Executive Summary

Introduction

The California Public Utilities Commission (CPUC) has prepared this Draft Environmental Impact Report (DEIR) to provide the public, responsible agencies, and trustee agencies with information about the potential environmental effects of NextEra Energy Transmission West, LLC's (NEET West's) proposed Suncrest Dynamic Reactive Power Support Project (Proposed Project). The Proposed Project would involve construction of a dynamic reactive device and approximately one-mile-long transmission line interconnecting with the existing Suncrest Substation in San Diego County, near Alpine, California. The dynamic reactive device would provide reactive power support and voltage regulation to the existing substation and transmission system in accordance with the California Independent System Operator's (CAISO's) 2013-2014 Transmission Plan.

This DEIR was prepared in compliance with the California Environmental Quality Act (CEQA) of 1970 (as amended) and the State CEQA Guidelines (California Code of Regulations [CCR] title 14, Section 15000 et seq.).

Project Purpose and Objectives

The Proposed Project was identified as a policy-driven need by the CAISO in its transmission plan for the State to meet its 50 percent Renewable Portfolio Standard (RPS). The retirement of the San Onofre Nuclear Generating Station and anticipated increases in renewable energy generation in the Imperial Valley area have created a deficit of reactive power in the transmission system in Southern California. Essentially, because renewable generation does not produce reactive power at the same level as traditional generating sources (e.g., fossil fuels), dynamic reactive power support is needed at the Suncrest Substation to support the voltage necessary to deliver power from the Imperial Valley to demand centers in the San Diego Basin.

The Proposed Project's objectives are as follows:

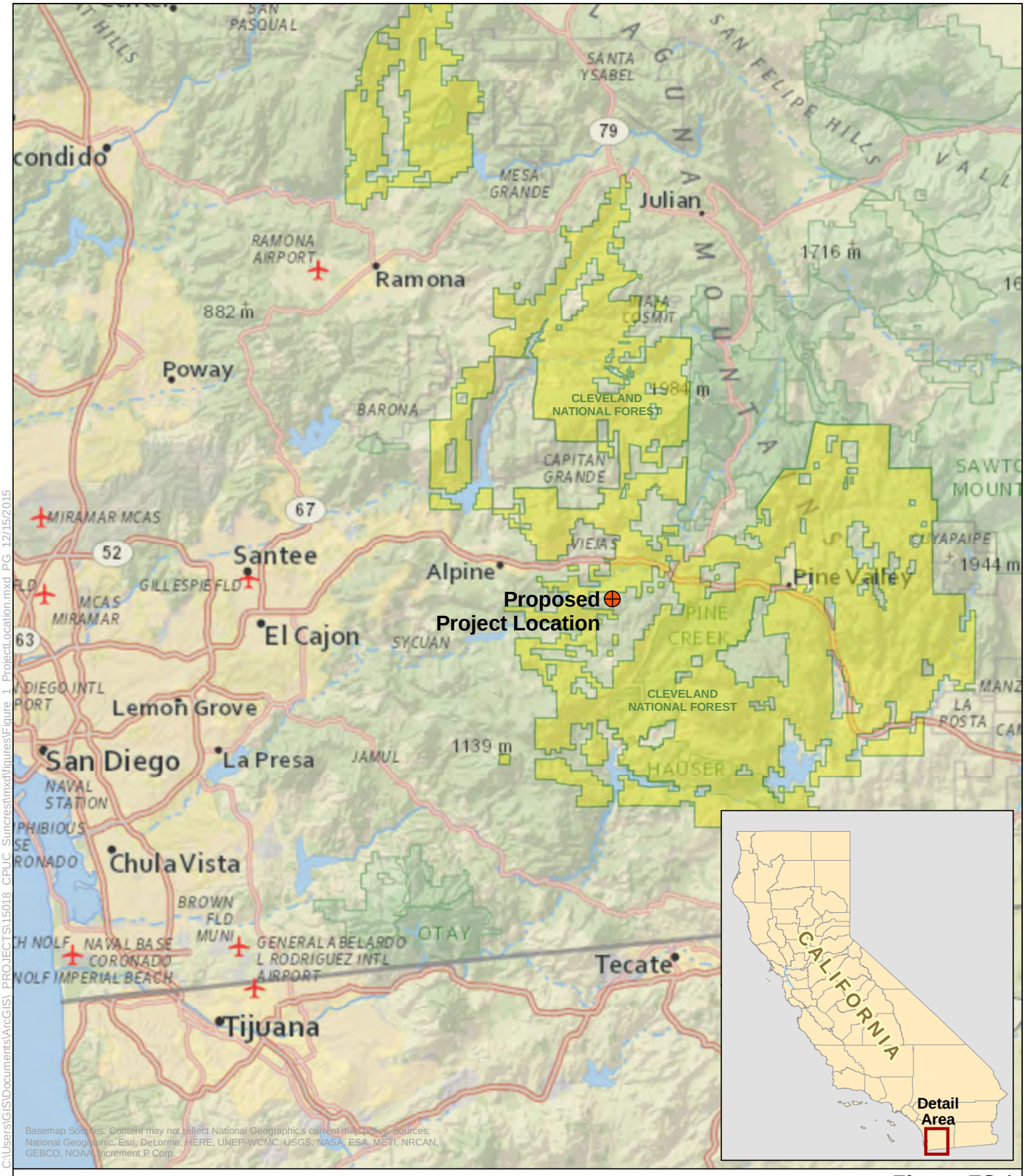
- Provide reactive support at or connected to the Suncrest Substation;
- Improve and maintain the reliability of the transmission grid; and
- Support achievement of the state's RPS by facilitating delivery of a higher percentage of renewable energy generation from the Imperial Valley area to population centers to the west.

Project Location

The Proposed Project would be located in unincorporated south-central San Diego County, approximately 3.75 miles southeast of the community of Alpine, off of Bell Bluff Truck Trail. Figure ES-1 shows the Project location. The lands surrounding the Proposed Project are primarily undeveloped, with some rural-residential development present to the east and south, and the existing Suncrest Substation at the Project's western terminus. The Proposed Project would be located on property (assessor's parcel numbers [APNs] 523-040-080 and 523-030-130) currently owned by private parties within the administrative boundary of the Cleveland National Forest.

A portion of the Proposed Project also would be located on the site of the former Wilson Construction Yard, which was used as a construction staging/laydown area during construction of the Suncrest Substation. This area was cleared of vegetation, graded, and stabilized with imported rock/gravel during the Suncrest Substation construction activities. Following completion of the substation in 2012, in accordance with the restoration plan prepared for the site, the former Wilson Construction Yard was de-compacted by ripping and cross-ripping between 18-24 inches and recontoured to a ground surface intended to replicate its original topography. The site has been signed off as complete by the U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife.

The Proposed Project also would be located adjacent to the Lightner Mitigation Site, which encompasses the Suncrest Substation. This site was established in accordance with the Sunrise Powerlink environmental review documents in part to compensate for impacts to waters of the U.S. and waters of the State during construction of the Suncrest Substation/Sunrise Powerlink. The parcels comprising the Lightner Mitigation Site are currently owned by San Diego Gas & Electric (SDG&E), but are scheduled to be transferred from SDG&E to the U.S. Forest Service for conservation in perpetuity.



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Proposed Project Location

Cleveland National Forest

Figure ES-1
Project Location

Prepared by:
Horizon
WATER and ENVIRONMENT

Suncrest Dynamic Reactive Power Support Project

Proposed Project

The Proposed Project would involve two primary components: (1) a Static Var Compensator (SVC) dynamic reactive device, and (2) an approximately one-mile-long transmission line connecting the proposed SVC to the existing Suncrest Substation. These two components are described briefly below. See Chapter 2, *Project Description,* for a detailed description.

SVC Dynamic Reactive Device

The SVC would be a set of electrical devices, including thyristor[1]-controlled reactors and capacitor[2] banks, designed to provide fast-acting reactive power to the existing transmission system. The SVC would have no moving parts, other than internal switchgear, and would be operated based on the load and voltage conditions at the Suncrest Substation. Essentially, if the power system's reactive power load is capacitive (i.e., leading), the SVC would use the thyristor-controlled reactors to consume vars from the system, thus lowering the voltage. If the system's reactive load is inductive (i.e., lagging), the capacitor banks would be automatically switched in, thereby increasing voltage.

Electrical equipment at the SVC would include, but not be limited to, lightning shielding masts, circuit breakers, busbars, two single phase 230-kilovolt (kV) main power transformers, capacitor banks, air core reactors, surge arrestors, and air break switches. The SVC would also include an approximately 2,500 square foot control house including protective relaying and control equipment, supervisory control and data acquisition (SCADA) equipment, and various other equipment. The SVC's electrical equipment would be contained within a fenced area of approximately 2.58 acres.

In addition to the electrical equipment, the SVC would include a number of associated site improvements, including the following:

- Two new 20-foot-wide by 95-foot-long access driveways from Bell Bluff Truck Trail to the SVC;
- A stormwater detention basin, sized to capture the runoff from the 85th percentile of a 25-year, 24-hour rain event, and earthen swales to divert run-on stormwater;
- A Mechanically Stabilized Earth retaining wall approximately 480 feet long and 15 feet tall at its highest point (an average height of 8 feet) along the east side of the facility;
- Chain link and barb wire security fencing approximately 7 feet high with secure gates accessible only by NEET West staff and emergency services personnel;
- Transformer oil containment basins designed to contain the oil volume of the transformers plus stormwater from the 25-year, 24-hour storm event;

[1] A thyristor is a solid-state semiconductor device that acts as a bistable switch.
[2] A capacitor is a passive two-terminal electrical component used to store energy temporarily in an electric field. In electric transmission systems, capacitors can be used to provide local sources of reactive power.

- A 10,000-gallon water tank for fire suppression outside the Suncrest SVC fence and adjacent to the northeastern driveway; and
- Signage and lighting.

The total size of the SVC including the above site improvements would be approximately 6 acres.

Transmission Line

The transmission line connecting the SVC to the existing Suncrest Substation would be approximately one mile in length and would be installed primarily underground. The transmission line would follow the alignment and be located within Bell Bluff Truck Trail for the majority of its length, with the last approximately 300 feet of the line transitioning to an overhead span via a new riser pole to be installed just north of the road. An intermediate pole would carry the overhead span into the existing Suncrest Substation.

The proposed transmission line would be a new 230-kV single-circuit line composed of cross-linked polyethylene-insulated, solid-dielectric, copper or aluminum conductor cables. The line would consist of three separate 230-kV conductor cables. The cables would be installed within polyvinyl chloride (PVC) conduits in a concrete-encased duct bank system. The duct bank system would include four conduits for the 230-kV cables (three for the cables plus one spare) as well as four smaller conduits for fiber optic cables, which would provide communications for line relaying, SCADA, and other devices, as required. The duct bank system would be approximately 30 inches wide by 24 inches tall, with the bottom of the duct bank approximately 5 feet below grade. Up to five underground splice vaults would be installed along the transmission line alignment to allow for installation of the underground cables and for operation and maintenance of the transmission line.

The riser pole, described above, transitioning the line to an overhead span, would be between 85 to 95 feet tall with a base approximately 7 feet in diameter. The intermediate pole would be approximately 116 feet tall with the same diameter size base.

Project Construction

Project construction activities would include site preparation, excavation, installation of equipment and structures, and restoration. In general, construction of the SVC would require clearing of vegetation, grading, construction of structure and equipment foundations, installation of SVC and electrical equipment, and restoration of temporary impacts. Construction of the transmission line would involve trenching within Bell Bluff Truck Trail, construction and installation of the duct bank and splice vaults, installation of the riser pole and intermediate pole, pulling of cables into the duct banks and splice vaults, and restoration of the road surface.

Overall, Project construction is anticipated to take 11 months (6.5 months for construction; 2.5 months for testing and commissioning, and 2 months for restoration and cleanup). Typically, construction would occur 10 hours per day, 6 days per week, Monday through Saturday, between 7 a.m. and 7 p.m.; however, certain time-sensitive activities and/or activities which are not noise-intensive may occur outside these hours. Peak employment

during Project construction is anticipated to be 64 workers, although, on average, the workforce on site would be approximately 40 to 50 persons or less per day.

It is anticipated that grading for construction of the SVC would remove a total of 21,000 cubic yards of material. For both the SVC and transmission line, it is anticipated that excavation can be conducted using conventional equipment; however, in areas where bulldozers or backhoes are not able to remove the material, scraping, ripping, drilling, hammering, cutting, and/or low-energy, localized blasting may be used to break up the material.

It is anticipated that approximately 2,600,000 gallons (approximately 8 acre-feet) of water would be required during Project construction. This water would be obtained either from local ponds owned by an adjacent property owner or from Padre Dam Municipal Water District.

Public Involvement Process

Scoping Comment Period

A Notice of Preparation (NOP) of an EIR for the Proposed Project was prepared pursuant to the State CEQA Guidelines (State CEQA Guidelines Section 15082) and circulated to the Office of Planning and Research's State CEQA Clearinghouse on January 5, 2016 (see Appendix A, *Notice of Preparation*). The scoping period continued for 32 days and concluded on February 8, 2016. The NOP provided information on the background, goals, and objectives of the Proposed Project; the date, time, and location of the public scoping meeting to be held during the scoping period, and explained how to submit a public comment. Newspaper ads also were published in the local newspaper advertising the scoping meeting.

CPUC conducted a public scoping meeting for the Proposed Project on January 21, 2016. The meeting was held from 6 p.m. to 8 p.m. at the Alpine Community Center located at 1830 Alpine Boulevard in Alpine, California. Besides staff, approximately 9 individuals attended the scoping meeting, including two members of the applicant (i.e., NEET West) team. The meeting format consisted of a presentation by CPUC and consultant staff followed by opportunities for attendees to ask questions and submit comments. Posters with basic information on the project were on display and CPUC and consultant staff were available before and after the meeting to answer questions and take comments. Written comment cards were provided to all meeting attendees, as well as information on how to access project documents and participate in the public review process going forward.

In addition to the oral comments and questions provided at the scoping meeting, CPUC received 10 scoping comment letters. Copies of all the comment letters received during the scoping period are included in Appendix B, *Comments Received on the Notice of Preparation*. The input received in response to the NOP has been considered in preparation of this DEIR.

DEIR Public Comment Period

CPUC is circulating this DEIR for a 45-day public review and comment period beginning and ending on the dates identified in the Notice of Availability (NOA) of the DEIR. During this period, CPUC will hold a public meeting in Alpine. The purpose of public circulation and the public meeting is to provide agencies and interested individuals with opportunities to

comment on or express concerns regarding the contents of the DEIR. The meeting will begin with a brief overview of the Proposed Project and the analysis and conclusions set forth in the DEIR. This introductory presentation will be followed by the opportunity for interested members of the public to provide oral and written comments to CPUC regarding the Proposed Project and the DEIR.

The date, time, and location of the public meeting is provided in the NOA and will be published in a local newspaper prior to the event.

Submittal of Written Comments

Written comments concerning this DEIR can be submitted at the public meeting described above or at anytime during the DEIR public review period. All comments must be directed to the name and address listed below:

Robert Peterson, California Public Utilities Commission
c/o Tom Engels, Horizon Water and Environment
180 Grand Avenue, Suite 1405
Oakland, CA 94612

E-mail: suncrestproject@horizonh2o.com

Submittal of written comments via e-mail (Microsoft Word or PDF format) would be greatly appreciated. Written comments received in response to the DEIR during the public review period will be addressed in a Response to Comments section of the Final EIR.

All documents mentioned herein or related to this Project can be reviewed online at the following website: http://cpuc.ca.gov/environment/info/horizonh2o/suncrest/index.html.

Areas of Known Controversy and Issues to be Resolved

CEQA Guidelines section 15123(b) requires that an Executive Summary identify "areas of controversy known to a lead agency including issues raised by agencies and the public." To date, a number of issues have been raised regarding the Proposed Project which may be considered controversial, including the following:

- Potential location of the SVC within the existing Suncrest Substation, which could avoid virtually all of the Proposed Project's environmental impacts;
- Potential contribution of the Proposed Project to elevated levels of electric and magnetic fields along the Sunrise Powerlink alignment through the community of Alpine;
- Regulatory status of the restoration site at the former Wilson Construction Yard, on which the proposed SVC would be constructed; and
- Possible impacts to Hermes copper butterfly and the possible presence of suitable habitat on the proposed SVC site.

Significant Impacts

The environmental analysis for the Proposed Project contained in this DEIR did not identify any significant and unavoidable impacts. A number of impacts were identified that could be mitigated to a level of less-than-significant. These are listed in Table ES-1, presented at the end of this Executive Summary. Environmental resource topics with the potential for significant environmental impacts and evaluated in detail in this DEIR are as follows:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology, Soils, and Seismicity
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Minerals
- Noise
- Population and Housing
- Public Services and Utilities
- Recreation
- Traffic and Transportation

Chapters 4 through 19 of this DEIR address each of these environmental resource topics and the impacts of the Proposed Project in more detail.

Alternatives Considered

In accordance with the requirements of CEQA, the DEIR considered a range of feasible alternatives to the Proposed Project. The alternatives could feasibly obtain most of the Project objectives while reducing one or more of the Proposed Project's significant effects. The following alternatives have been evaluated in this DEIR:

- No Project Alternative
- Northeast Site Alternative
- Suncrest Substation Alternative
- Overhead Transmission Line Alternative

In addition, one alternative was considered, but ultimately dismissed from further analysis because it would not avoid or substantially reduce one or more significant impacts of the Proposed Project. Alternatives are analyzed in detail in Chapter 20, *Alternatives Analysis*, and depicted in Figure 20-1, *Alternative Site Locations*.

No Project Alternative

Under the No Project Alternative, NEET West would not construct the SVC and underground transmission line and the Proposed Project would not be built. The No Project Alternative would not provide any reactive power at the Suncrest Substation's 230-kV bus and would not meet any of the project objectives.

Northeast Site Alternative

Under the Northeast Site Alternative, the SVC would be located approximately 0.3 mile north of Bell Bluff Truck Trail. This site is relatively undeveloped and is accessed via an existing dirt road. Use of this site for the SVC would require a slightly longer (1.4-mile-long) transmission line to connect to the existing Suncrest Substation. This alternative would produce and consume reactive power at the same level as the Proposed Project and would meet all of the project objectives.

Suncrest Substation Alternative

Under the Suncrest Substation Alternative, the SVC would be installed within the existing Suncrest Substation and, therefore, no transmission line would be required. SDG&E has indicated that there is room within the existing substation to construct the SVC without expanding the substation footprint. Under this alternative, NEET West would construct, own, and operate the SVC. The Suncrest Substation Alternative would produce and consume reactive power at the same level as the Proposed Project and would meet all of the project objectives.

Overhead Transmission Line Alternative

Under the Overhead Transmission Line Alternative, the SVC would be at the same location as the Proposed Project, but the transmission line would be overhead instead of underground. The overhead transmission line connecting the SVC to the existing Suncrest Substation would be approximately 1 mile in length and would generally parallel Bell Bluff Truck Trail. A 70- to 100-foot-wide transmission line right-of-way would be required to account for the land needed for operations and maintenance, as well as transmission line clearance requirements under CPUC General Order 95. This alternative would include installation of approximately 17 tubular steel pole transmission structures between the SVC and existing Suncrest Substation. The types of transmission line structures would vary depending on location, and may include tangent, running angle, and dead-end structures, but pole heights would range between 80 and 140 feet above the ground. This alternative would meet all of the project objectives.

Environmentally Superior Alternative

Of the alternatives evaluated in this DEIR, the No Project Alternative is the environmentally superior alternative because it would avoid all construction- and operation-related impacts of the Proposed Project. However, the State CEQA Guidelines state that in cases when the No Project Alternative is the environmentally superior alternative, an EIR must also identify an environmentally superior alternative from among the other alternatives (State CEQA Guidelines Section 15126.6[e][2]). Accordingly, in addition to the No Project Alternative, the Suncrest Substation Alternative is considered to be the environmentally superior alternative.

The Suncrest Substation Alternative would avoid virtually all of the environmental impacts of the Proposed Project. Because this alternative would be located within an existing substation, substantial construction impacts to biological or cultural resources would not occur. Likewise, the Suncrest Substation Alternative would have no substantial impact on aesthetics or hydrology and water quality, and would avoid the need for a transmission line. The Suncrest Substation Alternative would still generate some construction-related emissions from transport of equipment and materials to the site and use of construction equipment to install the SVC, but these emissions would be substantially less than under the Proposed Project or any of the other alternatives.

The Suncrest Substation Alternative would produce reactive power at the same level as the Proposed Project and would meet all of the project alternatives. The Proposed Project is not environmentally superior to the Suncrest Substation Alternative because it would have a number of environmental impacts that could be avoided by the Suncrest Substation Alternative. These impacts include biological and potential cultural resources impacts from ground-disturbing activities for construction of the SVC and underground transmission line; aesthetic impacts from the SVC and associated facilities; and stormwater/water quality impacts from development of a new impervious surface. As the SVC would be placed within the existing Suncrest Substation under the Suncrest Substation Alternative, there would be no potential for any of these impacts under this alternative.

Each of the other action alternatives considered would reduce one or more of the environmental impacts of the Proposed Project, but on balance, the environmental effects of these alternatives would be greater than those for the Proposed Project. The Northeast Site Alternative would reduce impacts to Hermes copper butterfly compared to the Proposed Project, but it would have greater overall biological resources impacts by disturbing a previously undisturbed site. Like the Proposed Project, it would involve constructing the SVC at a distance from the existing Suncrest Substation and connecting it to the existing substation via a transmission line, all of which would be avoided by the Suncrest Substation Alternative. The Overhead Transmission Line Alternative would introduce aesthetic impacts and possible impacts to birds.

Summary of Impacts and Levels of Significance

The impacts of the Proposed Project, proposed mitigation, and significance conclusions before and after mitigation are discussed in detail in Chapters 4 through 19 of this DEIR. Table ES-1 summarizes the impacts, mitigation measures, and levels of significance identified in this document.

Table ES-1. Summary of Potential Impacts and Mitigation Measures

Impact	Level of Significance	Mitigation Measures
Aesthetics		
Impact AES- 1: Adverse Effects on Scenic Vistas or Scenic Highways from Project Construction and Operation	No Impact	N/A
Impact AES-2: Adverse Effects on the Visual Character or Quality of the Site and its Surroundings from Project Construction	Less than Significant	N/A
Impact AES-3: Long-term Adverse Effects on the Visual Character or Quality of the Site and its Surroundings during Operation	Less than Significant with Mitigation	▪ Mitigation Measure AES-1: Use Design and Architectural Features on Project Structures to Complement the Surrounding Visual Landscape
Impact AES-4: New Source of Light and Glare	Less than Significant with Mitigation	▪ Mitigation Measure AES-2: Light and Glare Reduction
Agriculture and Forestry Resources		
Impact AGR-1: Conversion of Farmland to Nonagricultural Uses	No Impact	N/A
Impact AGR-2: Conflict with Existing Zoning for Agricultural Use or Williamson Act Contract	Less than Significant	N/A
Impact AGR-3: Conversion of Forest Land to Non-Forest Land, or Conflict with Existing Zoning, Cause Rezoning of, Forest Land, Timberland, or Timberland Zoned Timberland Production	No Impact	N/A
Air Quality		
Impact AQ-1: Conflict with or Obstruct Implementation of the Applicable Air Quality Plan	Less than Significant	N/A
Impact AQ-2: Cause or Substantially Contribute to a Violation of Ambient Air Quality Standards	Less than Significant	N/A

Impact	Level of Significance	Mitigation Measures
Impact AQ-3: Create Emissions During Construction that Exceed County of San Diego Significance Thresholds	Less than Significant with Mitigation	▪ Mitigation Measure AQ-1: Off-Road Equipment Control
Impact AQ-4: Create Emissions During Operation that Exceed County of San Diego Significance Thresholds	Less than Significant	N/A
Impact AQ-5: Expose Sensitive Receptors to Substantial Pollutant Concentrations	Less than Significant	N/A
Impact AQ-6: Create Objectionable Odors that Could Affect a Substantial Number of People	Less than Significant	N/A
Biological Resources		
Impact BIO-1: Effects on Special-Status Plants	Less than Significant with Mitigation	▪ Mitigation Measure BIO-1: Design Project to Avoid or Minimize Impacts on Known Occurrences of Special-Status Plants ▪ Mitigation Measure BIO-2: Perform Focused Surveys for Special-Status Plants ▪ Mitigation Measure BIO-3: Avoid or Minimize Impacts on Special-Status Plant Species during Construction ▪ Mitigation Measure BIO-4: Compensate for Impacts to Special-Status Plant Species
Impact BIO-2: Effects on Special-Status Birds and Species Protected Under the Migratory Bird Treaty Act	Less than Significant with Mitigation	▪ Mitigation Measure BIO-5: Avoid Impacts on Nesting Birds ▪ Mitigation Measure BIO-6: Implement Preconstruction Surveys for Birds Protected Under the MBTA ▪ Mitigation Measure BIO-7: Structures Constructed to Minimize Impacts to Raptors and other Avian Life

Impact	Level of Significance	Mitigation Measures
Impact BIO-3: Effects on Golden Eagle	Less than Significant with Mitigation	▪ Mitigation Measure BIO-5: Avoid Impacts on Nesting Birds ▪ Mitigation Measure BIO-6: Implement Preconstruction Surveys for Birds Protected Under the MBTA
Impact BIO-4: Effects on Hermes Copper Butterfly	Less than Significant with Mitigation	▪ Mitigation Measure BIO-8: Survey for Potential Hermes Copper Habitat ▪ Mitigation Measure BIO-9: Mitigate for Impacts to Hermes Copper Butterfly Habitat
Impact BIO-5: Effects on Special Status Mammals and Reptiles	Less than Significant with Mitigation	▪ Mitigation Measure BIO-10: Educational Training ▪ Mitigation Measure BIO-11: Biological Monitor ▪ Mitigation Measure BIO-12: Vehicle Use of Existing Roads ▪ Mitigation Measure BIO-13: Preconstruction Sweeps for Biological Resources ▪ Mitigation Measure BIO-14: Inspect Excavations for Trapped Wildlife ▪ Mitigation Measure BIO-15: Minimize Night Lighting ▪ Mitigation Measure BIO-16: Restoration and Revegetation ▪ Mitigation Measure HYD/WQ-1: Implement Construction Best Management Practices for Erosion Control

Impact	Level of Significance	Mitigation Measures
Impact BIO-6: Sensitive Natural Communities	Less than Significant with Mitigation	▪ Mitigation Measure BIO-17: Minimize Area of Disturbance of Engelmann Oak-Coast Live Oak/Poison Oak/Grass Association Habitat ▪ Mitigation Measure BIO-18: Develop and Implement a Restoration Plan for Engelmann Oak – Coast Live Oak/Poison Oak/Grass Association Habitat During Construction
Impact BIO-7: Effects on Waters	Less than Significant with Mitigation	▪ Mitigation Measure HAZ-1: Hazardous Materials and Waste Management Plan ▪ Mitigation Measure HYD/WQ-1: Implement Construction Best Management Practices for Erosion Control ▪ Mitigation Measure HYD/WQ-2: Avoidance and Minimization of Impacts to Existing Culverts and Stormwater Conveyance Features
Impact BIO-8: Effects on Movement of Wildlife and Use of Breeding Sites	Less than Significant with Mitigation	▪ Mitigation Measure BIO-5: Avoid Impacts on Nesting Birds ▪ Mitigation Measure BIO-6: Implement Preconstruction Surveys for Birds Protected Under the MBTA ▪ Mitigation Measure BIO-7: Structures Constructed to Minimize Impacts to Raptors and other Avian Life ▪ Mitigation Measure BIO-14: Inspect Excavations for Trapped Wildlife

Impact	Level of Significance	Mitigation Measures
Impact BIO-9: Conflict with Local Ordinances or Policies Protecting Biological Resources	No Impact	N/A
Impact BIO-10: Effects on Existing Habitat Conservation Plans or Natural Community Conservation Plans	No Impact	N/A
Cultural Resources		
Impact CR-1: Substantial Adverse Change in the Significance of a Historical and/or Archaeological Resource as Defined in Section 15064.5	Less than Significant with Mitigation	▪ Mitigation Measure CR-1: Conduct Archaeological Sensitivity Training and Construction Monitoring ▪ Mitigation Measure CR-2: Immediately Halt Construction if Cultural Resources Are Discovered, Evaluate All Identified Cultural Resources for Eligibility for Inclusion in the CRHR, and Implement Appropriate Mitigation Measures for Eligible Resources ▪ Mitigation Measure CR-3: Immediately Halt Construction if Human Remains Are Discovered and Implement Applicable Provisions of the California Health and Safety Code
Impact CR-2: Destruction of a Unique Paleontological Resource or Site or Unique Geological Feature	No Impact	N/A
Impact CR-3: Disturb Human Remains, Including Those Interred Outside of Dedicated Cemeteries	Less than Significant with Mitigation	▪ Mitigation Measure CR-3: Immediately Halt Construction if Human Remains Are Discovered and Implement Applicable Provisions of the California Health and Safety Code
Impact CR-4: Adverse Change in the Significance of a Tribal Cultural Resource as Defined in Public Resources Code 21074	Less than Significant with Mitigation	▪ Mitigation Measure CR-1: Conduct Archaeological Sensitivity Training and Construction Monitoring ▪ Mitigation Measure CR-2: Immediately Halt Construction if Cultural Resources Are Discovered,

Impact	Level of Significance	Mitigation Measures
		Evaluate All Identified Cultural Resources for Eligibility for Inclusion in the CRHR, and Implement Appropriate Mitigation Measures for Eligible Resources ▪ Mitigation Measure CR-3: Immediately Halt Construction if Human Remains Are Discovered and Implement Applicable Provisions of the California Health and Safety Code
Geology, Soils, and Seismicity		
Impact GEO-1: Potential to Expose People or Structures to Substantial Adverse Effects Associated with Rupture of a Known Earthquake Fault, Strong Seismic Ground Shaking, Seismic-Related Ground Failure, or Landslides	Less than Significant with Mitigation	▪ Mitigation Measure GEO-1: Implement Recommendations in the Project Geotechnical Investigation Report ▪ Mitigation Measure HAZ-2: Prepare and Implement Blasting Plan
Impact GEO-2: Cause Substantial Erosion or Loss of Topsoil	Less than Significant with Mitigation	▪ Mitigation Measure HYD/WQ-1: Implement Construction Best Management Practices for Erosion Control
Impact GEO-3: Potential to Be Located on a Geologic Unit That is Unstable or That May Become Unstable	Less than Significant with Mitigation	▪ Mitigation Measure GEO-1: Implement Recommendations in the Project Geotechnical Investigation Report ▪ Mitigation Measure HAZ-2: Prepare and Implement Blasting Plan
Impact GEO-4: Potential to Be Located on Expansive Soil, Creating Substantial Risks to Life or Property	Less than Significant	N/A

Impact	Level of Significance	Mitigation Measures
Greenhouse Gas Emissions		
Impact GHG-1: Potential to Exceed County of San Diego GHG Emission Significance Criteria	Less than Significant	N/A
Impact GHG-2: Conflict with Greenhouse Gas Emissions Reduction Plans, Policies, or Regulations	Less than Significant	N/A
Hazards and Hazardous Materials		
Impact HAZ-1: Potential to Create a Significant Hazard to the Public or the Environment through the Routine Transport, Use, or Disposal of Hazardous Materials	Less than Significant with Mitigation	▪ Mitigation Measure HAZ-1: Hazardous Materials and Waste Management Plan ▪ Mitigation Measure HAZ-2: Prepare and Implement Blasting Plan
Impact HAZ-2: Potential to Create a Significant Hazard to the Public or the Environment through Reasonably Foreseeable Upset and Accident Conditions	Less than Significant with Mitigation	▪ Mitigation Measure HAZ-1: Hazardous Materials and Waste Management Plan ▪ Mitigation Measure HAZ-2: Prepare and Implement Blasting Plan
Impact HAZ-3: Impair Implementation of or Physically Interfere with an Adopted Emergency Response Plan or Emergency Evacuation Plan	Less than Significant with Mitigation	▪ Mitigation Measure TR-1: Maintain Traffic Flow ▪ Mitigation Measure TR-2: Minimize Effects of Temporary Roadway Disturbances ▪ Mitigation Measure TR-3: Emergency Coordination and Access Considerations
Impact HAZ-4: Expose People or Structures to a Significant Risk of Loss, Injury, or Death Involving Wildland Fires, Including Where Wildlands are Adjacent to Urbanized Areas or Where Residences are Intermixed with Wildlands	Less than Significant with Mitigation	▪ Mitigation Measure HAZ-2: Prepare and Implement Blasting Plan ▪ Mitigation Measure HAZ-3: Prepare and Implement a Construction Fire Prevention Plan

Impact	Level of Significance	Mitigation Measures
		▪ Mitigation Measure HAZ-4: Fire Safe Working Conditions and Best Management Practices ▪ Mitigation Measure HAZ-5: Follow Operational Requirements and Recommendations Identified in the Fire Protection Plan
Hydrology and Water Quality		
Impact HYD/WQ-1: Potential Impacts to Surface or Ground Water Quality	Less than Significant with Mitigation	▪ Mitigation Measure HYD/WQ-1: Implement Construction Best Management Practices for Erosion Control ▪ Mitigation Measure HAZ-1: Hazardous Materials and Waste Management Plan
Impact HYD/WQ-2: Depletion of Groundwater Supplies or Interference with Groundwater Recharge	Less than Significant	N/A
Impact HYD/WQ-3: Alteration of Existing Drainage Patterns	Less than Significant with Mitigation	▪ Mitigation Measure HYD/WQ-2: Avoidance and Minimization of Impacts to Existing Culverts and Stormwater Conveyance Features ▪ Mitigation Measure GEO-1: Implement Recommendations in the Project Geotechnical Investigation Report
Impact HYD/WQ-4: Effects on Existing Stormwater Facilities or Contribution of Polluted Runoff	Less than Significant with Mitigation	▪ Mitigation Measure GEO-1: Implement Recommendations in the Project Geotechnical Investigation Report ▪ Mitigation HAZ-1: Hazardous Materials and Waste Management Plan

Impact	Level of Significance	Mitigation Measures
Impact HYD/WQ-5: Potential to Expose Persons or Structures to Significant Risk of Loss Due to Flooding	Less than Significant	N/A
Impact HYD/WQ-6: Potential Contribution to Inundation by Mudflow	Less than Significant	N/A
Land Use and Planning		
Impact LU-1: Potential to Physically Divide an Established Community	No Impact	N/A
Impact LU-2: Conflicts with Applicable Land Use Plans, Policies, or Regulations	Less than Significant	N/A
Mineral Resources		
Impact MR-1: Loss of Availability of a Known Mineral Resource	No Impact	N/A
Impact MR-2: Loss of Availability of a Locally Important Mineral Resource Recovery Site	No Impact	N/A
Noise and Vibration		
Impact NOISE-1: Exposure of Persons to or Generation of Noise Levels in Excess of Applicable Standards	Less than Significant with Mitigation	▪ Mitigation Measure NOI-1: Construction-Noise Mitigation Plan
Impact NOISE-2: Expose Persons to Excessive Ground-borne Vibration or Ground-borne Noise Levels	Less than Significant with Mitigation	▪ Mitigation Measure HAZ-2: Prepare and Implement Blasting Plan
Impact NOISE-3: Cause a Substantial Temporary or Permanent Increase in Ambient Noise Levels	Less than Significant	N/A
Impact NOISE-4: Potential to Expose People Residing or Working in the Project Site to Excessive Noise Levels Due to Proximity to a Public Airport or Public-Use Airport or Private Airstrip	No Impact	N/A
Population and Housing		

Impact	Level of Significance	Mitigation Measures
Impact POP-1: Inducement of Substantial Population Growth	Less than Significant	N/A
Impact POP-2: Displace Substantial Numbers of Existing Housing	No Impact	N/A
Impact POP-3: Displace Substantial Numbers of People	No Impact	N/A
Public Services and Utilities		
Impact PUB/UTL-1: Effects on Fire Protection Service	Less than Significant with Mitigation	▪ Mitigation Measure PUB/UTL-1: Fund Fair Share Toward Any Necessary Fire Protection Service Improvements ▪ Mitigation Measure HAZ-3: Prepare and Implement a Construction Fire Prevention Plan ▪ Mitigation Measure HAZ-4: Fire Safe Working Conditions and Best Management Practices ▪ Mitigation Measure HAZ-5: Follow Operational Requirements and Recommendations Identified in the Fire Protection Plan
Impact PUB/UTL-2: Possible Effects on Police Protection, School, and Parks Service	Less than Significant	N/A
Impact PUB/UTL-3: Potential to Require or Result in the Construction of New or Expanded Water Facilities	Less than Significant	N/A
Impact PUB/UTL-4: Potential to Require or Result in the Construction or Expansion of Stormwater Facilities	Less than Significant	N/A
Impact PUB/UTL-5: Potential to Have Insufficient Water Supplies to Supply the Project from Existing Entitlements and Resources	Less than Significant	N/A
Impact PUB/UTL-6: Effects on Existing Landfill Capacity	Less than Significant	N/A

Impact	Level of Significance	Mitigation Measures
Impact PUB/UTL-7: Potential Failure to Comply with Existing Statutes and Regulations Related to Solid Waste	Less than Significant with Mitigation	▪ Mitigation Measure PUB/UTL-2: Diversion of Solid Waste in Accordance with San Diego County's Construction Demolition and Debris Recycling Ordinance
Recreation		
Impact REC-1: Increased Use of Parks/Other Recreational Facilities	Less than Significant	N/A
Impact REC-2: Include, or Require Construction or Expansion of, Recreational Facilities	No Impact	N/A
Transportation and Traffic		
Impact TR-1: Conflict with an Applicable Plan, Ordinance, or Policy Establishing Measures of Effectiveness	No Impact	N/A
Impact TR-2: Increase in Area Traffic Volumes and Degradation of LOS Due to Project-Generated Traffic	Less than Significant with Mitigation	▪ Mitigation Measure TR-1: Maintain Traffic Flow ▪ Mitigation Measure TR-2: Minimize Effects of Temporary Roadway Disturbances
Impact TR-3: Result in a Change in Air Traffic Patterns	No Impact	N/A
Impact TR-4: Increase in Safety Hazards	Less than Significant with Mitigation	▪ Mitigation Measure TR-1: Maintain Traffic Flow ▪ Mitigation Measure TR-2: Minimize Effects of Temporary Roadway Disturbances
Impact TR-5: Interference with Emergency Access and Circulation	Less than Significant with Mitigation	▪ Mitigation Measure TR-1: Maintain Traffic Flow ▪ Mitigation Measure TR-2: Minimize Effects of Temporary Roadway Disturbances

Impact	Level of Significance	Mitigation Measures
		▪ Mitigation Measure TR-3: Emergency Coordination and Access Considerations
Impact TR-6: Conflicts with Alternative Transportation	Less than Significant	N/A