Escondido	Adjacent	MP 21.5	Relocation and expansion of approximately 1,500 feet of sewer line in Reidy Creek.	Design ²	--	--
Centre City Parkway Landscape	Centre City Parkway (along the same route as the Proposed Project)	City of Escondido	Adjacent	MP 22.8	Installation of landscaping and irrigation on the east side of Centre City Parkway from El Norte Parkway to the Reidy Creek crossing of Centre City Parkway.	Pending funding ²	--	--
Centre City Parkway/Highway 78 – Mission Avenue	Centre City Parkway and State Route (SR-) 78 (along the same route as the Proposed Project)	City of Escondido	Adjacent	MP 23.6	Widening of Centre City Parkway and Mission Avenue intersection to include new curbs and gutters, sidewalks, turn-pockets, a new traffic signal, raised medians, and landscaping.	Design ²	--	--
Latitude II Condominium Development	Northeastern corner of Centre City Parkway and Washington Avenue	City of Escondido	Adjacent	MP 23.8	Development of 112 residential condominium units on an approximately 3.44-acre parcel, including six residential buildings that will be three and four stories.	Approved	2015/2016	--
Trunk Main Expansion	Centre City Parkway to Auto Park Way	City of Escondido	Adjacent	MP 23.9	Replacement of approximately 5,000 feet of sewer trunk main between Centre City Parkway and Auto Park Way, running through Norlak Avenue and Hale Avenue.	On hold ²	--	--
Emmanuel Faith Community Church	639 East 17th Avenue	City of Escondido	Adjacent	MP 26.6	Redevelopment of the approximately 17.6-acre Emmanuel Faith Community Church, including remodeling existing structures, addition of a preschool, and the addition of 400 seats to the Worship Center. Increasing area from approximately 132,665 square feet to 191,813 square feet, and increasing parking from 1,444 to 1,411 spaces; includes on-site landscaping and infrastructure improvements.	Approved	2016	2040
Scripps Ranch Boulevard Bikeway	Between Aviary Drive and Pomerado Road	Scripps Miramar Ranch	Adjacent	MP 43	Construction of Class II bicycle lanes along a one-mile section of Scripps Ranch Boulevard.	Unscheduled	--	--

² This status update was obtained from the Escondido Capital Improvement Project Status Report, and the quarter ended March 31, 2015.

Project	Approximate Location	Jurisdiction	Approximate Distance from the Proposed Project (miles)	Nearest Proposed Project Component	Project Description	Status	Anticipated Construction Schedule	
							Start	End
Escondido Creek Bikeway Missing Link Project	Broadway, between Woodward Avenue and Valley Parkway; Valley Parkway, between Broadway and Centre City Parkway; Centre City Parkway, between Valley Parkway and the Escondido Creek; and Escondido Creek between Centre City Parkway and Quince Street	City of Escondido	Crossed	MP 24.2	Construction of a missing section of the Escondido Creek Class I Bike Path.	Environmental review	2017	--
Brine Line - Broadway to Hale Avenue Resource Recovery Facility (HARRF)	Follows Escondido Creek from Broadway to the HARRF	City of Escondido	Crossed	MP 24.2	Construction of a brine pipeline return from Broadway to the HARRF.	In construction	2015	2017
SDG&E Sycamore-Peñasquitos 230 Kilovolt (kV) Transmission Line Project	Northern portion of MCAS Miramar, and ROW and city streets between SDG&E's Sycamore Canyon and Peñasquitos substations	SDG&E	Crossed	MP 39.8	Installation of a new 230 kV transmission line between the existing SDG&E Sycamore Canyon and Peñasquitos substations. A new 230 kV transmission line and the consolidation of two existing 69 kV power lines onto new double-circuit, steel structures that will replace existing, predominantly wood structures. ³	Environmental review	June 2016	May 2017
Felicita and Juniper/Escondido Boulevard to Chestnut	Felicita Avenue and Escondido Boulevard to Felicita Avenue and Juniper Street	City of Escondido	Crossed	MP 25.8 to MP 26.1	Widening of Felicita Avenue from Escondido Boulevard to Juniper Street, and widening Juniper Street from Felicita Avenue to Chestnut Street. Construction to include new pavement, curbs and gutters, sidewalks, and traffic signals.	Pending funding ²	--	--
California High-Speed Train Project from Los Angeles to San Diego via the Inland Empire	An alignment is pending engineering and environmental evaluation; however, the I-215/I-15 alignment generally follows the I-215 and then the I-15 corridor to Mira Mesa.	California High Speed Rail Authority/SANDAG	0 – 3 ⁴	MP 0 to MP 30 ⁴	Construction of the Los Angeles to San Diego corridor of the California High Speed Train, which extends over 170 miles starting at a connection with the Los Angeles to Anaheim corridor and terminates in downtown San Diego.	Environmental Review	2029 ⁵	--

³ On September 17, 2015, the CPUC released the Draft Environmental Impact Report (EIR) for the Sycamore-Peñasquitos 230 Kilovolt Transmission Line Project (Proposed SX-PQ Project), which included an underground alternative along Pomerado Road that would overlap with the Proposed Project alignment for approximately 3.2 miles. This alternative—Alternative 5: Pomerado Road to Miramar Area North Combination Underground/Overhead—was not proposed by SDG&E but has been determined in the CPUC's Draft EIR to be the Environmentally Superior Alternative. The Applicants are in the process of assessing the potential co-location of the Proposed SX-PQ Project and Proposed Project facilities within Pomerado Road, and plan to submit written comments summarizing their findings to the CPUC. It is anticipated that the CPUC will analyze any potential modifications, engineering considerations and cumulative impacts associated with the potential co-location of the projects and that the EIR and route for the SX-PQ Project will be finalized in advance of the Draft EIR for the Proposed Project.

⁴ While a final alignment is pending engineering and environmental evaluation, the high speed train may cross the Proposed Project alignment.

⁵ An exact construction timeline is unknown; however, construction of the Los Angeles to San Diego phase of the high speed train is not anticipated until the first phase from Los Angeles to San Francisco is completed. The Los Angeles to San Francisco phase of the high speed train is anticipated to be completed by 2029.

Project	Approximate Location	Jurisdiction	Approximate Distance from the Proposed Project (miles)	Nearest Proposed Project Component	Project Description	Status	Anticipated Construction Schedule	
							Start	End
Palomar Community College North Education Center Campus	Northeast of the intersection of SR-76 and I-15 (adjacent to Campus Park West to the north); primary access to the site will be from Horse Ranch Creek Road	County of San Diego	0.06	MP 6.4 to MP 7.2	Development of an approximately 80-acre campus, including instructional space, administrative services, a library, offices, a student services center, surface parking, and open space athletic fields.	Approved	2012	2030
Campus Park West Master Planned Community	Northeast quadrant of the I-15 and SR-76 interchange	County of San Diego	0.07	MP 7.3 to MP 7.9	Development of approximately 116 acres, with approximately 513,000 square feet of commercial uses, 120,000 square feet of light industrial development, 283 multi-family dwelling units, and 31 acres of biological open space.	Approved	2015	2025-2030
Newland Sierra Specific Plan	West of I-15, north of SR-78, and south of SR-76. Bounded by I-15 on the east, Deer Springs Road on the south, and Twin Oaks Valley Road on the west.	County of San Diego	0.08	MP 15.7 to MP 18.2	Development of an approximately 1,985-acre mixed-use community within the unincorporated area of San Diego County. Construction is anticipated to occur in three phases over a five- to 10-year period in response to market demands and in accordance with a logical and orderly expansion of roadways, public utilities, and infrastructure.	Environmental review	--	--
Campus Park Master Planned Community/Horse Creek Ridge	Northeast quadrant of I-15 and SR-76 (north and east of Campus Park West Master Planned Community)	County of San Diego	0.15	MP 6.3	Development of approximately 416 acres. Consists of 751 residences; approximately 157,000 square feet of office professional uses; approximately 61,200 square feet of commercial, public, and private active and passive recreational facilities; open space preserve areas; and new public roadways.	Approved	--	--
Veterans Village – “New Resolve” Mixed Use Project	1556 South Escondido Boulevard	City of Escondido	0.19	MP 25.4	Development of mixed-use development on an approximately 1.8-acre site consisting of 54 affordable, multi-family, residential units for military veterans and their families; on-site administration offices, business center, clubhouse, and other support services; and a small commercial component to support training opportunities.	Approved	--	--
The Glen at Scripps Ranch	10455 Pomerado Road	City of San Diego	0.20	MP 43.7	Construction of a continuing-care retirement community on approximately 53 acres, consisting of 460 assisted living units, 60 skilled nursing beds, a facilities building, and associated site improvements (e.g., hardscape, landscaping, and retaining walls).	Environmental review	--	--
Fairbrook Neighborhood Park Development	South of Fairbrook Road and Rue Fontenay	City of San Diego	0.24	MP 41.5	Development of an approximately three-acre neighborhood park.	Preliminary engineering	--	--
Cypress Canyon Neighborhood Park (Phase II)	East of Cypress Canyon Park Drive and Mercy Road	Scripps Miramar Ranch	0.25	MP 40	Phase II of the development of an approximately 12-acre neighborhood park; approximately eight acres were developed in 1991 as Phase I; Phase II calls for the design and construction of the remaining four acres in accordance with the approved park general development plan.	Pending funding	2020	--

Project	Approximate Location	Jurisdiction	Approximate Distance from the Proposed Project (miles)	Nearest Proposed Project Component	Project Description	Status	Anticipated Construction Schedule	
							Start	End
Vector Habitat Remediation – Mission Pools ⁶	Spruce Street	City of Escondido	0.26	MP 24.4	Redesign and reconstruction of drainage channel to improve drainage and reduce mosquito breeding habitat.	Design ²	--	--
Escondido United Reformed Church Master Plan	1864 North Broadway	City of Escondido	0.29	MP 22	Construction of a new two-story, approximately 13,075-square-foot sanctuary building. Conversion of the existing approximately 5,320-square-foot sanctuary building into a multi-purpose social hall; demolition of the existing social hall building and construction of a new, approximately 4,849-square-foot, two-story building to accommodate a nursery, a multipurpose room, bathrooms, and classrooms for Sunday school and associated activities; and construction of an enclosed approximately 1,835-square-foot central atrium/Narthex between the buildings. The final phase will include a new two-story freestanding multi-purpose building.	In review	--	--
Recycled Water Easterly Main Extension	East of Grape Day Park	City of Escondido	0.32	MP 24.1	Extension of the existing recycled water pipeline east from Grape Day Park to the agricultural area of Cloverdale and Mountain View.	Construction ²	April 2015	--
Recycled Water Easterly Main Tank & Pump Station	East from Grape Day Park	City of Escondido	0.32	MP 24.1	Extension of the existing recycled water pipeline east from Grape Day Park to the agricultural area of Cloverdale and Mountain View.	Design ²	--	June 2022
North County Environmental Resources Recycling Facility	25568 Mesa Rock Road	County of San Diego	0.35	MP 20.5	Construction of recycling facility for tree waste chipping and grinding; wood and construction debris (“C&D wood”); and concrete, asphalt, and inert demolition debris in the northern unincorporated area of San Diego County.	Environmental review	2017	2018
Grape Day Park Master Plan	321 North Broadway	City of Escondido	0.36	MP 24	Phase 1 involves playground design and construction.	Design ⁷	2015	2016
Calvin Christian School Auditorium	2000 North Broadway	City of Escondido	0.39	MP 21.9	Construction of a new, approximately 15,515-square-foot auditorium building.	Environmental review	--	--
Centerpointe 78 Commercial Center	925 North Broadway	City of Escondido	0.40	MP 23.4	Demolition of the existing automotive dealership and construction of a market (approximately 43,500 square feet and 30 feet tall) and a restaurant (approximately 3,200 square feet); no building plans are proposed. Consolidate the existing five lots into two lots (approximately 3.1-acre Parcel A and approximately 0.6-acre Parcel B). On-site improvements include lighting, landscaping, signage, grading, and utility improvements on site. Off-site improvements include a storm drain connection from the northeastern corner of the site and across Lincoln Avenue to an existing storm drain at the northwest corner of the Lincoln Avenue and Broadway intersection.	Environmental review	--	--

⁶ The City of Escondido’s Preliminary Five-Year Capital Improvement Program and Budget proposes changing the title of this project to “Habitat Remediation – Spruce Street.”

⁷ This status update was obtained from the City of Escondido Planning staff.

Project	Approximate Location	Jurisdiction	Approximate Distance from the Proposed Project (miles)	Nearest Proposed Project Component	Project Description	Status	Anticipated Construction Schedule	
							Start	End
Meadowood Master Planned Community	North of SR-76, approximately 0.25 mile east of I-15	County of San Diego	0.44	MP 7.1	Development of approximately 390 acres, including 844 residences, public and private active and passive recreational facilities, open space preserve areas, a wastewater treatment plant, and new public roadways to serve the project.	Construction	2012	2025
Casa De Las Campanas	18655 West Bernardo Drive	City of San Diego	0.47	MP 30.6	Construction of an approximately 96,019-square-foot skilled nursing building at an existing housing facility for senior citizens on approximately 22.29 acres.	Environmental review	--	--
Tulip Multi Phase Street Improvements	Tulip Street	City of Escondido	0.49	MP 24.9	Construction of comprehensive street improvement on South Tulip Street, including new curbs, gutters, retaining walls, sidewalks, streetlights, and street surfaces.	Approved ²	--	--
Callado Road Green Street Infiltration Best Management Practices (BMPs)	Callado Road	City of San Diego	0.50	MP 33.4	Pilot BMP project to reduce pollutants entering the San Dieguito watershed; installation of pervious pavement, bioretention areas, landscaping, and planting along Callado Road between Pastoral Road and Hispano Drive in the Ranch Bernardo community.	Design	June 2017	Oct. 2018
Lilac Hills Ranch	Bounded by West Lilac Road to the north, Rodriguez Road to the south and east, and Shirey Road to Standell Lane to the west	County of San Diego	0.52	MP 10.6 to MP 12.4	Development of a mix of residential, commercial, and institutional uses along with parks and open space, totaling approximately 608 acres; approximately 90,000 square feet of commercial, office, and retail, including a 50-room country inn; 903 traditional single-family detached homes; 164 single-family attached homes; 211 residential units within the commercial mixed-use areas; 468 single-family detached age-restricted residential units within a senior citizens neighborhood; necessary facilities and amenities to serve the senior population (including a senior community center, a group residential and group care facility, and a dementia memory care facility for Alzheimer patients); and a two-acre Community Purpose Facilities area that will be comprised of a private recreational facility.	Environmental review	--	--
Mission Road/Ranger Road Intersection Fallbrook	Intersection of Mission Road and Ranger Road	County of San Diego	0.53	MP 3.8	Modification of the intersection of Mission Road and Ranger Road to increase capacity.	Approved ⁸	--	--
Zenner Development and Annexation	Northwestern corner of Ash Street and Vista Avenue; bisected by Lehner Avenue	City of Escondido	0.53	MP 22.1	Development of 43 lots on approximately 13.97 acres to include 40 single-family residential lots and three open space lots that will accommodate on-site storm water facilities.	Environmental review	--	--
Lindley Reservoir Replacement	North of Pleasantwood Lane	City of Escondido/ County of San Diego	0.54	MP 22.2	Replacement of the existing two million-gallon steel reservoir with two tanks adequately sized to future needs.	Construction	--	June 2016

⁸ This status update is based on the County of San Diego Public Works 2014/2015 Capital Improvement Plan.

Project	Approximate Location	Jurisdiction	Approximate Distance from the Proposed Project (miles)	Nearest Proposed Project Component	Project Description	Status	Anticipated Construction Schedule	
							Start	End
Escondido Disposal Inc. (EDI) Transfer Station/Materials Recovery Facility (MRF) Expansion Master Plan	1044 West Washington Avenue	City of Escondido	0.57	MP 23.8	Expansion of the existing EDI MRF onto an adjacent Mission Avenue parcel to the north and reconfiguration of uses for more efficient operations, totaling approximately 11.10 acres.	Approved	2015	2020
Valley Boulevard Relocation	Valley Boulevard	City of Escondido	0.71	MP 24.2	Realignment of the eastbound, one-way couplet currently on Valley Boulevard to Ivy Street and Grand Avenue; new pavement, curbs and gutters, sidewalks, street lights, traffic signals, storm drains, and relocating water lines as needed to accommodate the future vacation of Valley Boulevard. This project will facilitate the downtown Palomar Pomerado Hospital project.	On hold ²	--	--
Pickering Annexation	2056 North Ash Street and surrounding properties	City of Escondido	0.78	MP 22	Annexation of approximately 5.70 acres involving development of a 13-lot Tentative Tract Map on approximately 4.20 acres with graded peripheral fill slopes up to 13 feet in height, demolition of one single-family dwelling, related storage structures, and on-site vegetation. Annexation of three adjacent vacant properties (with no development proposed) totaling approximately 1.50 acres. Construction of various on- and off-site streets and utilities infrastructure on portions of Ash Street, and Stanley and Lehner avenues fronting the project. Proposed Development Agreement with a five-year term that authorizes construction in exchange for upgrading existing water, street, and drainage infrastructure in the area, as well as additional fees toward future construction of priority street and drainage improvements in the North Broadway area.	In review ⁷	--	--
Ahrens Field Development	North of Carroll Canyon and east of I-15	Scripps Miramar Ranch	0.80	MP 43	A two-acre neighborhood park with sports fields owned by the San Diego Unified School District.	Pending funding	2019	2020
Treana Mesa Joint Use Sports Fields	North of Carroll Canyon and east of I-15	Scripps Miramar Ranch	0.80	MP 43	Design and construction of seven acres of multi-sports fields at a location west of Treana Street on school district-owned property.	Pending funding	2017	2018
Miramar Clearwell Improvements	10710 Scripps Lake Drive	City of San Diego	0.81	MP 42.5	Two new clearwells west of the Miramar Water Treatment Plant.	Design	Feb. 2016	Jan. 2020
Carroll Canyon Mixed Use	9850 Carroll Canyon Road	City of San Diego	0.84	MP 43.2	Demolition of approximately 76,241 square feet of existing structures and on-site surface parking, and construction of a mixed-use development consisting of 260 residential units and approximately 12,200 square feet of commercial retail/restaurant space on approximately 9.28 acres.	Environmental review	--	--
Stanley/Lehner Residential Projects	836 Stanley Ave	City of Escondido	0.91	MP 22	A proposed Tentative Subdivision Map with 16 single-family residential lots on an approximately 4.63-acre parcel; proposed lot sizes range from 10,013 square feet to 11,830 square feet.	In review ⁷	--	--
Aurora San Diego Hospital Amendment	11878 Avenue of Industry	City of San Diego	0.97	MP 35	Remodel and addition of approximately 4,665 square feet to an existing hospital.	Environmental Review	--	--
Nordahl Tentative Map	Nordahl Road and Via Paloma	County of San Diego	0.99	MP 22.5	Subdivision of 18 lots, including 14 lots for single-family residential use and four non-buildable lots.	In review	--	--

Project	Approximate Location	Jurisdiction	Approximate Distance from the Proposed Project (miles)	Nearest Proposed Project Component	Project Description	Status	Anticipated Construction Schedule	
							Start	End
Utilities Undergrounding Program	Citywide	City of San Diego	--	--	The City of San Diego is currently relocating 15 to 35 miles of overhead utility lines underground throughout the city each year.	Approved	--	--
Sewer Pipeline Replacement	Citywide	City of Escondido	--	--	Ongoing program to replace old and deteriorating sewer pipes within the collections system to maintain quality service.	Approved ²	--	June 2024
Water Pipeline Replacement	Citywide	City of Escondido	--	--	Ongoing program to replace old and deteriorating water pipes within the distribution system to maintain quality service.	Approved ²	--	June 2024

Sources: Abeyta 2015; Areigat 2015; Bandegan 2015; Blake 2015; Caltrans District 11 – San Diego and Imperial Counties 2015; Caltrans 2012; Cherry 2015; City of Escondido 2015a, 2015b, 2015c, 2015d, 2015e; City of Escondido Planning Commission 2015; City of Escondido Planning Division 2015; City of Escondido Planning Division 2014; City of San Diego 2015a, 2015b, 2015c; Palomar College 2015; Paul 2015; Redlitz 2015; City of San Diego Development Services Department 2015a, 2015b; City of San Diego, Office of the City Clerk 2015a, 2015b; County of San Diego, Board of Supervisors 2011, 2012, 2014; County of San Diego 2011, 2012, 2013; County of San Diego, Department of Public Works 2014, 2015; County of San Diego, Planning and Development Services 2015a, 2015b, 2015c, 2015d, 2015e, 2015f, 2015g, 2015h; CPUC 2015; Dolmage 2015; Gargas 2015; Keck 2015; Martin 2015; Shearer-Nguyen 2015; U.S. Department of Transportation 2012; Slovick 2015; Wulfeck 2015.

Notes: "--" = Information not available.

4.18.7 Existing/Operating Projects

For the purposes of this document, past projects are defined by looking at existing land uses and known projects that have recently been completed or are ongoing. The majority of the Proposed Project travels within paved roads and road shoulders; therefore, much of the land use specifically crossed by the Proposed Project is within land used for infrastructure. Land uses surrounding the Proposed Project are characterized as residential, open space, agricultural, and commercial. Existing land uses within 1,000 feet of the Proposed Project are depicted in Attachment 4.10-C: Existing Land Uses of Section 4.10 Land Use and Planning.

Recent and continuing development projects in the vicinity of the Proposed Project include the following:

- City Square Downtown Residential Project, which involved construction of eight four-story buildings comprised of condominium units in the City of Escondido;
- City Plaza Mixed Use Development in the City of Escondido;
- Maple Street Pedestrian Plaza, a pedestrian-friendly connection between Grand Avenue and City Hall, the California Center for the Arts Escondido, and Grape Day Park;
- ongoing operation and maintenance of buildings, roadways, parks, and other facilities; and
- Capital improvement projects, such as Eagle Scout Lake Maintenance in Kit Carson Park, ongoing roadway maintenance, or infrastructure and streetscape improvements.

4.18.8 Potential Cumulative Impacts

This section discusses whether the Proposed Project will result in significant short-term or long-term environmental impacts when combined with other past, present, and reasonably foreseeable future projects in the area. Short-term impacts are generally associated with construction of the Proposed Project, while long-term impacts are those that result from operation and maintenance of the Proposed Project.

Cumulative impacts to the following resources could occur as a result of construction, operation, and maintenance of the Proposed Project in conjunction with the other planned and proposed future projects:

- Aesthetics
- Agricultural and Forestry Resources
- Air Quality
- Biological Resources
- Cultural, Tribal, and Paleontological Resources
- Geology, Soils, and Seismicity
- Greenhouse Gas (GHG) Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise

- Population and Housing
- Public Services
- Recreation
- Transportation and Traffic
- Utilities and Service Systems

These resources are discussed further in the subsections that follow.

Aesthetics

Cumulative impacts to visual resources could occur where Proposed Project facilities are viewed in combination with other past, present, planned, and probable developments in the same viewshed. The significance of cumulative visual impacts depends on a number of factors, including the degree to which the viewshed is altered and the extent to which scenic resources in the area are disrupted due to either view obstructions or direct impacts to scenic resource features. The Proposed Project viewshed is defined as the general area from which it is visible or can be seen. For the purpose of this analysis, the potential effects on foreground viewshed conditions are emphasized. The foreground is defined as the zone between 0.25 and 0.5 mile from the viewer. Landscape detail is most noticeable and objects generally appear most prominent when seen in the foreground.

Construction

Of the planned and proposed projects listed in Table 4.18-1: Planned and Proposed Projects within One Mile of the Proposed Project, 35 are located within approximately 0.5 mile of the Proposed Project and could have a cumulative impact on visual quality in the area, and 30 of the 35 have a construction schedule that may overlap or is unknown and could overlap with the Proposed Project. The following 30 planned and proposed projects are located within 0.5 mile of the Proposed Project and have a construction schedule that may overlap or is unknown and could overlap with the Proposed Project:

- Pala Mesa Highlands,
- Sewer Line Reidy Creek,
- Trunk Main Expansion,
- Centre City Parkway Landscape,
- Centre City Parkway/Highway 78 – Mission Avenue,
- Latitude II Condominium Development,
- Emmanuel Faith Community Church,
- Scripps Ranch Boulevard Bikeway,
- Escondido Creek Bikeway Missing Link Project,
- Brine Line – Broadway to HARRF,
- Felicita and Juniper/Escondido Boulevard to Chestnut,
- Palomar Community College North Education Center Campus,
- Campus Park West Master Planned Community,
- Newland Sierra Specific Plan,
- Campus Park Master Planned Community/Horse Creek Ridge,

- Veterans Village – “New Resolve” Mixed Use Project,
- The Glen at Scripps Ranch,
- Fairbrook Neighborhood Park Development,
- Vector Habitat Remediation – Mission Pools,
- Escondido United Reformed Church Master Plan,
- Recycled Water Easterly Main Extension,
- Recycled Water Easterly Main Tank & Pump Station,
- North County Environmental Resources Recycling Facility,
- Grape Day Park Master Plan,
- Calvin Christian School Auditorium,
- Centerpointe 78 Commercial Center,
- Meadowood Master Planned Community,
- Casa De Las Campanas,
- Tulip Multi Phase Street Improvements, and
- Callado Road Green Street Infiltration BMPs.

Projects that could overlap with the construction schedule of the Proposed Project will increase the potential for adverse cumulative impacts to occur from construction equipment, vehicles, materials, staging areas, and personnel. However, adverse visual impacts during construction will be short-term and temporary. As discussed in Section 4.1 Aesthetics, construction of the Proposed Project will have a less-than-significant impact or no impact to scenic vistas, scenic resources, visual character, and light and glare. Temporary impacts to aesthetics during construction could be potentially cumulative if construction occurs within a viewshed of another project being constructed concurrently; however, because the Proposed Project is linear, construction impacts at any given location along the Proposed Project route will be temporary and limited in duration. Therefore, aesthetic impacts are not expected to be cumulatively significant during construction of the Proposed Project.

Operation and Maintenance

Permanent cumulative visual impacts could occur as a result of aboveground Proposed Project components being located near other proposed developments in the area. Of the planned and proposed projects identified in Table 4.18-1: Planned and Proposed Projects within One Mile of the Proposed Project, 35 are located within 0.5 mile of the Proposed Project. However, only 12 planned and proposed projects are located within 0.5 mile of the following permanent aboveground components of the Proposed Project:

- Line 1601 Cross-Tie,
- Mainline Valve (MLV) 6,
- MLV 10, and
- MLV 2.

The following planned and proposed projects are located within 0.5 mile of the Line 1601 Cross-Tie:

- Latitude II Condominium Development,
- Centre City Parkway/Highway 78 – Mission Avenue, and
- Centerpointe 78 Commercial Center.

Centre City Parkway/Highway 78 – Mission Avenue is a capital improvement project for the City of Escondido. Latitude II Condominium Development involves the development of 112 residential condominium units on an approximately 3.44-acre parcel, including six residential buildings. The Centerpointe 78 Commercial Center project will involve demolition of an existing automotive dealership and construction of a market and a restaurant; however, an EIR has not been completed for this project. Landscaping, development, and other infrastructure obstruct views of these development projects from the Proposed Project. Views of the Proposed Project are similarly obstructed from these developments. Thus, when considered together, these projects are not anticipated to result in a cumulatively considerable aesthetic impact.

The following planned and proposed projects are located within 0.5 mile of MLV 6:

- Vector Habitat Remediation – Mission Pools,
- Escondido Creek Bikeway Missing Link Project,
- Recycled Water Easterly Main Tank & Pump Station, and
- Tulip Multi Phase Street Improvements.

These projects include habitat restoration, a bike path, an underground pipeline extension, and street improvements, which likely have no or beneficial effects on aesthetics in the area. Further, each of these projects is obstructed from view from the MLV 6 location by landscaping, development, and infrastructure. As a result, no cumulative impact is expected to occur.

The following planned and proposed projects are located within 0.5 mile of MLV 10:

- Scripps Ranch Boulevard Bikeway, and
- The Glen at Scripps Ranch.

Scripps Ranch Boulevard Bikeway will include construction of a Class II bicycle lane. The Glen at Scripps Ranch includes construction of a continuing care retirement community on approximately 53 acres. Both of these projects are obstructed from view at MLV 10 by landscaping, development, and infrastructure. As a result, no cumulative impact is expected to occur.

Lastly, the following planned and proposed projects are located within 0.5 mile of MLV 2:

- Palomar Community College North Education Center Campus, and
- Campus Park Master Planned Community/Horse Creek Ridge.

The Palomar Community College North Education Center Campus and the Campus Park Master Planned Community/Horse Creek Ridge projects will involve new development on large tracts of

land; however, these development projects are located within the I-15/SR-76 Interchange Master Specific Planning Area that has long anticipated and planned for future development. The combined cumulative aesthetic impact will be minimal when the Proposed Project's MLV 2 is analyzed in conjunction with these projects, because MLV 2 will be located within a cleared vacant lot adjacent to and east of Old Highway 395. In addition, MLV 2 will be enclosed by six- to eight-foot-high, earth-tone block walls, which will obscure views of the majority of equipment contained within and will blend in with other development and surrounding infrastructure. Further, existing vegetation, topography, I-15, and Ankey Road are located between MLV 2 and these planned projects, and they obstruct views of MLV 2; therefore, the cumulative aesthetic impact will be less than significant.

The California High-Speed Train Project from Los Angeles to San Diego via the Inland Empire could potentially be located within 0.5 mile of Proposed Project aboveground structures; however, the alignment is pending engineering and environmental evaluation. While the California High-Speed Train Project will potentially have permanent aesthetic impacts, including the development of a station in Escondido, mitigation measures such as design strategies to minimize bulk and shading of bridges and elevated guideways will be implemented to reduce visual impacts. Additionally, it is unlikely that the California High-Speed Train Project and the Proposed Project will both be visible from the same location. Therefore, the cumulative aesthetic impact will be less than significant.

The remaining aboveground structures associated with the Proposed Project are not within the same viewshed as other planned and proposed projects, and the remainder of the Proposed Project will be installed underground; therefore, the rest of the Proposed Project will not contribute to a cumulatively considerable impact to aesthetics.

Agricultural and Forestry Resources

Construction

Cumulative impacts to agricultural resources could result from the loss of farmland or the disruption of agricultural practices. Agricultural and forestry impacts from the Proposed Project will be temporary and will not result in the permanent conversion of Prime Farmland or Farmland of Statewide Importance to non-agricultural use. Construction of the Proposed Project will have a less-than-significant impact on the conversion of Unique Farmland resulting from the permanent conversion of approximately 0.09 acre of non-contiguous Unique Farmland to non-agricultural use. The Proposed Project will have no permanent or temporary impacts to Prime Farmland or Farmland of Statewide Importance. Although the Proposed Project crosses approximately 12.13 miles of land zoned for agriculture, no permanent change in zoning will be required for these areas. There will be temporary impacts to approximately 9.7 acres of land that are under a Williamson Act contract; however, there will be no permanent aboveground facilities on lands under a Williamson Act contract, and the Proposed Project will not require the cancellation of any Williamson Act contracts. Additionally, the Proposed Project will result in a less-than-significant impact on other changes that could cause conversion of agricultural lands.

The following three planned and proposed projects are expected to affect agricultural resources:

- SR-76 East – South Mission Road to I-15,
- Newland Sierra Specific Plan, and
- Lilac Hills Ranch.

The SR-76 East – South Mission Road to I-15 project will potentially convert approximately 118.3 acres of farmland; based on a 1996 survey, this is approximately 0.08 percent of farmland in San Diego County. Of the approximately 118.3 acres potentially converted, approximately 31 acres will be Prime and Unique Farmland. The SR-76 East – South Mission Road to I-15 project will also convert approximately 1.2 acres of Williamson Act-contracted farmland; however, this will not preclude the agricultural activities on the site. Although these impacts could contribute to cumulative agricultural impacts, the SR-76 East – South Mission Road to I-15 project's EIR states that the project is consistent with the County of San Diego Code of Regulatory Ordinances regarding Agricultural Land Conversion and will not adversely impact agricultural resources. The Newland Sierra Specific Plan Initial Study found that there will be potentially significant impacts to agricultural resources; however, an EIR has not been completed yet. Based on the Initial Study, the Newland Sierra Specific Plan could potentially affect approximately 32 acres of land designated as Farmland of Local Importance; however, no agricultural operation areas exist on the project site. Public comments are being addressed on the Draft Revised EIR for the Lilac Hills Ranch project, which has not yet been approved; however, the Lilac Hills Ranch project is expected to result in a significant impact to agricultural resources. The Pala Mesa Highlands project may potentially impact approximately eight acres of Farmland of Local Importance as a result of construction; however, the project has not yet gone through environmental review. The California High-Speed Train Project from Los Angeles to San Diego via the Inland Empire may have permanent impacts to agricultural resources as a result of construction; however, an EIR has not been completed for this phase of the project.

Construction of these planned and proposed projects could potentially result in temporary cumulative impacts to agriculture; however, they are not expected to be cumulatively significant, as the impacts to Unique Farmland from construction of the Proposed Project account for less than 0.01 percent of the total designated Important Farmland in San Diego County as of 2010, and the Proposed Project will not result in the permanent conversion of Prime Farmland or Farmland of Statewide Importance. Additionally, the Proposed Project and other planned and proposed projects will not directly preclude agricultural activities in the surrounding area. Therefore, cumulative impacts to agricultural and forestry resources during construction will be less than significant.

Operation and Maintenance

Operation and maintenance of the Proposed Project will not result in the conversion of Prime Farmland, Farmland of Statewide Importance, or Unique Farmland. As discussed previously, the Proposed Project will result in a less-than-significant impact to agriculturally zoned properties or Williamson Act contracts, as there will be no permanent change in land zoned for agriculture, and there will be no permanent aboveground facilities within lands under a Williamson Act contract. Operation and maintenance of the Proposed Project will not result in other changes that could convert agricultural lands. With the implementation of Applicants-Proposed Measures

(APMs), the impacts to agricultural zoning or Williamson Act contracts will be less than significant. The SR-76 East – South Mission Road to I-15 project will convert approximately 1.2 acres of Williamson Act farmland; however, it will not prevent agricultural activities on that land. The Newland Sierra Specific Plan will require rezoning to avoid conflict with existing zoning for agricultural use in a portion of the project site. The Lilac Hills Ranch project will have a less-than-significant impact to agricultural zoning; however, the agricultural zoning will be changed to allow for the project, which will not cause any significant impacts to adjacent agricultural operations. When these impacts are taken into consideration with other impacts of planned and proposed projects in the area, potential cumulative impacts to agricultural resources due to operation and maintenance of these projects and the Proposed Project are anticipated to be less than significant because operation and maintenance will not result in the conversion of any agricultural uses to non-agricultural uses.

Air Quality

Construction

As described in Section 4.3 Air Quality, the Proposed Project is anticipated to have temporary significant impacts during construction in regard to air quality plan consistency, air quality standards from construction equipment and worker vehicle exhaust, and criteria pollutant increases. In order to address the Proposed Project's potential impacts, the Applicants will implement APMs during construction to reduce emissions and dust during construction, as discussed in Section 4.3 Air Quality. As described in Section 4.3 Air Quality, the implementation of these APMs will not reduce inhalable particulate matter (PM), fine PM, carbon monoxide, and oxides of nitrogen emissions below applicable San Diego County Air Pollution Control District (SDAPCD) thresholds. Therefore, the Proposed Project will potentially temporarily conflict with or obstruct implementation of applicable air quality plans and violate air quality standards and/or pollutant criteria during construction.

The construction schedule for the Proposed Project could overlap with the construction schedules for six proposed projects with anticipated significant air quality impacts listed in Table 4.18-1: Planned and Proposed Projects within One Mile of the Proposed Project. Construction associated with the following projects will exceed applicable air quality thresholds and conflict with applicable pollutant criteria:

- Campus Park West Master Planned Community,
- Newland Sierra Specific Plan,
- Campus Park Master Planned Community/Horse Creek Ridge,
- Meadowood Master Planned Community,
- Lilac Hills Ranch, and
- Carroll Canyon Mixed Use.

These projects, as well as other projects within the Proposed Project area, will be required to comply with local ordinances and regulations concerning air quality, including dust control, during construction activities. However, given the potential overlap in construction schedules for these projects and the Proposed Project, any potential impacts will result in a cumulatively considerable, but temporary impact to air quality.

Operation and Maintenance

Long-term operation of the Proposed Project will not include any permanent or stationary sources of pollution, and will not induce population growth or area employment resulting in significantly increased operational trips. Therefore, the Proposed Project will not contribute to a cumulatively considerable air quality impact associated with operation, power generation, or population growth.

Biological Resources

Construction

As discussed in Section 4.4 Biological Resources, the Proposed Project has the potential to temporarily and permanently affect sensitive species, sensitive natural communities, jurisdictional waters, and native wildlife movements. The construction schedule for the Proposed Project could overlap with the construction schedules for the following 11 planned and proposed projects listed in Table 4.18-1: Planned and Proposed Projects within One Mile of the Proposed Project:

- Emmanuel Faith Community Church,
- Brine Line – Broadway to HARRF,
- Palomar Community College North Education Center Campus,
- Campus Park West Master Planned Community,
- North County Environmental Resources Recycling Facility,
- Meadowood Master Planned Community,
- Callado Road Green Street Infiltration BMPs,
- EDI Transfer Station/MRF Expansion Master Plan,
- Ahrens Field Development,
- Trenea Mesa Joint Use Sports Fields, and
- Miramar Clearwell Improvements.

An additional 35 projects have construction timelines that are unknown and could overlap with the Proposed Project. Cumulative impacts to biological resources could occur as a result of increased ground-disturbing activities by multiple projects that could disrupt normal animal breeding, foraging, and migration behavior, as well as the potential removal of suitable habitat for multiple special-status plant and animal species, including species that are protected under the federal Endangered Species Act (FESA) and the California Endangered Species Act (CESA), particularly within portions of the Proposed Project. Most of the Proposed Project will be constructed in existing roadways that do not provide habitat for species; however, the following portions of the Proposed Project offer habitat for sensitive biological resources that will be impacted by construction activities:

- areas adjacent to the roadways where the Proposed Project will be constructed,
- cross-country areas crossed, and
- where the Proposed Project is located on MCAS Miramar.

Other planned and proposed projects (e.g., Campus Park West Master Planned Community, Newland Sierra Specific Plan, Campus Park Master Planned Community/Horse Creek Ridge,

and Meadowood Master Planned Community) will also have impacts to special-status species and their habitat. While the Proposed Project and other planned and proposed projects will have impacts to sensitive species, all projects within the cumulative scenario will be subject to the same permitting requirements under the FESA and CESA, which are intended to minimize and mitigate for impacts to species, both at the project level and in a regional context. Therefore, cumulative impacts to sensitive species and critical habitat are expected to be less than significant after the required avoidance, minimization, and compensatory mitigation measures are applied. The California High-Speed Train Project from Los Angeles to San Diego via the Inland Empire may have impacts to biological resources and jurisdictional waters; however, the alignment is pending engineering and environmental evaluation, and the EIR has not been completed for this phase of the project and impacts are unknown.

The Proposed Project will not result in any permanent impacts to potentially jurisdictional waters. Construction of the Proposed Project will result in direct temporary impacts to approximately 6.2 acres of wetlands, and approximately 1.0 acre of drainages that are potentially under the jurisdiction of the U.S. Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), and/or California Department of Fish and Wildlife (CDFW). Other planned and proposed projects (e.g., Campus Park West Master Planned Community, Newland Sierra Specific Plan, SR-76 East – South Mission Road to I-15, Meadowood Master Planned Community, and Lilac Hills Ranch) have the potential to result in impacts to jurisdictional wetlands/waters and riparian areas. For all temporary impacts to water features, the Applicants will obtain necessary authorizations from the USACE pursuant to Clean Water Act (CWA) Section 404, the RWQCB pursuant to CWA Section 401, and the CDFW pursuant to the California Fish and Game Code Section 1600. Any projects impacting waters will be subject to the same federal and state permitting requirements for impacts to jurisdictional waters and riparian areas, which are intended to minimize and mitigate for impacts to these resources, both at the project level and in a regional context. Further, following construction, all temporarily impacted water features will be restored by implementing a Habitat Restoration Plan. As a result, cumulative impacts to riparian areas and jurisdictional waters are expected to be less than significant with the implementation of permit conditions.

Operation and Maintenance

Operation and maintenance of the Proposed Project after construction will consist of periodic patrols, inspections, and occasional repairs. Most of these activities will be conducted on existing roadways, which will not impact sensitive resources. Where these activities may impact sensitive species, the Applicants will either rely on the SDG&E Subregional Natural Community Conservation Plan (NCCP) or obtain incidental take coverage through the Section 7 consultation and Section 2081 incidental take permit, which will ensure that potential impacts to biological resources are avoided or minimized to the extent possible. Further, where the areas of disturbance will occur in sensitive habitat, it will be very small and infrequent. The other planned and proposed projects could also adversely affect sensitive biological resources due to increased human activity in the vicinity of the newly constructed developments. This could further disrupt breeding, foraging, or migration behaviors. However, most of these activities are anticipated to occur in areas that are developed and no longer suitable habitat for sensitive species. The California High-Speed Train Project from Los Angeles to San Diego via the Inland Empire has potential to impact sensitive species during operation and maintenance; however, the

EIR has not been completed for this phase of the project, and the impacts are unknown. As a result, the cumulative impact to biological resources from the ongoing operation and maintenance of the planned and proposed projects in conjunction with the Proposed Project is anticipated to be less than significant.

Cultural, Tribal, and Paleontological Resources

Construction

Cumulative impacts to cultural resources could occur as a result of increased ground-disturbing activities by multiple projects within the study area. The results of the records search and archaeological field investigation conducted for the Proposed Project indicate that there are 20 previously recorded cultural resources and three newly recorded resources within the area of potential effect (APE). Two of these resources have been determined eligible for inclusion in the National Register of Historic Places (NRHP); however, one of the eligible resources will be avoided as the Proposed Project is primarily limited to the disturbed road and road shoulder, thus avoiding impacts at this locality. Four of the resources identified within the APE have been determined to be ineligible and the remaining resources have not yet been evaluated for inclusion in the NRHP, the California Register of Historical Places, or a local register. Impacts to the historic and archaeological sites identified within the Proposed Project's APE will be minimized through APMs, which include construction monitoring by a qualified archaeologist. Ground-disturbing construction activities have the potential to inadvertently impact unknown cultural resources within the Proposed Project area, as these activities could potentially disturb or destroy unknown buried cultural deposits (i.e., archaeological sites). Portions of the Proposed Project and the following other projects will occur within areas that have not been previously disturbed or developed:

- Pala Mesa Highlands,
- Campus Park West Master Planned Community,
- Newland Sierra Specific Plan, and
- Campus Park Master Planned Community/Horse Creek Ridge.

The Pala Mesa Highlands project has not gone through environmental review; however, like other projects, any potential impacts will likely be mitigated by archaeological resource monitoring, evaluation, and treatment, as appropriate. The Campus Park West Master Planned Community determined that impacts to historical sites will be less than significant. While no prehistoric resources were discovered during field surveys, there is potential that grading during construction could result in the discovery of previously unrecorded archaeological resources or the disturbance of human remains. However, the impacts will be reduced by archaeological and cultural resources monitoring by a County of San Diego-approved archaeologist. To further reduce potential impacts, a grading, monitoring, and data recovery program will be developed to mitigate for potential impacts to undiscovered, buried archaeological resources. Impacts to cultural resources from the Campus Park Master Planned Community/Horse Creek Ridge will be similar to the Campus Park West Master Planned Community. This project will also mitigate potential impacts through implementation of a grading, monitoring, and data recovery program. An EIR for the Newland Sierra Specific Plan has not yet been completed; the Initial Study prepared for this project found potentially significant impacts to historical and archaeological

resources. However, cultural resources will be further evaluated in the EIR and similar mitigation measures will likely be implemented to reduce potential impacts. The California High-Speed Train Project from Los Angeles to San Diego via the Inland Empire may occur within areas that have not been previously disturbed or developed; however, an alignment has not been selected and the EIR has not been completed for this phase of the project; therefore the impacts are unknown.

While there is potential for cumulative impacts to cultural resources during construction of these projects and the Proposed Project, the planned and proposed project applicants will implement mitigation measures to further reduce potential impacts. Further, relatively small segments of the Proposed Project will take place in previously undisturbed areas and the Applicants will implement APMs to avoid or minimize potential impacts to cultural resources; therefore, the Proposed Project's cumulative contribution will not be significant.

Areas of the Proposed Project are underlain by geologic rock units/formations with moderate paleontological potential and high paleontological potential. As such, fossils may be encountered during excavation activities for the Proposed Project and construction has the potential to impact paleontological resources. The following planned and proposed projects are also underlain by geologic rock units/formations with moderate paleontological potential:

- Sewer Line Reidy Creek,
- Latitude II Condominium Development,
- Trunk Main Expansion,
- Scripps Ranch Boulevard Bikeway,
- Escondido Creek Bikeway Missing Link Project,
- Centre City Parkway Landscape,
- Centre City Parkway/Highway 78 – Mission Avenue,
- Felicita and Juniper/Escondido Boulevard to Chestnut,
- Newland Sierra Specific Plan,
- Veterans Village – “New Resolve” Mixed Use Project,
- Vector Habitat Remediation – Mission Pools,
- Escondido United Reformed Church Master Plan,
- Recycled Water Easterly Main Extension,
- Recycled Water Easterly Main Tank & Pump Station,
- Grape Day Park Master Plan,
- Calvin Christian School Auditorium,
- Centerpointe 78 Commercial Center,
- Zenner Development and Annexation,
- EDI Transfer Station/MRF Expansion Master Plan,
- Pickering Annexation,
- Ahrens Field Development,
- Carroll Canyon Mixed Use, and
- Stanley/Lehner Residential Projects.

The following planned and proposed projects are underlain by geologic rock units/formations with high paleontological potential:

- Pala Mesa Highlands,
- SR-76 East – South Mission Road to I-15,
- SDG&E Sycamore-Peñasquitos 230 kV Transmission Line Project,
- Palomar Community College North Education Center Campus,
- Campus Park West Master Planned Community,
- Campus Park Master Planned Community/Horse Creek Ridge,
- The Glen at Scripps Ranch,
- Fairbrook Neighborhood Park Development,
- Cypress Canyon Neighborhood Park (Phase II),
- Meadowood Master Planned Community,
- Casa De Las Campanas,
- Callado Road Green Street Infiltration BMPs,
- Miramar Clearwell Improvements, and
- Aurora San Diego Hospital Amendment.

A majority of these projects will occur within areas that have been previously disturbed. As discussed previously, portions of the Proposed Project and the following planned and proposed projects will occur within areas that have not been previously disturbed or developed:

- Pala Mesa Highlands,
- Campus Park West Master Planned Community,
- Newland Sierra Specific Plan, and
- Campus Park Master Planned Community/Horse Creek Ridge.

A portion of the Pala Mesa Highlands project on the eastern boundary is underlain by geologic rock units/formations with high paleontological potential; however, this area has been previously disturbed. A small portion of the Newland Sierra Specific Plan on the southeastern boundary is underlain by geologic rock units/formations with moderate paleontological potential, and the area has been previously disturbed. The Campus Park West Master Planned Community and the Campus Park Master Planned Community/Horse Creek Ridge projects both have potential to significantly impact paleontological resources during construction, and mitigation measures will be implemented to reduce impacts to a less-than-significant level. Fossils may be encountered during construction of the other planned and proposed projects previously identified; however, a majority will occur within existing roadways or within areas that are previously disturbed or developed, where the likelihood of encountering paleontological resources is low. Further, the Applicants will implement APMs to ensure the proper salvage, relocation, and management of fossils encountered during excavation in areas of moderate or high paleontological potential to minimize any impacts to paleontological resources during construction. Additionally, the planned and proposed projects that are underlain by geologic rock units/formations with moderate or high paleontological potential will be required to implement similar strategies in the event of an unanticipated discovery. Therefore, with the implementation of APMs, a cumulatively considerable impact to paleontological resources is not anticipated.

Impacts to tribal cultural resources could occur within the Proposed Project area. However, per Senate Bill 18 and the recent amendment to CEQA by Assembly Bill 52, early consultation with interested Native American parties identified by the Native American Heritage Commission was initiated on April 23, 2015 via letter that described the Proposed Project and provided a detailed map. The letter solicited input regarding any Native American resources that might be adversely affected by the Proposed Project. APM-CUL-04—which requires the Applicants to provide requested information and updates during initiation and construction of the Proposed Project, as well as continued Native American tribe consultation efforts—will ensure that consultation will continue pursuant to the California Public Resources Code Section 21074. APM-CUL-04 also requires that Native American consultants be invited to monitor construction activities within culturally sensitive areas. Native American consultants will be given the right to inspect sites where human remains are discovered and to determine the treatment and disposition of the remains. As a result, with the implementation of APMs, a cumulatively considerable impact to tribal cultural resources is not anticipated.

Operation and Maintenance

Operation and maintenance activities associated with the Proposed Project will be conducted in areas that were previously disturbed during construction of the Proposed Project. As a result, it is not anticipated that cultural and paleontological resources will be encountered during such activities, and there will be no cumulative impact.

Geology, Soils, and Seismicity

Construction, Operation, and Maintenance

The potential cumulative impacts that may occur as a result of the Proposed Project—in conjunction with other planned and proposed projects—include threats to human safety and structural integrity, soil erosion or topsoil loss, geologic unit instability, or construction on expansive soils. All of the projects—and particularly the following—could potentially impact soils:

- SR-76 East – South Mission Road to I-15,
- Newland Sierra Specific Plan,
- Campus Park Master Planning Community/Horse Creek Ridge,
- Recycled Water Easterly Main Extension,
- Meadowood Master Planned Community,
- Lindley Reservoir Replacement,
- Carroll Canyon Mixed Use Project,
- Stanley/Lehner Residential Projects, and
- California High-Speed Train Project from Los Angeles to San Diego via the Inland Empire.

However, the potential for soil erosion and sedimentation will be minimized through the implementation of a Storm Water Pollution Prevention Plans (SWPPP) and BMPs, which are required for all projects that disturb one or more acres of soil. All of the projects will be designed to meet current building code and safety standards and will be required to adhere to regulations that limit developments on steep slopes and in landslide areas, thereby ensuring that the potential for

long-term cumulative impacts are less than significant. As a result, the potential for a significant cumulative impact to geology and soils is low and is not expected to be significant.

Greenhouse Gas Emissions

Construction

Construction of the Proposed Project and 11 of the projects listed in Table 4.18-1: Planned and Proposed Projects within One Mile of the Proposed Project could occur simultaneously, and are also listed in the Biological Resources section. An additional 35 projects have construction timelines that are unknown and could overlap with the Proposed Project. GHG analyses and thresholds are cumulative by nature, so if a project is less than significant under applicable thresholds of significance, the project does not contribute to cumulatively significant GHG impacts. Emissions generated during the construction and operation of the Proposed Project will not exceed applicable thresholds recommended by the South Coast Air Quality Management District, the County of San Diego, and the City of Escondido. The Applicants will be required to adhere to the standards and requirements established by the California Air Resources Board and the SDAPCD to minimize the potential for the Proposed Project's construction activities and mobile equipment to contribute to potential cumulative impacts with regard to GHG emissions. As such, GHG impacts will be less than significant.

Operation and Maintenance

As described in Section 4.7 Greenhouse Gas Emissions, operation and maintenance activities will generate a minor amount of GHG emissions from vehicles and/or equipment used to inspect and maintain the Proposed Project facilities. Proposed operation and maintenance activities associated with other planned and proposed projects may potentially contribute to GHG accumulation by emitting carbon dioxide, nitrous oxide, methane, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Projects that will contribute to GHG accumulation generally include those that will induce population growth, such as the large residential developments listed in Table 4.18-1: Planned and Proposed Projects within One Mile of the Proposed Project. However, as previously discussed, GHG emissions generated by operation and maintenance associated with the Proposed Project will not exceed applicable thresholds. Therefore, the cumulative impacts related to GHGs will be less than significant.

Hazards and Hazardous Materials

Construction

Cumulative impacts to hazards and/or hazardous materials can result from the construction of concurrent projects and the Proposed Project having an increased effect on public or worker safety, including exposure to hazardous materials, increased fire potential, or physical hazards. The projects listed in Table 4.18-1: Planned and Proposed Projects within One Mile of the Proposed Project could involve the storage, use, transport, and potential for accidental release of hazardous materials similar to those described for the Proposed Project. Construction of the Proposed Project and 11 of the projects listed in Table 4.18-1: Planned and Proposed Projects within One Mile of the Proposed Project could occur simultaneously, and are also listed in the Biological Resources section. An additional 35 projects have construction timelines that are unknown and could overlap with the Proposed Project. As a result, several of these projects have

the potential to result in a cumulative impact related to overall hazards or hazardous materials when combined with the Proposed Project.

Because each of these projects requires construction equipment, these projects could potentially have a temporary impact from accidental releases of diesel and gasoline fuel, hydraulic fluids, and other hazardous liquids. Though no impact is anticipated, there is a potential for accidental spills or leaks. While this potential hazard will exist during construction, a spill will be very unlikely to occur in the same immediate vicinity during a similar timeframe. Large releases of hazardous materials from multiple projects are highly unlikely with adherence to federal and state regulations. Small releases will be contained, cleaned up, and disposed of in accordance with applicable laws. Further, because shallow groundwater may be present at several hazardous sites during excavation activities, the Applicants will implement APMs to ensure that contaminated soil or groundwater does not pose a risk to human health or the environment. Because the other planned and proposed projects are presumed to be in compliance with the same federal and state regulations and include the same or similar measures to mitigate potential impacts from hazardous wastes, the cumulative impacts related to hazardous materials during construction is anticipated to be less than significant.

The majority of the Proposed Project is located within the California Department of Forestry and Fire Protection (CAL FIRE) Fire Resource and Assessment Program's (FRAP's) Extreme Threat to People and Very High Threat to People classes. Construction or operation and maintenance activities could result in a fire due to the increased presence of vehicles, equipment, and human activity in areas of elevated fire hazard severity. Cumulative impacts regarding wildland fire risk could result from other planned and proposed projects being located within high fire hazard areas and performing construction or maintenance activities concurrently. Of the planned and proposed projects listed in Table 4.18-1: Planned and Proposed Projects within One Mile of the Proposed Project, 25 of the projects have a construction timeline that may overlap and are also located within the CAL FIRE FRAP's Extreme Threat to People and Very High Threat to People classes. The Applicants will implement BMPs, such as assessing work areas for wildland fire risk, reducing the number of hazards inside and around the perimeter of each work area, and implementing SDG&E's existing Operations and Maintenance Wildland Fire Prevention Plan. It is assumed that the other planned and proposed projects categorized within the Extreme Threat to People and Very High Threat to People classes will implement similar measures to reduce the risk of wildland fire hazards. Therefore, the Proposed Project's cumulative contribution to exposing people or structures to a risk of loss, injury, or death related to wildland fires will be less than significant.

Operation and Maintenance

Operation and maintenance activities will be conducted in accordance with the Applicants' standard operating procedures and will include routine maintenance and inspection of the pipeline, valves, and pressure-limiting and metering equipment; emergency planning; on-call response; and incident reporting. The projects listed in Table 4.18-1: Planned and Proposed Projects within One Mile of the Proposed Project are mostly commercial, residential, infrastructure, and capital improvement projects, and will not likely involve the storage, use, transport, and potential for accidental release of hazardous materials following the completion of construction. Two planned projects—the North County Environmental Resources Recycling

Facility and the EDI Transfer Station/MRF Expansion Master Plan—have the potential for hazardous materials to be stored on site after construction. The EDI Transfer Station/MRF Expansion Master Plan will involve the use of regulated common hazardous materials; however, the project activities—including the proper use, transport, and disposal of hazardous materials—will be completed in compliance with regulations. Further, the likelihood of a significant cumulative impact is very low because this facility is more than 0.5 mile from the Proposed Project. While the North County Environmental Resources Recycling Facility project will not process hazardous materials at the facility, an EIR for the project has not been completed and the analysis may further evaluate potential impacts from the use of hazardous materials should it be required. Even if the North County Environmental Resources Recycling Facility did handle and use hazardous materials, the likelihood of a significant cumulative impact is very low because the facility is more than 0.25 mile from the Proposed Project. Further, both the Proposed Project and the recycling facility will have to comply with the federal and state regulations to ensure hazardous materials are transported, handled, and disposed of in a safe manner. As a result, the cumulative impact related to hazardous materials is anticipated to be less than significant.

The Proposed Project will have no impact to public or private airstrips; therefore, the Proposed Project will not contribute to a cumulative impact to public or private airstrip hazards.

Hydrology and Water Quality

Construction

A cumulative impact could result from projects involving a significant amount of grading, which could alter natural drainage patterns, contribute to increases in runoff, or result in a degradation of water quality. Cumulative impacts could also result from multiple projects altering water courses, depleting groundwater supplies, creating or contributing to storm water runoff, substantially degrading water quality, or exposing people or structures to a significant risk of flood exposure. Construction of the Proposed Project and 11 of the projects listed in Table 4.18-1: Planned and Proposed Projects within One Mile of the Proposed Project could occur simultaneously, and are also listed in the Biological Resources section. An additional 35 projects have construction timelines that are unknown and could overlap with the Proposed Project. Other planned and proposed projects are expected to affect hydrology and water quality, including the following:

- SR-76 East – South Mission Road to I-15,
- Newland Sierra Specific Plan,
- Recycled Water Easterly Main Extension, and
- North County Environmental Resources Recycling Facility.

While minor alterations to drainage patterns could occur during construction activities, these impacts will be temporary and the original contours will be returned to pre-construction conditions to maintain the existing drainage patterns once construction is complete. There will be no impacts to groundwater resources because the Proposed Project will not rely on groundwater for construction or operation. The Proposed Project is not expected to result in significant increases in storm water runoff because most of the Proposed Project will be located underground, the new aboveground facilities have minor impervious surfaces and are discontinuous, and the Applicants will implement SDG&E's Water Quality Construction BMPs

Manual to reduce or eliminate post-construction impacts. Further, water associated with hydrotesting and other construction activities will be analyzed and treated, as necessary, and discharged or disposed of in accordance with applicable federal, state, and local requirements to prevent water quality degradation. Other planned projects (e.g., Campus Park West Master Planned Community, Newland Sierra Specific Plan, Recycled Water Easterly Main Extension, and the California High-Speed Train Project from Los Angeles to San Diego via the Inland Empire) will also have the potential to impact surface water and drainage features during construction; however, under Section 402 of the CWA, all projects disturbing more than one acre will be required to obtain a General Construction Permit, which will require the implementation of a SWPPP and BMPs to avoid erosion and water quality degradation. With the implementation of SWPPPs and BMPs, cumulative impacts to water resources will be less than significant.

Operation and Maintenance

Operation and maintenance activities will generally involve visual inspections or aboveground work at the appurtenant facilities. If an unanticipated repair is necessary and requires excavation or grading, the Applicants will implement SDG&E's Water Quality Construction BMPs Manual to reduce or eliminate pollutants in runoff from disturbance areas. Therefore, the Proposed Project is not anticipated to contribute to a cumulative impact.

During operation and maintenance, water will be required only if repair or testing of the pipeline is necessary, and these activities are expected to occur once every seven years. Due to the infrequent nature of the water requirements, the relatively small volumes of water required, and the fact that non-groundwater can be used, the Proposed Project will not contribute to a cumulatively considerable impact to groundwater supplies.

Land Use and Planning

Cumulative impacts to land use and planning could occur as a result of the Proposed Project in connection with other planned and proposed projects conflicting with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Proposed Project. The Proposed Project will not conflict with any applicable Habitat Conservation Plan, NCCP, or applicable local land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. In addition, the Proposed Project will not create new physical barriers or physically divide an established community. As a result, the Proposed Project will not contribute to a cumulatively considerable impact to land use and planning.

Mineral Resources

Cumulative impacts to mineral resources that could occur as a result of the Proposed Project in connection with other planned and future projects include loss of regionally or state-valued mineral resources. A majority of the projects listed in Table 4.18-1: Planned and Proposed Projects within One Mile of the Proposed Project are not anticipated to significantly affect the exploration or extraction of mineral resources. Approximately 8.6 miles of the Proposed Project are located in areas designated as Mineral Resource Zone (MRZ-) 2, which indicates that significant mineral deposits are present or highly likely. However, there are no current or proposed extractive operations within one mile of the Proposed Project at either crossing location designated as MRZ-2. Mineral resources in the area will be impacted by other proposed nearby

projects—such as the Newland Sierra Specific Plan, which could have a potentially significant impact to mineral resources based on its Initial Study—rather than by the Proposed Project. The California High-Speed Train Project from Los Angeles to San Diego via the Inland Empire could also potentially impact mineral resources; however, the EIR has not been completed for this phase of the project and impacts are unknown. Therefore, construction, operation, and maintenance of the Proposed Project will not contribute to a cumulatively considerable impact to mineral resources.

Noise

Construction

Cumulative impacts to noise have the potential to result during construction of the Proposed Project in connection with other planned and proposed projects. Construction of the Proposed Project could occur simultaneously with 11 of the projects listed in Table 4.18-1: Planned and Proposed Projects within One Mile of the Proposed Project and in the Biological Resources section. An additional 35 projects have construction timelines that are unknown and could overlap with the Proposed Project. Eight capital improvement projects and three development projects are adjacent to or intersect with the Proposed Project and have construction timelines that are unknown and could overlap with the Proposed Project. Other projects (e.g., Campus Park West Master Planned Community, Newland Sierra Specific Plan, and Lilac Hills Ranch) will also generate noise impacts during construction, and a temporary cumulative increase in noise could result when construction of these and other projects occur simultaneously with construction of the Proposed Project; however, these projects are more than 0.5 mile from the Proposed Project, so their potential for a cumulative impact is very low.

Construction of the planned and proposed projects will generally be limited to the timeframes established by the local ordinances. Construction of the Proposed Project will also adhere to the adopted times when construction is allowed, and in cases where local ordinances may be exceeded, variances from the standards will be pursued. However, even with the implementation of APMs, the Proposed Project will exceed local standards, and there may be periods of time when construction of the Proposed Project overlaps with construction of planned and proposed projects that are in close proximity. In these cases, the Proposed Project will contribute to cumulatively considerable noise impacts in conjunction with the construction of adjacent projects. However, due to the linear nature of pipelines, contribution to noise impacts due to construction of the Proposed Project at any one location will be limited in duration, and impacts will be temporary.

Operation and Maintenance

During operation and maintenance, the Proposed Project will generate noise at the aboveground facilities, specifically at the two proposed pressure-limiting stations; however, with the implementation of APMs, potential impacts from operational noise at these facilities will be reduced to a less-than-significant level. While temporary noise impacts associated with blowdowns at a MLV may exceed noise standards, blowdowns will be infrequent and very short-term in nature, and will be conducted in accordance with Title 49, Part 192 of the Code of Federal Regulations. As a result, the potential for blowdowns to occur at the same time as other noise-generating activities is minimal, and they will not cause continuous permanent noise

increases to the surrounding area. Other projects, such as the Campus Park West Master Planned Community, the Newland Sierra Specific Plan, and the California High-Speed Train Project from Los Angeles to San Diego via the Inland Empire will also have significant noise impacts to the area. Additionally, only the Latitude II Condominium Development project of the planned and proposed projects listed in Table 4.18-1: Planned and Proposed Projects within One Mile of the Proposed Project will be located within 0.5 mile of the two proposed pressure-limiting stations, which are the only continuous noise-generating facilities associated with the Proposed Project. The Latitude II Condominium Development project is a proposed residential development that is not anticipated to generate much noise, and as such, it will not result in a substantial permanent increase in ambient noise levels in the project vicinity. Therefore, permanent cumulative noise impacts will be less than significant.

Population and Housing

Construction

Cumulative impacts to population and housing have the potential to result from impacts to population growth during construction of the Proposed Project in connection with other planned and proposed projects. The following six planned and proposed projects are expected to affect population and housing:

- Pala Mesa Highlands,
- Latitude II Condominium Development,
- Campus Park West Master Planned Community,
- Newland Sierra Specific Plan,
- Campus Park Master Planned Community/Horse Creek Ridge,
- Veterans Village – “New Resolve” Mixed Use Project,
- The Glen at Scripps Ranch,
- Meadowood Master Planned Community,
- Lilac Hills Ranch,
- Zenner Development and Annexation,
- Carroll Canyon Mixed Use, and

Stanley/Lehner Residential Projects. The Campus Park West Master Planned Community will involve construction of 283 multi-family dwelling units; the Campus Park Master Planned Community/Horse Creek Ridge will involve development of 751 residences; and the Meadowood Master Planned Community will involve development of 844 residences. All three of these projects are located in the Fallbrook Community Plan area of San Diego County, but they are also located within the I-15/SR-76 Interchange Master Specific Planning Area that has long anticipated and planned for future development.

The Newland Sierra Specific Plan Initial Study found potentially significant impacts to population growth; however, an EIR has not yet been completed and the Initial Study did not identify impacts to population growth during construction. The Stanley/Lehner Residential Projects will involve building 16 single-family residences in the City of Escondido. While the Stanley/Lehner Residential Projects are anticipated to incrementally increase population in the area and will have less-than-significant impacts to population and housing, the Proposed

Project's impacts will not contribute to cumulative impacts when considered with the Stanley/Lehner Residential Projects, as impacts to population growth during construction of the Stanley/Lehner Residential Projects were not identified in the project's Mitigated Negative Declaration (MND).

The Veterans Village – “New Resolve” Mixed Use Project is projected to increase the population by less than 0.10 percent, which will not be considered substantial, and the MND did not identify impacts to population growth during construction. Implementation of The Glen at Scripps Ranch is not anticipated to significantly alter the planned location, distribution, or growth of the population in the area; the EIR did not identify impacts to population growth during construction. The Zenner Development and Annexation project is projected to increase the population by approximately 0.08 percent, which will not cause a significant population impact, and the MND did not identify impacts to population growth during construction. An EIR has not yet been completed for the Carroll Canyon Mixed Use project; however, it is expected that the project will not have a significant effect on population and housing. The Latitude II Condominium Development is projected to increase the population by less than 0.10 percent, which is not considered substantial, and the MND did not identify impacts to population growth during construction. The Pala Mesa Highlands project will involve the development of housing and will likely increase the population. While this project has not gone through environmental review, it is similar in scale to the other planned and proposed projects discussed, and will not likely cause a significant population impact. The California High-Speed Train Project from Los Angeles to San Diego via the Inland Empire could potentially displace residences and businesses; however, the analysis has not been completed for this phase of the project.

When these projects are evaluated in conjunction with the Proposed Project, there is potential for cumulative impacts to population and housing; however, the Proposed Project's impacts will be temporary in nature and minor. No planned and proposed residential projects are anticipated to be completed before construction of the Proposed Project; therefore, there will not be a cumulative population increase or an increased demand on housing needs during construction of the Proposed Project. Further, the larger planned and proposed projects have construction timelines that will occur in phases and are anticipated to take 10 to 15 years to complete, while the Proposed Project will be constructed within 12 to 18 months. Due to the long construction timeframes associated with these planned and proposed projects and the type of construction involved, they are more likely to utilize the local workforce and will not require importation of workers for construction. As a result, all of the planned and proposed projects that may be constructed during the same timeframe are not likely to require temporary housing for the construction personnel. Therefore, a significant cumulative impact to population and housing during construction is not anticipated.

Operation and Maintenance

The Proposed Project will have no impacts to population growth during operation and maintenance because no new employees will be required to operate the pipeline. Therefore, operation and maintenance of the Proposed Project will not contribute to a cumulative impact to population and housing.

Public Services

Construction

The construction schedule for the Proposed Project could overlap with the construction schedules for 11 of the planned and proposed projects listed in Table 4.18-1: Planned and Proposed Projects within One Mile of the Proposed Project and in the Biological Resources section. An additional 35 projects have construction timelines that are unknown and could overlap with the Proposed Project. Should there be multiple emergencies at several construction sites, cumulative impacts to local public services could occur. However, the probability of a single emergency incident is low, and the probability of simultaneous emergencies at multiple construction sites will be even lower. While construction of multiple projects at once in proximity to these public facilities could adversely affect performance of the public facilities, none of the planned and proposed projects will be within 0.5 mile of the Pomerado Hospital discussed in Section 4.14 Public Services. While the planned and proposed projects will be located within 0.5 mile of the schools discussed in Section 4.14 Public Services, the Applicants will implement APM-PS-01, which requires the Applicants to coordinate with schools (or the appropriate school districts) in the Proposed Project area to reduce potential impacts. Therefore, the Proposed Project's contribution to cumulative impacts to public services during construction is anticipated to be less than significant.

Cumulative impacts to public services could result from adverse impacts to public services—such as fire and police protection, hospitals, schools, parks, and other public facilities—as a result of lane closures and increased traffic in local roadways where these facilities are located. These impacts that result from transportation and traffic during construction of the Proposed Project are discussed further in the Transportation and Traffic section.

Disturbance to public facilities, such as schools, could also occur due to noise associated with construction activities. However, the Applicants will implement APM-PS-01, and will communicate with school districts in the Proposed Project area to determine the best time to minimize any disruption to learning. Where feasible, the Applicants will conduct construction activities outside of the scheduled school year during the summer or seasonal breaks, outside of peak drop-off and pick-up hours for the standard school day, at night, or during weekends. As a result, a cumulative impact is not expected to occur. The Proposed Project will have no impact to other public facilities; therefore, a cumulative impact will not occur.

Operation and Maintenance

Operation and maintenance of the Proposed Project will be conducted by the Applicants' existing staff members, and no new commercial or residential development will be required or caused by the Proposed Project; therefore, no additional public services or facilities will be needed as a result of operation and maintenance of the Proposed Project. Therefore, construction, operation, and maintenance of the Proposed Project will not contribute to a cumulatively considerable impact related to public services.

Recreation

Construction

Cumulative impacts to recreation could result from impacts or changes to recreational facilities during construction of the Proposed Project in conjunction with other planned and proposed projects. The Proposed Project will directly cross San Dieguito River Park and the Lake Hodges Reservoir and Recreational Area during construction; additionally, the Proposed Project's ROW will travel directly adjacent to eight identified recreational facilities and will directly cross two identified recreational facilities. However, the incorporation of APMs will reduce construction impacts to recreational facilities to a less-than-significant level.

The construction schedule for the Proposed Project could overlap with the construction schedules for 11 of the planned and proposed projects listed in Table 4.18-1: Planned and Proposed Projects within One Mile of the Proposed Project and in the Biological Resources section. An additional 35 projects have construction timelines that are unknown and could overlap with the Proposed Project. The following three planned and proposed projects are expected to affect recreation:

- SR-76 East – South Mission Road to I-15,
- SDG&E Sycamore-Peñasquitos 230 kV Transmission Line Project, and
- Newland Sierra Specific Plan.

Of these projects, the Newland Sierra Specific Plan has a construction timeline that is unknown and could overlap with the Proposed Project. The Newland Sierra Specific Plan Initial Study found potentially significant impacts to recreation, but an EIR has not yet been completed. None of the planned and proposed projects will affect any of the identified recreational facilities adjacent to or crossed by the Proposed Project. Therefore, the Proposed Project's temporary contribution to cumulative impacts to recreation is anticipated to be less than significant.

Operation and Maintenance

Operation and maintenance of the Proposed Project will have no impacts to recreation. Therefore, the Proposed Project will not contribute to a cumulatively considerable impact related to recreation during operation and maintenance.

Transportation and Traffic

Construction

Cumulative traffic impacts could occur during construction of the Proposed Project from planned and proposed projects with overlapping construction timeframes. The Proposed Project will potentially overlap with 11 of the projects listed in Table 4.18-1: Planned and Proposed Projects within One Mile of the Proposed Project and in the Biological Resources section. An additional 35 projects have unknown timelines that could also potentially overlap with the Proposed Project's construction schedule. Traffic could be increased in the surrounding area during concurrent construction of these projects. The Proposed Project will have a potentially significant impact to level of service (LOS) during construction, despite the incorporation of APMs. Additionally, several of the planned and proposed projects listed in Table 4.18-1:

Planned and Proposed Projects within One Mile of the Proposed Project will have an impact on LOS, and construction timelines could potentially overlap with the Proposed Project. These projects include the following:

- Palomar Community College North Education Center Campus,
- Campus Park West Master Planned Community,
- Newland Sierra Specific Plan,
- Campus Park Master Planned Community/Horse Creek Ridge,
- The Glen at Scripps Ranch,
- Recycled Water Easterly Main Extension,
- Meadowood Master Planned Community,
- Lilac Hills Ranch, and
- Stanley/Lehner Residential Projects.

Additionally, eight capital improvement projects and three development projects are adjacent to or intersect with the Proposed Project and have construction timelines that are unknown and could overlap with the Proposed Project. All of these projects occurring in the same area during the same timeframe with the existing traffic on local roadways will result in a cumulative impact to transportation and traffic. Further, as discussed in the Public Services section, temporary slowdowns related to traffic congestion have the potential to cause temporary reductions in response times of emergency services. In addition, the ability to reach schools and other public facilities could be adversely affected by the cumulative increase in traffic.

All of the planned and proposed projects, as well as other projects within the Proposed Project area, will be required to secure encroachment permits for construction activities that affect roadways. As part of these processes, most of the projects will likely be required to develop traffic management plans, which are typically approved by the local jurisdiction prior to the issuance of encroachment permits. The Applicants will implement APMs to reduce potential impacts to transportation and traffic, including the preparation and implementation of a comprehensive Traffic Management Plan. While the Proposed Project is linear and will traverse multiple continuous jurisdictions, there may be multiple projects in construction along the same roadway but in adjacent jurisdictions, and it is unlikely that neighboring jurisdictions will be coordinating on construction. In the event that the Proposed Project and adjacent or intersecting planned and proposed projects are under construction simultaneously within the same roadway but located in adjacent jurisdictions, an adverse cumulative impact to transportation could occur. In order to reduce the potential impacts, the Applicants will implement APM-CUM-01, which requires the Applicants to coordinate with the two jurisdictions to adjust construction timing and frequency as necessary to reduce potential cumulative impacts to transportation and traffic. Even with the implementation of this APM, securing local encroachment permit approvals, and developing and implementing traffic management plans, the number and scale of the projects that have the potential to overlap during construction in the same area is large and will likely result in a cumulatively considerable impact to transportation and traffic.

Operation and Maintenance

Permanent cumulative impacts are not anticipated as a result of the Proposed Project in combination with other planned and proposed projects. Operation of the Proposed Project will

generate an average of 1.5 vehicle trips per day, and operation and maintenance of the Proposed Project will not substantially increase traffic levels. Additionally, operation and maintenance activities will be infrequent and will be conducted in accordance with all applicable traffic plans, ordinances, and policies, and impacts will be less than significant. Therefore, the Proposed Project's contribution to transportation and traffic impacts during operation and maintenance will not be cumulatively considerable.

Utilities and Service Systems

Construction

Cumulative impacts to utilities or service systems have the potential to occur if multiple projects have a combined impact on local utility services or infrastructure. The Proposed Project will generate wastewater during construction; however, the discharges will be temporary, conducted in accordance with the permitted flow rates, and will not result in an impact to the capacity of the wastewater treatment facility. During construction, the Proposed Project will use approximately six million gallons (18.4 acre-feet) of water for dust control, 4.7 million gallons (14.4 acre-feet) of water for hydrostatic testing, and 1.2 million gallons (3.9 acre-feet) of water for horizontal directional drill (HDD) activities. The water will be analyzed and treated, as necessary, and discharged or disposed of in accordance with applicable federal, state, and local requirements.

Construction of the Proposed Project will potentially overlap with 11 of the planned and proposed projects listed in Table 4.18-1: Planned and Proposed Projects within One Mile of the Proposed Project and in the Biological Resources section. An additional 35 projects could also overlap with construction of the Proposed Project, as their construction timelines are unknown. In total, approximately 11.9 million gallons (36.5 acre-feet) of water are estimated to be required during construction of the Proposed Project to hydrostatically test the integrity of the pipeline, to control fugitive dust, and to produce drilling fluid for HDD and horizontal boring applications during Proposed Project construction. However, all of the applicants for the planned and proposed projects will need to coordinate with water providers prior to construction to ensure the providers can accommodate the demand during construction. Because the Proposed Project's relatively low water demand is required only during the construction phase, the impact on a water purveyor's long-term water supply will be insignificant. Therefore, the Proposed Project's contribution to a cumulative impact to water supply will be less than significant.

Operation and Maintenance

Operation and maintenance activities will not require the use of water unless a repair or testing is necessary, which is expected to occur infrequently. Usage of utilities—including water, sewer, drainage facilities, and landfills—will be needed in greater quantities by the other projects, particularly the Newland Sierra Specific Plan and the Recycled Water Easterly Main Extension. The Proposed Project will utilize an average of approximately 500 gallons of water per year during operation and maintenance activities, and the water used will be analyzed and treated, as necessary, and discharged or disposed of in accordance with applicable federal, state, and local requirements; therefore, the Proposed Project will not contribute impacts that will be cumulatively considerable. Permanent cumulative impacts are not anticipated as a result of the Proposed Project in combination with the other planned and proposed projects because operation and maintenance of the Proposed Project will not result in the need for significant amounts of

water or the use of other utilities. Additionally, the planned and proposed projects will be required to comply with federal, state, and local regulations to ensure that cumulative impacts to water supply will be reduced or avoided to the maximum extent possible. Therefore, the Proposed Project's contribution to utility impacts will not be cumulatively considerable.

4.18.9 Applicants-Proposed Measures

The Applicants will implement the following APM to minimize potential cumulative impacts to transportation and traffic:

- **APM-CUM-01:** In the event that the Proposed Project and adjacent or intersecting planned and proposed projects are under construction simultaneously within the same roadway but located in adjacent jurisdictions, the Applicants will coordinate with the two adjacent jurisdictions to adjust construction timing and frequency as necessary in light of other planned and proposed projects being permitted at the same time in the same locations to reduce potential cumulative impacts to transportation and traffic. This coordination will be conducted at least four weeks prior to starting construction activities in either of the two adjacent jurisdictions.

4.18.10 Conclusion

While the Proposed Project will contribute to certain cumulative impacts associated with concurrent development activity in its vicinity, it is anticipated that the other projects within the vicinity of the Proposed Project will be required to implement avoidance and minimization measures similar to the Applicants' APMs, BMPs, mitigation measures, and permit conditions. These measures will minimize potential environmental impacts, thereby minimizing the overall cumulative effects. However, implementation of the Proposed Project has the potential to result in significant cumulative environmental impacts during the construction phase of the Proposed Project to the following resource areas evaluated: air quality, noise, and transportation and traffic. Significant impacts to transportation and traffic will be reduced with the implementation of an APM; however, temporary cumulative impacts related to construction air emissions, construction noise, and construction traffic will remain significant.

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