Mira Mesa/Scripps Ranch Direct Access Ramp Project

SAN DIEGO COUNTY, CALIFORNIA
DISTRICT 11 – SD – 15, KP 24.4/26.4 (PM 15.1/16.4)
EA 2T0950

Final Environmental Impact Report/ Environmental Assessment with Finding of No Significant Impact

Prepared by the
State of California Department of Transportation

The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S.C. 327.

Caltrans

March 2009

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It should be noted that at a future date, the Department, acting through FHWA, may publish a notice in the Federal Register, pursuant to 23 USC § 139(l), indicating that a final action has been taken on this Project by the Department. If such a notice is published, a lawsuit or other legal claim would be barred unless it is filed within 180 days after the date of publication of the notice (or within a shorter time period as is specified in the federal laws pursuant to which judicial review of the federal agency action is allowed). If no notice is published, then the lawsuit or claim can be filed as long as the periods of time provided by other federal laws that govern claims are met.

SCH# 2007051137
11-SD-15- KP 24.4/26.4 (PM 15.1/16.4)

Construct a Direct Access Ramp (DAR) to connect the Interstate 15 (I-15) Managed Lanes facility with the local street system and transit facilities in the Mira Mesa and Scripps Miramar Ranch communities on I-15, in San Diego County from 385 meters (m; 1,265 feet [ft]) north of the Carroll Canyon Road Overcrossing to 960 m (3,150 ft) north of the Mira Mesa Boulevard Undercrossing

FINAL ENVIRONMENTAL IMPACT REPORT / ENVIRONMENTAL ASSESSMENT WITH FINDING OF NO SIGNIFICANT IMPACT

Submitted Pursuant to: (State) Division 13, California Public Resources Code
(Federal) 42 USC 4332(2)(C)

THE STATE OF CALIFORNIA
Department of Transportation

RESPONSIBLE AGENCIES
City of San Diego

3/27/09
Date of Approval

Pedro Orso-Delgado
Director, District 11
California Department of Transportation

CALIFORNIA DEPARTMENT OF TRANSPORTATION

FINDING OF NO SIGNIFICANT IMPACT

FOR

Mira Mesa/Scripps Ranch Direct Access Ramp Project

11-SD-15, KP 24.4/26.4 (PM 15.1/16.4)
EA 2T0950

The California Department of Transportation (Department) has determined that the Hillery Drive Alternative will have no significant impact on the human environment. This FONSI is based on the attached EA which has been independently evaluated by the Department and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an EIS is not required. The Department takes full responsibility for the accuracy, scope, and content of the attached EA and associated technical studies.

The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried-out by the Department under its assumption of responsibility pursuant to 23 U.S.C. 327.

27 March 2009
Date of Approval

Susanne Glasgow
Deputy Director, District 11
California Department of Transportation

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SUMMARY

SUMMARY

Effective July 1, 2007, the California Department of Transportation (Department) has been assigned environmental review and consultation responsibilities under the National Environmental Policy Act (NEPA), pursuant to Section 6005 of the Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) codified at 23 United States Code (U.S.C.) 327 (a)(2)(A).

The Draft Environmental Impact Report/Environmental Assessment (EIR/EA) has been revised based on input received during the public comment period (October 23, 2008 through December 8, 2008). These revisions are indicated by a line in the margin. Figure 2.1-4 also was revised to show the correct location of the Mira Mesa/Miramar College Transit Center, and to add the Stone Creek project. Copies of comments received in response to the draft document are included in Chapter 4.0.

S.1 OVERVIEW OF PROJECT AREA

The Department proposes to construct a Direct Access Ramp (DAR) to connect the Interstate 15 (I-15) Managed Lanes facility with the local street system and transit facilities in the Mira Mesa and Scripps Miramar Ranch communities. The proposed Mira Mesa/Scripps Ranch DAR is herein referred to as the "Project."

The Project site is located along I-15, in San Diego County, from approximately 385 m (1,265 ft) north of the Carroll Canyon Road overcrossing (KP 24.0 [PM 14.9]) to approximately 960 m (3,150 ft) north of the Mira Mesa Boulevard undercrossing (KP 25.5 [PM 15.8]). The Project site covers a distance of 2.1 km (1.3 mi). Roadways within the Project limits include portions of I-15, Hillery Drive, Westview Parkway, Galvin Avenue, Mira Mesa Boulevard, and Erma Road. Within the Project limits, I-15 consists of a 10- to 11-lane freeway with 3.6-m (12-ft)-wide travel lanes, 3.0-m (10-ft)-wide shoulders, and auxiliary lanes approaching the Mira Mesa Boulevard and Carroll Canyon Road off-ramps. The center median consists of a reversible HOV lane facility, which is comprised of two 3.6-m (12-ft)-wide travel lanes and a 3.2-m (10.5-ft)-wide shoulder on each side. Upon completion of the I-15 Managed Lanes project, which is currently under construction, the existing two-lane HOV facility will be replaced with a four-lane Managed Lanes facility in the center median with intermediate access points.

Land uses within the Project area include a mixture of industrial/business park, commercial retail, office, residential, schools, and park uses. Existing development on the east side of I-15 consists of office buildings, industrial/business parks, commercial uses, single- and multi-family residential, and Scripps Ranch High School. Land uses on the west side of I-15 are generally more dense and consist of major activity centers, such as the Mira Mesa Market Center, other shopping centers, Miramar College, and park-and-ride facilities. Several single-family residences, multi-family residential developments, three public schools (Hage Elementary, Walker Elementary and Wangenheim Middle), three public parks (Hourglass Field Community Park, Walker-Wangenheim School Park and Westview Park), and open space are also located on the west side of I-15 in the Project area.

S.2 PURPOSE AND NEED

Purpose of the Project

The purpose of the Proposed Project is to provide direct vehicular access to the I-15 Managed Lanes facility for buses, HOVs and FasTrak users, and to facilitate transit operations along the I-15 corridor and within the Mira Mesa/Scripps Miramar Ranch community.

Project goals include:

- Maximize integration of land uses and transportation facilities consistent with regional goals in the San Diego Association of Government's (SANDAG's) Regional Comprehensive Plan (RCP), and consistent with planned transportation facilities within the Mira Mesa/Scripps Miramar Ranch communities and along the I-15 corridor
- Encourage mass transit, carpooling and vanpooling in the Project area
- Provide vehicular access to regional transportation facilities from areas where traffic demands are warranted
- Reduce travel times at I-15 interchanges and roadway segments connecting to the interchanges in the Project area
- Accommodate traffic increases due to regional and Project area population growth

Need for the Project

Capacity and Transportation Demand

A traffic report was prepared for the Project that analyzed traffic conditions on local roadways and intersections in the Project area under existing and future conditions.

Select roadway segments along Mira Mesa Boulevard, Carroll Canyon Road and Greenford Drive currently operate at levels of service (LOS) E or F. Mira Mesa Boulevard currently operates at LOS E or F between the I-15 northbound ramps and Greenford Drive. Carroll Canyon Road operates at LOS E between the 1-15 southbound ramps and I-15 northbound ramps. Greenford Drive operates at LOS F between Hillery Drive and Flanders Drive.

In addition, the following intersections in the Project area operate at LOS E or F:

- Mira Mesa Boulevard/Black Mountain Road (LOS E during AM peak period and LOS F during PM peak period)
- Hillery Drive/Greenford Drive (LOS E during PM peak period)
- Hillery Drive/Marbury Avenue (LOS F during PM peak period)
- Gold Coast Drive/Black Mountain Road (LOS E during AM peak period and LOS F during PM peak period)
- Carroll Canyon Road/I-15 southbound ramps (LOS E during AM peak period)
- Black Mountain Road/Capricorn Way (LOS F during PM peak period)

As the Project area continues to develop with residential, commercial, and industrial/business park uses under existing land use plans, the Project area has experienced population growth and associated traffic that has increased demand and capacity on the surrounding roadway and freeway system. Between 2004 and 2030, the San Diego region's population is projected to increase by 32 percent, with an increase of approximately one million people. Within that same period, the population within the Mira Mesa community is projected to increase 23 percent. Residential and employment densities in Mira Mesa also are expected to increase by 11 percent and eight percent, respectively. Population within the Scripps Miramar Ranch community is projected to increase by eight percent, with a 10-percent employment density increase. The residential density within Scripps Miramar Ranch is actually expected to decrease by two percent (SANDAG 2030 Cities/County Forecast). These population increases and resultant demand for additional housing, employment and public facilities will continue to encumber the existing transportation system.

Additionally, the following roadway segments and intersections are projected to operate at an LOS E or F under 2030 conditions:

- Mira Mesa Boulevard, between the I-15 northbound ramps and the I-15 southbound ramps (LOS F)
- Mira Mesa Boulevard, between I-15 southbound ramps and Westview Parkway (LOS F)
- Mira Mesa Boulevard, between Westview Parkway and Black Mountain Road (LOS E)
- Mira Mesa Boulevard, between Black Mountain Road and Marbury Avenue (LOS F)
- Mira Mesa Boulevard, between Marbury Avenue and Greenford Drive (LOS E)
- Hillery Drive, between Greenford Drive and Black Mountain Road (LOS F)
- Greenford Drive, between Hillery Drive and Flanders Drive (LOS F)
- Mira Mesa Boulevard/Black Mountain Road (LOS F during AM and PM peak periods)
- Mira Mesa Boulevard/Westview Parkway (LOS F during AM and PM peak periods)
- Mira Mesa Boulevard/I-15 southbound ramps (LOS E during AM peak period)
- Hillery Drive/Greenford Drive (LOS E during PM peak period)
- Hillery Drive/Marbury Avenue (LOS F during PM peak period)
- Gold Coast Drive/Black Mountain Road (LOS E during AM peak period and LOS F during PM peak period)
- Carroll Canyon Road/I-15 southbound ramps (LOS F during AM peak period and LOS E during PM peak period)
- Carroll Canyon Road/I-15 northbound ramps (LOS F during AM peak period)
- Black Mountain Road/Capricorn Way (LOS F during PM peak period)

Land Use

The Project is proposed within a developed, urbanized area comprised of a variety of land uses, including industrial/business park, commercial retail, office, single- and multi-family residential, schools, and parks. Major activity centers, such as the Mira Mesa Market Center, Miramar College and existing and approved transit facilities, are located west of I-15. Local land use plans that govern the Project area call for a continuation of higher density development along this portion of the I-15 corridor, as well as maximization of transit opportunities to provide connections to the community's activity centers and to the rest of the region. This is also consistent with SANDAG's RCP. As such, there is a need to maximize integration of existing and planned land uses with transportation facilities.

Modal Interrelationships and System Linkages

Transit service and facilities are provided in the Mira Mesa community, including the Project area. Several local and express bus routes operate in the Project vicinity, primarily along Mira Mesa Boulevard, Black Mountain Road, and Carroll Canyon Road. Regional routes also are provided that utilize I-15. In addition, three park-and-ride facilities are located in the Project area, including one at the northwest corner of the I-15/Mira Mesa Boulevard interchange, one on the north side of Hillery Drive, adjacent to a multi-family residential development, and one at the southeast corner of the Hillery Drive/Black Mountain Road intersection, within Miramar College.

Approved transit/transportation facilities in the Project area include a transit center at Miramar College and the I-15 Managed Lanes facility. SANDAG will construct the Mira Mesa/Miramar College Transit Center immediately south of the intersection of Hillery Drive and Westview Parkway, in the northeastern portion of the Miramar College campus. This transit center will serve access and transfer needs for existing local and express bus routes and also will accommodate planned Bus Rapid Transit (BRT) services. The transit center will serve as the key access point to BRT services for the Mira Mesa and Scripps Miramar Ranch communities, as well as the regional transfer point between BRT services and local/express bus routes, connecting the I-15 corridor with Sorrento Mesa, University City, and the University of California, San Diego. Together with the I-15 Managed Lanes Facility, augmented transit service will be provided in the Project vicinity.

The Project would provide a direct link to the approved I-15 Managed Lanes facility, including four managed lanes in the center median of I-15. These managed lanes will provide flexibility to alter lane configurations through movable barriers to improve corridor capacity for HOV, transit, and FasTrak users in the peak direction. The Managed Lanes facility also will feature intermediate access points along the general purpose lanes, as well as four approved DARs that connect to transit centers or the local street system. This Project proposes an additional DAR that would connect the local street system directly to the I-15 Managed Lanes facility.

The Project would also accommodate existing transit and planned BRT operations along the I-15 corridor. The BRT system is comprised of high frequency, all-day plus peak period commuter express services that would utilize transit centers along the I-15 and park-and-ride lots as the key access point to/from adjacent communities. The BRT system will be connected to the managed lanes via DARs, which allow BRT buses, HOVs, and FasTrak users to bypass existing congested freeway interchanges. Approved transit centers along I-15 include the Mira Mesa/Miramar College Transit Center, Sabre Springs/Peñasquitos Transit Center, Rancho Bernardo Transit Center, Del Lago Transit Center, and existing Escondido Transit Center. Four approved DARs will be constructed to provide connections (directly or via local streets) to the approved transit centers, with the exception of the Mira Mesa/Miramar Transit Center.

S.3 PROJECT DESCRIPTION

The Project entails the construction of a DAR to connect the I-15 Managed Lanes facility with the local street system and transit facilities in the Mira Mesa and Scripps Miramar Ranch communities. The Project site is located along I-15 in San Diego County, from approximately 385 m (1,265 ft) north of the Carroll Canyon Road overcrossing (KP 24.0 [PM 15.8]) to approximately 960 m (3,150 ft) north of the Mira Mesa Boulevard undercrossing (KP 25.5 [PM 15.8]). The Project site covers a distance of 2.1 km (1.3 mi).

Several Project alternatives were developed by the Project Development Team (PDT) to achieve the Project purpose and need while avoiding or minimizing environmental impacts. The alternatives described and evaluated in detail in this Final EIR/EA include the Hillery Drive Alternative, the Galvin Avenue Alternative, and the No Build Alternative.

Build Alternatives

Two build alternatives are evaluated in this Final EIR/EA: the Hillery Drive Alternative and the Galvin Avenue Alternative. The Hillery Drive Alternative would consist of an elevated ramp structure that would extend at grade from the Hillery Drive/Westview Parkway intersection and would transition to an elevated structure along the existing alignment of Hillery Drive, and would continue eastward over the Hillery Drive terminus to connect with a new structure within the I-15 Managed Lanes facility at KP 25.0 (PM 15.5).

The Galvin Avenue Alternative would consist of an elevated ramp structure extending at grade from the Galvin Avenue/Westview Parkway intersection eastward to a new structure within the I-15 Managed Lanes facility at KP 25.7 (PM 15.9). Under this alternative, the DAR would traverse vacant, graded land located north of Mira Mesa Boulevard between I-15 and Westview Parkway. The Galvin Avenue Alternative would include an access road connecting the proposed DAR to the existing park-and-ride lot west of the Mira Mesa Boulevard interchange. In addition, a transit center and a new park-and-ride lot would be constructed as components of this alternative. The transit center and park-and-ride lots would have direct access to the DAR.

The Project would be constructed in one phase over a period of 18 to 24 months. Construction of the Project is anticipated to begin in 2011 and to be completed by 2013. Short-term detours may be required (e.g., at the Hillery Drive entrance to Miramar College), but access to and from adjacent properties would be maintained throughout the construction period. No driveway closures are anticipated.

Hillery Drive Alternative

The Hillery Drive Alternative would include construction of a new overcrossing structure over the I-15 southbound general purpose and managed lanes from Hillery Drive, connecting with proposed on- and off-ramps to the I-15 Managed Lanes facility. The proposed Hillery Drive overcrossing would be located in the center of Hillery Drive at approximately 170 m (558 ft) east of the Hillery Drive/Westview Parkway intersection, and would cross an existing access road and parking area of the Legacy Apartment complex to I-15. The overcrossing would have a total length of 216.4 m (703.4 ft) and would accommodate two travel lanes (one eastbound and one westbound) and a shoulder in each direction, for a total width of 12.9 m (42.3 ft). Concrete barriers (Type 736) would be constructed along both edges of the overcrossing and would be 0.9 m (3.0 ft) tall. Additionally, 1.5-m (5.0-ft)-high visual screening walls would be constructed on top of the concrete barriers. The maximum grade of the bridge would be approximately eight percent.

To accommodate the overcrossing, two additional travel lanes would be striped along Hillery Drive, between Westview Parkway and its cul-de-sac: one in the eastbound direction and one in the westbound direction. The additional lanes would require acquisition of R/W on the north and south sides of Hillery Drive. The two center lanes would provide access to/from the overcrossing, and the two outside lanes would accommodate through traffic along Hillery Drive at grade. In addition, a bicycle lane and sidewalk would be provided along both sides of this segment of Hillery Drive. Proposed widening of Hillery Drive would also require reconfiguration

of the existing park-and-ride lot on the north side of Hillery Drive within the Legacy Apartment complex.

The eastern leg of the Hillery Drive/Westview Parkway intersection would be re-striped to include additional turn lanes. Specifically, this approach would be improved to include one westbound shared through/right-turn lane, one westbound through lane, one westbound left-turn lane, and two eastbound lanes. The other approaches would be re-striped to accommodate traffic circulation to and from the approved Mira Mesa Miramar College Transit Center within Miramar College.

Four elevated on- and off-ramp structures would connect to the Hillery Drive overcrossing and provide northbound and southbound access to the I-15 Managed Lanes facility. Each ramp structure would include a travel lane and shoulders to the right and left of the travel lane, for a total width of 8.1 m (26.6 ft). Additionally, concrete barriers (Type 736) would be constructed along both edges of the each structure. The maximum grade of the structures would be approximately six percent. Stop signs would be installed at each ramp's intersection with the Hillery Drive overcrossing.

Retaining walls would be required for the Hillery Drive Alternative, including mechanically stabilized embankment (MSE) walls for the Hillery Drive overcrossing and ramp structures. Proposed MSE walls for the Hillery Drive overcrossing would be approximately 74 m (243 ft) long and would be treated with textured block. The length of the MSE walls for the ramp structures would range from approximately 152 m to 164 m (500 ft to 538 ft) and would be treated with an alternating raised square texture. The MSE walls would extend up to a height of 2.4 m (8.0 ft). The widening of Hillery Drive would require construction of a 1.5-m (5.0-ft)- high and 91.5-m (300-ft)- long decorative block retaining wall on the south side of Hillery Drive along the street frontage of the Distribution and Computing Center building on the Miramar College campus.

The Hillery Drive Alternative would require relocation of three water (including one reclaimed water) lines located within Hillery Drive. Additionally, a high-pressure natural gas line and telephone services within Hillery Drive would be sleeved, protected in place, or relocated. Implementation of the Hillery Drive Alternative may require minor adjustments to inlets that will be constructed along the freeway as part of the I-15 Managed Lanes project. An existing storm drain culvert and inlets along the south side of Hillery Drive may also need to be relocated/reconstructed depending on the final design of the footings for the Hillery Drive overcrossing.

Construction access routes would likely include Hillery Drive, Westview Parkway, Mira Mesa Boulevard, and I-15. It is anticipated that construction staging for the Hillery Drive Alternative would occur at the approved Mira Mesa/Miramar College Transit Center site in a disturbed area adjacent to the south side of Hillery Drive within Miramar College. Additionally, ongoing construction of the I-15 Managed Lanes project would occur in the Project area during the anticipated construction period of the Hillery Drive Alternative.

Galvin Avenue Alternative

The Galvin Avenue Alternative would include construction of a new overcrossing structure over the I-15 southbound off-ramp at Mira Mesa Boulevard, as well as the I-15 southbound general purpose and managed lanes. The structure would extend Galvin Avenue along a proposed elevated roadway connecting the proposed on- and off-ramps to the I-15 Managed Lanes

facility. The proposed Galvin Avenue overcrossing would have a total length of 98.4 m (322.8 ft) and be 12.9 m (42.3 ft) wide. Additionally, concrete barriers (Type 736) would be constructed along both edges of the structure. The maximum grade of the bridge would be approximately 6.5 percent.

The proposed Galvin Avenue extension would be constructed approximately 320 m (1,050 ft) eastward from the existing Galvin Avenue/Westview Parkway intersection and would form the eastern leg of the intersection. The road would traverse two privately owned graded parcels between Westview Parkway and I-15, including one currently utilized for construction vehicular parking and materials storage and another that consists of a graded development pad. The road would be at grade at its intersection with Westview Parkway and would ascend at a 6.5-percent slope on a maximum 10-m (32.8-ft)-high embankment supported by 2:1 manufactured slopes or MSE walls ranging between approximately one and 10 m (3.3 and 32.8 ft) tall. The road also would intersect with a proposed access road to the transit center proposed as part of this alternative (as described below).

The roadway would include a travel lane and a shoulder in each direction. At the intersection with Westview Parkway, the road would include an additional westbound lane to accommodate left-turn movements onto Westview Parkway. Additionally, a sidewalk would be provided on both sides of the road between Westview Parkway and the proposed transit center access road. Concrete barriers (Type 60) would edge both sides of the roadway between the transit center access road and the proposed Galvin Avenue overcrossing. Curb and gutters (Type H) also would be provided on both sides of the roadway.

Four on- and off-ramp structures would connect the Galvin Avenue overcrossing to provide northbound and southbound access to the I-15 Managed Lanes facility. Each ramp structure would include a travel lane and shoulders to the right and left of the travel lane, for a total width of 8.1 m (26.6 ft). Additionally, concrete barriers (Type 736) would be constructed along both edges of the structures. The maximum grade of the structures would be approximately six percent. Stop signs would be installed at each ramp's intersection with the Galvin Avenue overcrossing.

The Galvin Avenue Alternative would include construction of a transit center adjacent to and south of the proposed elevated roadway and Galvin Avenue overcrossing. The transit center would be similar to the approved Mira Mesa/Miramar College Transit Center in that it would consist of eight bus bays (two standard and six articulated) and associated transit furnishings. One passenger platform island would include two articulated bus bays with associated transit furnishings. The remaining six bus bays and passenger platforms would be constructed in a circular pattern surrounding the center island. The transit center would incorporate and expand the existing park-and-ride lot along Mira Mesa Boulevard. The expanded park-and-ride lot would retain 213 of the existing 223 spaces and would provide an additional 241 spaces, for a total of 454 parking spaces.

Access to the transit center from the DAR would be provided by a proposed elevated access road connecting the proposed elevated roadway and Galvin Avenue overcrossing to the expanded park-and-ride lot. The access road would include a travel lane in each direction, and a shoulder and sidewalk on both sides of the road. Curb and gutters (Type H) also would be provided on both sides of the roadway.

A retaining wall ranging from approximately 1.2 to 4.9 m (3.9 to 16.1 ft) would be constructed along the eastern side of I-15 within the Project limits. The proposed wall would extend

northward from the northern end of the northbound on-ramp at westbound Mira Mesa Boulevard for approximately 840 m (2,750 ft) along I-15. Another retaining wall would be constructed on the west side of I-15 that would extend a distance of approximately 220 m (722 ft) at an average height of approximately four m (13 ft). MSE walls would be constructed for the Galvin Avenue overcrossing and ramp structures. Additionally, the Galvin Avenue Alternative would require removal of portions of three noise walls and one combination retaining wall/noise wall along Erma Road.

Implementation of the Galvin Avenue Alternative would require modifications to I-15, including widening portions of the freeway, realignment of freeway ramps at Mira Mesa Boulevard, and widening of the Mira Mesa Boulevard undercrossing. These modifications would be required in order to widen the I-15 Managed Lanes facility to accommodate the DAR. Construction of the DAR at Galvin Avenue would require freeway widening along portions of both sides of I-15, north of the proposed Galvin Avenue overcrossing. Widening would occur at three locations and would require acquisition of R/W: one area to the west of I-15 and two to the east.

The construction of the Galvin Avenue DAR structure within the I-15 Managed Lanes facility would require widening of the Mira Mesa Boulevard undercrossing (Bridge number; No. 57-0597) due to the widening of the I-15 Managed Lanes facility. To meet roadway design requirements, both sides of the undercrossing would be widened. The west side of the undercrossing deck would be widened by 4.2 to 5.1 m (13.8 to 16.7 ft), and the east side of the deck would be widened by 2.6 to 4.5 m (8.5 to 14.7 ft). The widened deck would be edged with concrete barriers (Type 736).

The Galvin Avenue Alternative would also require realignment of freeway ramps at Mira Mesa Boulevard due to the widening of the I-15 Managed Lanes facility and resultant freeway and Mira Mesa Boulevard undercrossing widening. Specifically, the southbound on-ramp from westbound Mira Mesa Boulevard, the southbound off-ramp to Mira Mesa Boulevard, the northbound on-ramp from eastbound Mira Mesa Boulevard, and the northbound on-ramp from westbound Mira Mesa Boulevard would be realigned. These existing freeway ramps consist of loop and direct ramps that provide access to and from I-15 and Mira Mesa Boulevard. The southbound and northbound loop on-ramps would be realigned to merge onto the widened Mira Mesa Boulevard undercrossing deck. The radius of the southbound loop ramp would be modified and the radius of the northbound loop ramp would be maintained. The ramp intersections would have a 90-degree approach angle to Mira Mesa Boulevard. The southbound off-ramp to Mira Mesa Boulevard would shift slightly to the west, and the northbound on-ramp from westbound Mira Mesa Boulevard would shift slightly to the east due to freeway and Mira Mesa Boulevard undercrossing widening.

Realignment of the I-15 northbound on-ramp from westbound Mira Mesa Boulevard would require realignment of a portion of Erma Road. An approximately 100-m (328-ft)-long segment of Erma Road, between Scripps Westview Way and Scripps Vista Way, would be realigned under this alternative. This segment of Erma Road would shift slightly to the east and would require acquisition of R/W (a maximum width of 1.8 m [6 ft]).

The Galvin Avenue Alternative would require relocation of two water lines, a sewer line, and a natural gas line within the Project area. In addition, a water line within Mira Mesa Boulevard would be protected in place during proposed widening of the Mira Mesa Boulevard undercrossing. Drainage improvements also would be required under this alternative.

It is anticipated that construction staging for the Galvin Avenue Alternative would occur on site in the graded area at the site of the proposed transit center. Construction access routes would likely include Westview Parkway, Mira Mesa Boulevard, and I-15. Additionally, ongoing construction of the I-15 Managed Lanes project would occur in the Project area during the anticipated construction period of the Galvin Avenue Alternative.

No Build Alternative

The No Build Alternative is included to provide a basis against which the impacts from the build alternatives are compared and also to satisfy federal requirements for analyzing "no action" under NEPA (40 CFR 1502.14(d)). The No Build Alternative assumes that a DAR connecting the I-15 Managed Lanes Facility with local street and transit facilities would not be constructed. The proposed DAR, which is consistent with regional goals in SANDAG's RCP and planned transportation facilities within the Mira Mesa and Scripps Miramar Ranch communities and along the I-15 corridor, would not be implemented, and existing congestion would be exacerbated through growth planned in the City and in the region in general.

S.4 IDENTIFICATION OF THE PREFERRED ALTERNATIVE

After full consideration of the technical studies prepared, and based on public input, the Hillery Drive Alternative has been identified as the Preferred Alternative. Additional factors that influenced the decision included the fact that the Galvin Avenue Alternative would require additional freeway widening to accommodate the DAR and would cost an additional 30.7 million dollars for design, right-of-way and construction. At the public hearing and in comments received during the comment period, there was overwhelming public opposition to the Galvin Avenue Alternative. Of the comments received, the majority were related to concerns regarding traffic, safety, noise, and air quality impacts from the Galvin Avenue Alternative. There was a strong focus on impacts as they relate to Hage Elementary School and surrounding streets. It was a combination of all of these factors that lead to the identification of the Hillery Drive Alternative as the Preferred Alternative. It should also be noted, some impacts might be avoided or minimized through design measures to be developed during final design of the Preferred Alternative; impacts would be mitigated in accordance with recommendations in the EIR/EA.

S.5 JOINT CEQA/NEPA DOCUMENT

The Project is a joint project by the Department and FHWA, and is subject to state and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). The Department is the lead agency under CEQA. In addition, FHWA's responsibility for environmental review, consultation, and any other action required in accordance with applicable Federal laws for this Project is being, or has been, carried out by the Department under its assumption of responsibility pursuant to 23 U.S.C. 327.

Some impacts determined to be significant under CEQA may not lead to a determination of significance under NEPA. Because NEPA is concerned with the significance of the Project as a whole, it is quite often the case that a "lower level" document is prepared for NEPA. One of the most commonly seen joint document types is an EIR/EA.

This Final EIR/EA responds to comments received on the Draft EIR/EA and identifies a Preferred Alternative. In accordance with CEQA, the Department intends to certify that the

EIR/EA complies with CEQA, prepare findings for all significant impacts identified, prepare a Statement of Overriding Considerations for any impacts that would not be mitigated below a level of significance, and certify that the findings and Statement of Overriding Considerations have been considered prior to Project approval. The Department then intends to file a Notice of Determination with the State Clearinghouse that identifies whether the Project would have significant impacts under CEQA, and whether mitigation measures were included as conditions of Project approval, findings were made, and a Statement of Overriding Considerations was adopted. Similarly, the Department, as assigned by FHWA, has documented and explained its decision regarding the Preferred Alternative, as well as the associated impacts and mitigation measures, by issuing a Finding of No Significant Impact (FONSI) in accordance with NEPA.

S.6 PROJECT IMPACTS

Table S-1 summarizes Project impacts for each alternative. Detailed discussion and analysis of Project impacts are provided in Chapter 2.0 of this Final EIR/EA. Avoidance, minimization and mitigation measures are included in Appendix B, Environmental Commitments Record.

Table S-1
SUMMARY OF ENVIRONMENTAL CONSEQUENCES

Potential Impact	Hillery Drive Alternative	Galvin Avenue Alternative	No Build Alternative
Land Use	No impacts	No Impacts	No impacts
Growth	No influence on growth	No influence on growth	No influence on growth
Community	No impacts to community character and cohesion or environmental justice. Hillery Drive Alternative would impact existing public parking.	No impacts	No impacts
Utilities/Emergency Services	No impacts	No impacts	No impacts
Traffic and Transportation/ Pedestrian and Bicycle Facilities	Traffic impacts to roadway segments and intersections under 2015 conditions: • Hillery Drive, between Greenford Drive and Westview Parkway • Greenford Drive, between Mira Mesa Boulevard and Flanders Drive • Mira Mesa Boulevard/Black Mountain Road (PM peak hour) • Hillery Drive/Greenford Drive (AM and PM peak hours) • Hillery Drive/Marbury Avenue (AM and PM peak hours) • Hillery Drive/Black Mountain Road (AM and PM peak hours) • Gold Coast Drive/Black Mountain Road (AM and PM peak hours) Traffic impacts to roadway segments and intersections under 2030 conditions: • Hillery Drive, between Greenford Drive and Westview Parkway • Greenford Drive, between Mira Mesa Boulevard and Flanders Drive • Hillery Drive/Greenford Drive (AM and PM peak hours) • Hillery Drive/Marbury Avenue (AM and PM peak hours) • Hillery Drive/Black Mountain Road (PM peak hour) • Gold Coast Drive/Black Mountain Road (AM and PM peak hours)	Traffic impacts to roadway segments and intersections under 2015 conditions: • Mira Mesa Boulevard/Black Mountain Road (AM peak hour) • Hillery Drive/Black Mountain Road (AM peak hour) • Gold Coast Drive/Black Mountain Road (PM peak hour) No traffic impacts to roadway segments and intersections under 2030 conditions	Traffic impacts to roadway segments and intersections under 2015 conditions: • Mira Mesa Boulevard, between the I-15 northbound ramps and Greenford Drive • Hillery Drive, between Greenford Drive and Westview Parkway • Greenford Drive, between Hillery Drive and Flanders Drive • Carroll Canyon Road, between Maya Linda Road and I-15 northbound ramps • Mira Mesa Boulevard/Black Mountain Road (LOS E in AM peak hour and LOS F in PM peak hour) • Mira Mesa Boulevard/Westview Parkway (LOS E in AM peak hour and LOS F in PM peak hour) • Mira Mesa Boulevard/I-15 southbound ramps (LOS E in AM peak hour) • Hillery Drive/Greenford Drive (LOS E in PM peak hour) • Hillery Drive/Marbury Avenue (LOS F in PM peak hour) • Hillery Drive/Black Mountain Road (LOS F in AM peak hour and LOS E in PM peak hour) • Gold Coast Drive/Black Mountain Road (LOS F in AM and PM peak hours) • Carroll Canyon Road/Black Mountain Road (LOS E in PM peak hour) • Carroll Canyon Road/I-15 southbound ramps (LOS F in AM peak hour) • Black Mountain Road/Capricorn Way (LOS F in PM peak hour)

Table S-1 (cont.)
SUMMARY OF ENVIRONMENTAL CONSEQUENCES

Potential Impact	Hillery Drive Alternative	Galvin Avenue Alternative	No Build Alternative
Traffic and Transportation/ Pedestrian and Bicycle Facilities (cont.)			Traffic impacts to roadway segments and intersections under 2030conditions: • Mira Mesa Boulevard, between the I-15 northbound ramps and Greenford Drive • Hillery Drive between Greenford Drive and Black Mountain Road • Greenford Drive between Hillery Drive and Flanders Drive • Mira Mesa Boulevard/Black Mountain Road (LOS F in AM and PM peak hours) • Mira Mesa Boulevard/ Westview Parkway (LOS F in AM and PM peak hours) • Mira Mesa Boulevard/I-15 southbound ramps (LOS E in AM peak hour) • Hillery Drive/Greenford Drive (LOS E in PM peak hour) • Hillery Drive/Marbury Avenue (LOS F in PM peak hour) • Gold Coast Drive/Black Mountain Road (LOS F in AM peak hour and LOS E in the PM peak hour) • Carroll Canyon Road/I-15 southbound ramps (LOS F in AM peak hour and LOS E in PM peak hour) • Carroll Canyon Road/I-15 northbound ramps (LOS F in PM peak hour) • Black Mountain Road/Capricorn Way (LOS F in PM peak hour)
Visual/Aesthetics	The Hillery Drive Alternative would introduce dominant, contrasting elements that would cause major changes to the composition of the visual environment.	The Galvin Avenue Alternative would cause a moderate change to the visual environment.	No impacts
Water Quality and Storm Water Runoff	No short-term construction or long-term operational impacts with Best Management Practices (BMPs)	No short-term construction or long-term operational impacts with Best Management Practices (BMPs)	No impacts
Geology/Soils/Seismic/ Topography	No seismic or non-seismic impacts with compliance with Department standards, Uniform Building Code (UBC), and California Building Code (CBC), and incorporation of geotechnical recommendations	No seismic or non-seismic impacts with compliance with Department standards, Uniform Building Code (UBC), and California Building Code (CBC), and incorporation of geotechnical recommendations	No impacts
Paleontology	Potential impacts to paleontological resources	Potential impacts to paleontological resources	No impacts

Table S-1 (cont.)
SUMMARY OF ENVIRONMENTAL CONSEQUENCES

Potential Impact	Hillery Drive Alternative	Galvin Avenue Alternative	No Build Alternative
Hazardous Waste/Materials	No facilities of potential environmental concern or hazardous materials would impact Hillery Drive Alternative site	No facilities of potential environmental concern or hazardous materials would impact Galvin Avenue Alternative site	No impacts
Air Quality	Hillery Drive Alternative would not cause or contribute to a violation of State or federal air quality standards for carbon monoxide	Galvin Avenue Alternative would not cause or contribute to a violation of State or federal air quality standards for carbon monoxide	No impacts
Noise	Noise levels at 13 receptor locations (representing 33 homes) would approach or exceed the noise abatement criteria (NAC). Temporary construction impacts would occur.	Noise levels at six receptor locations (representing 18 homes) would approach or exceed the NAC, and at one of these locations the noise levels would increase by more than 12 decibels (dBA). Temporary construction impacts would occur.	No impacts
Energy	No impacts	No impacts	No impacts
Natural Communities	No direct impacts to sensitive vegetation communities. Potential indirect impacts to non-native grassland.	No impacts to sensitive vegetation communities	No impacts
Animal Species	No impacts to special status animal species	Potential indirect impacts to nesting raptors	No impacts
Threatened and Endangered Species	No impacts	No impacts	No impacts
Invasive Species	No impacts	No impacts	No impacts
Cumulative Impacts	Cumulative traffic impacts would occur (see 2030 traffic impacts above). The Hillery Drive Alternative would contribute to cumulative visual effects.	Cumulative traffic impacts would occur (see 2030 traffic impacts above). The Galvin Avenue Alternative would contribute to cumulative visual effects.	Cumulative traffic impacts would occur (see 2030 traffic impacts above)

S.7 COORDINATION WITH PUBLIC AND OTHER AGENCIES

Permits and Approvals Needed

The following permits and approvals listed in Table S-2 would be required for Project construction:

Table S-2
REQUIRED PERMITS AND APPROVALS

Agency	Permit/Approval	Status
City of San Diego	Freeway Agreement	Pending
FHWA	Modified Access Report	Pending
California Transportation Commission	Approval for funding	Pending

Consultation and Coordination with Public Agencies

The PDT has met on a regular basis (generally once a month) since Project inception to facilitate coordination and keep an open dialogue between the Project team members, which includes Department engineering and environmental staff and SANDAG engineering and planning staff. The meetings have addressed engineering design, traffic considerations, and environmental issues.

The Department consulted with the U.S. Fish and Wildlife Service (USFWS) on biological resource issues. USFWS Carlsbad Field Office was contacted on March 16, 2006 via U.S. mail to request USFWS's assessment for potential presence of federally listed threatened, endangered, or proposed for listing species. A response dated April 19, 2006, was received outlining listed threatened, endangered, and proposed for listing species that may occur near the Project site.

The California Department of Fish and Game (CDFG) was contacted on March 16, 2006 via U.S. mail requesting CDFG's assessment for the potential presence of state listed threatened, endangered, or rare species. CDFG responded via email providing direction to the California Natural Diversity Database (CNDDB).

The Native American Heritage Commission was contacted for a records search of their Sacred Lands files. The results of the search indicated that no sacred lands are recorded in the Project area. Consultation with local Native American tribes was recommended, and a list of Native American contacts was provided. Letters describing the Project and a map of the study area were mailed to local Native American representatives in June 2007, and follow-up telephone calls were made in July 2007.

Public Scoping and Public Review Process

A Notice of Preparation (NOP) was prepared for the Project. The NOP was issued by the State Clearinghouse on May 25, 2007, and the review was completed on June 25, 2007.

A public scoping meeting was held on July 19, 2007 from 4:00 p.m. to 7:00 p.m. at the Walker Elementary School in Mira Mesa to give the community an opportunity to review and comment on the proposed Project. The meeting was conducted in an "Open House" format, with representatives of the Department and SANDAG in attendance to answer questions regarding the Project, studies and the anticipated schedule. Notices were mailed to the cooperating/participating agencies; state, federal and local agencies; elected officials; and members of the public. The Notice of Public Meeting was published in the San Diego Union Tribune in English and the Hispanos Unidos newspaper in Spanish. Comments and issues raised during the public scoping process are discussed in Chapter 4.0 of this Final EIR/EA.

The Draft EIR/EA for the Mira Mesa/Scripps Ranch DAR was circulated for public review and comment between October 23, 2008 and December 8, 2008, and a public hearing was held November 12, 2008. During the public review period, the Department received written and oral comments from public agencies, organizations and individuals concerning the environmental document. Comments and issues raised during the public review period are discussed in Chapter 4.0 of this Final EIR/EA.

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CHAPTER 1.0

PROPOSED PROJECT

CHAPTER 1 – PROPOSED PROJECT

1.1 INTRODUCTION

The California Department of Transportation (Department) proposes to construct a Direct Access Ramp (DAR) to connect the Interstate 15 (I-15) Managed Lanes facility with the local street system and transit facilities in the Mira Mesa and Scripps Miramar Ranch communities. The proposed Mira Mesa/Scripps Ranch DAR is herein referred to as the "Project." The Project site is located in the Mira Mesa/Scripps Miramar Ranch communities along I-15, from approximately 385 meters (m) (1,265 feet [ft]) north of the Carroll Canyon Road overcrossing to approximately 960 m (3,150 ft) north of the Mira Mesa Boulevard undercrossing. The total length of the Project site is approximately 2.1 kilometers (km) (1.3 miles [mi]). Figure 1-1 shows the regional location of the Project. Figure 1-2 depicts the Project vicinity and Project study area.

The San Diego Association of Government's (SANDAG's) Final 2007 Regional Transportation Plan (RTP) identifies DARs as part of the region's Managed Lane/High Occupancy Vehicle (HOV) network. The RTP specifically identifies DARs as features along the I-15 corridor within the Project area. Additionally, the 2006 Regional Transportation Improvement Plan (RTIP), as amended, includes DARs within the South Segment of the I-15 Managed Lanes as Metropolitan Planning Organization (MPO) ID CAL18B.

The Project is a joint project by the Department and the Federal Highway Administration (FHWA), and is subject to state and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). The Department is the lead agency under CEQA. In addition, FHWA's responsibility for environmental review, consultation and any other action required in accordance with applicable Federal laws for this Project is being, or has been, carried out by the Department under its assumption of responsibility pursuant to 23 U.S.C. 327.

1.2 PURPOSE AND NEED

1.2.1 Purpose of the Project

The purpose of the Project is to provide direct vehicular access to the I-15 Managed Lanes facility for buses, HOVs and FasTrak users, and to facilitate transit operations along the I-15 corridor and within the Mira Mesa/Scripps Miramar Ranch community.

Project goals include:

- Maximize integration of land uses and transportation facilities consistent with regional goals in SANDAG's Regional Comprehensive Plan (RCP), and consistent with planned transportation facilities within the Mira Mesa/Scripps Miramar Ranch communities and along the I-15 corridor

- Encourage mass transit, carpooling and vanpooling in the Project area

- Provide vehicular access to regional transportation facilities from areas where traffic demands are warranted

- Reduce travel times at I-15 interchanges and roadway segments connecting to the interchanges in the Project area

- Accommodate traffic increases due to regional and Project area population growth

1.2.2 Need for the Project

Capacity and Transportation Demand

A traffic report was prepared for the Project (*Mira Mesa/Scripps Ranch Direct Access Ramp Traffic Impact Study*, July 2008), pursuant to methodology defined in the 2000 Highway Capacity Manual and Department standards. This report analyzed traffic conditions on local roadways and intersections in the Project area under existing and future conditions.

Select roadway segments along Mira Mesa Boulevard, Greenford Drive and Carroll Canyon Road, and intersections in the Project area currently operate at level of service (LOS) E or F. LOS is a professional industry standard by which the operating conditions of a roadway segment or intersection are measured. LOS is defined on a scale of A to F, where LOS A represents the best operating conditions, and LOS F represents the worst operating conditions. LOS A facilities are characterized as having free-flowing traffic conditions with no restrictions on maneuvering and no or little delays. LOS F facilities are characterized as having highly unstable, congested conditions with long delays. Delays are measured in seconds and determine the LOS at intersections. Figure 1-3 illustrates LOS and the effects that delay have on the LOS designation. The following segments of Mira Mesa Boulevard, Greenford Drive and Carroll Canyon Road currently operate at LOS E or F:

- Mira Mesa Boulevard, between the I-15 northbound and southbound ramps (LOS E)
- Mira Mesa Boulevard from the I-15 southbound ramps to Westview Parkway (LOS F)
- Mira Mesa Boulevard from Westview Parkway to Black Mountain Road (LOS F)
- Mira Mesa Boulevard, between Black Mountain Road and Marbury Avenue (LOS F)
- Mira Mesa Boulevard, between Marbury Avenue and Greenford Drive (LOS E)
- Greenford Drive, between Hillery Dive and Flanders Drive (LOS F)
- Carroll Canyon Road, between the I-15 southbound ramps and I-15 northbound ramps (LOS E)

In addition, the following intersections in the Project area operate at LOS E or F:

- Mira Mesa Boulevard/Black Mountain Road (LOS E during AM peak period and LOS F during PM peak period)
- Hillery Drive/Greenford Drive (LOS E during PM peak period)
- Hillery Drive/Marbury Avenue (LOS F during PM peak period)
- Gold Coast Drive/Black Mountain Road (LOS E during AM peak period and LOS F during PM peak period)
- Carroll Canyon Road/I-15 southbound ramps (LOS E during AM peak period)
- Black Mountain Road/Capricorn Way (LOS F during PM peak period)

As the Project area continues to develop with residential, commercial, and industrial/business park uses under land use plans, the Project area has experienced population growth and associated traffic that has increased demand and capacity on the surrounding roadway and freeway system. Between 2004 and 2030, the San Diego region's population is projected to increase by 32 percent, with an increase of approximately one million people. Within that same period, the population within the Mira Mesa community is projected to increase 23 percent. Residential and employment densities in Mira Mesa also are expected to increase by 11 percent and eight percent, respectively. Population within the Scripps Miramar Ranch community is projected to increase by eight percent, with a 10-percent employment density increase. The residential density within Scripps Miramar Ranch is actually expected to decrease by two percent (SANDAG 2030 Regional Growth Forecast Update). These population increases and resultant demand for additional housing, employment, and public facilities will continue to encumber the existing transportation system.

Additionally, the following roadway segments and intersections are projected to operate at LOS E or F under 2030 conditions:

- Mira Mesa Boulevard, between the I-15 northbound ramps and the I-15 southbound ramps (LOS F)
- Mira Mesa Boulevard, between I-15 southbound ramps and Westview Parkway (LOS F)
- Mira Mesa Boulevard, between Westview Parkway and Black Mountain Road (LOS E)
- Mira Mesa Boulevard, between Black Mountain Road and Marbury Avenue (LOS F)
- Mira Mesa Boulevard, between Marbury Avenue and Greenford Drive (LOS E)
- Hillery Drive, between Greenford Drive and Black Mountain Road (LOS F)
- Greenford Drive, between Hillery Drive and Flanders Drive (LOS F)
- Mira Mesa Boulevard/Black Mountain Road (LOS F during AM and PM peak periods)
- Mira Mesa Boulevard/Westview Parkway (LOS F during AM and PM peak periods)
- Mira Mesa Boulevard/I-15 southbound ramps (LOS E during AM peak period)
- Hillery Drive/Greenford Drive (LOS E during PM peak period)
- Hillery Drive/Marbury Avenue (LOS F during PM peak period)
- Gold Coast Drive/Black Mountain Road (LOS E during AM peak period and LOS F during PM peak period)
- Carroll Canyon Road/I-15 southbound ramps (LOS F during AM peak period and LOS E during PM peak period)
- Carroll Canyon Road/I-15 northbound ramps (LOS F during AM peak period)
- Black Mountain Road/Capricorn Way (LOS F during PM peak period)

Land Use

The Project is proposed within a developed, urbanized area comprised of a variety of land uses, including commercial retail, office buildings, single- and multi-family residential, schools, and parks. Major activity centers, such as the Mira Mesa Market Center, Miramar College, and existing and approved transit facilities, are located west of I-15. Local land use plans that govern the Project area call for a continuation of higher density development along this portion of the I-15 corridor, as well as maximization of transit opportunities to provide connections to the community's activity centers and to the rest of the region. This is also consistent with SANDAG's RCP. As such, there is a need to maximize integration of existing and planned land uses with transportation facilities.

Modal Interrelationships and System Linkages

Transit service and facilities are provided in the Mira Mesa community, including the Project area. Several local and express bus routes operate in the Project vicinity, primarily along Mira Mesa Boulevard, Black Mountain Road and Carroll Canyon Road. Regional routes also are provided that utilize I-15. In addition, three park-and-ride facilities are located in the Project area, including one at the northwest corner of the I-15/Mira Mesa Boulevard interchange, one on the north side of Hillery Drive, adjacent to a multi-family residential development (Legacy Apartments), and one at the southeast corner of the Hillery Drive/Black Mountain Road intersection, within Miramar College.

Approved transit/transportation facilities in the Project area include a transit center at Miramar College and the I-15 Managed Lanes facility. SANDAG will construct the Mira Mesa/Miramar College Transit Center immediately south of the intersection of Hillery Drive and Westview Parkway, in the northeastern portion of the Miramar College campus. This transit center will serve access and transfer needs for existing local and express bus routes and also would accommodate planned Bus Rapid Transit (BRT) services. The transit center will serve as the key access point to BRT services for the Mira Mesa and Scripps Miramar Ranch communities, as well as the regional transfer point between BRT services and local/express bus routes, connecting the I-15 corridor with Sorrento Mesa, University City and the University of California, San Diego.

The Project would provide a direct link to the approved I-15 Managed Lanes facility, including four managed lanes in the center median of I-15. These managed lanes will provide flexibility to alter lane configurations through movable barriers to improve corridor capacity for HOV, transit and FasTrak users in the peak direction. The Managed Lanes facility also will feature intermediate access points along the freeway general purpose lanes, as well as four approved DARs that connect to transit centers or the local street system. This Project proposes an additional DAR that would connect the local Mira Mesa/Scripps Miramar Ranch street system directly to the I-15 Managed Lanes facility.

The Project would also accommodate existing transit and planned BRT operations along the I-15 corridor. The BRT system is comprised of high frequency, all-day plus peak period commuter express services that would utilize transit centers along the I-15 and park-and-ride lots as the key access point to/from adjacent communities. The BRT system will be connected to the managed lanes via DARs, which allow BRT buses, HOVs and FasTrak users to bypass existing congested freeway interchanges. Approved transit centers along the I-15 corridor include the Mira Mesa/Miramar College Transit Center, Sabre Springs/Peñasquitos Transit Center, Rancho Bernardo Transit Center, Del Lago Transit Center, and existing Escondido Transit Center. Four approved DARs will be constructed to provide connections (directly or via local streets) to the approved transit centers, with the exception of the Mira Mesa/Miramar Transit Center.

1.2.3 Independent Utility and Logical Termini

The Project has independent utility, as it does not depend on future transportation improvements to function as a stand-alone project that meets the Project purpose identified in Section 1.2.1.

Logical termini are defined as rational end points for a transportation improvement and for review of associated environmental impacts. The termini of the Project were selected based on

the physical limits of proposed improvements and transitions to connected roadway facilities. The end points along I-15 for each Project build alternative were chosen to provide sufficient length to allow for vehicles to transition to and from the proposed ramp structures in the I-15 Managed Lanes facility. Similarly, end points along local streets for each build alternative were chosen to provide vehicles sufficient transitions to and from the proposed overcrossings. These termini are of sufficient length to assess Project impacts.

1.2.4 Existing Facilities

Roadways within the Project limits include portions of I-15, Hillery Drive, Galvin Avenue, Westview Parkway, Mira Mesa Boulevard, a private college driveway, and Erma Road (refer to Figure 1-2). A brief description of these roadways is provided below.

Interstate 15

Within the Project limits, I-15 consists of a 10- to 11-lane freeway with 3.6-m (12-ft)-wide travel lanes, 3.0-m (10-ft)-wide shoulders, and auxiliary lanes approaching the Mira Mesa Boulevard and Carroll Canyon Road off-ramps. The center median consists of a reversible HOV lane facility, which is comprised of two 3.6-m (12-ft)-wide travel lanes and a 3.2-m (10.5-ft)-wide shoulder on each side. A concrete barrier separates the general purpose lanes from the HOV lanes. These HOV lanes have been operational since 1988 and are available for southbound vehicles during morning peak hours (approximately 5:45 AM to 11:00 AM) and northbound vehicles during evening peak hours (approximately 12:00 PM to 7:00 PM). Single occupancy vehicles (SOV) can also use the HOV lanes for a fee through FasTrak, which is a value pricing program that allows SOV users to pay a per-trip fee to use the HOV lanes. Ramp meters operate at the Mira Mesa Boulevard and Carroll Canyon on-ramps during peak hours.

San Diego County residents use I-15 primarily for trips within the county and interregional trips to Riverside County and San Bernardino County. The number of commuters in the I-15 corridor continues to grow rapidly, and these commuters travel south to employment centers in San Diego and north to employment centers in north San Diego County and beyond. I-15 is also used for recreational trips to and from the Inland Empire and Tijuana, Mexico. Currently, buses, Mira Mesa and Scripps Miramar Ranch residents, and FasTrak users cannot access the I-15 HOV Lanes from the Mira Mesa and Scripps Miramar Ranch communities.

Upon completion of the I-15 Managed Lanes project, which is currently under construction, the existing two-lane HOV facility will be replaced with a four-lane Managed Lanes facility in the center median with intermediate access points located north of Mira Mesa Boulevard and south of Carroll Canyon Road. Several retaining walls/sound walls also will be constructed along the freeway.

Hillery Drive

Hillery Drive extends west to east between Reagan Road and its terminus as a cul-de-sac at an apartment complex adjacent to I-15. It has a functional classification of a two-lane collector, but the Mira Mesa Community Plan designates the road as a four-lane collector. Between Reagan Road and Rickert Road, Hillery Drive is adjacent to single-family homes on both sides of the roadway. The segment between Rickert Road and Black Mountain Road contains mobile homes on the north side and Walker Elementary School on the south side. East of Black Mountain Road, land uses include mobile homes, Mira Mesa Market Center, and buildings associated with the Legacy Apartments on the north side, and Miramar College and additional

Legacy Apartment buildings on the south side. Hillery Drive, from Reagan Road to the western Home Depot driveway, consists of a two-lane roadway with sidewalks on both sides. Within the Project limits (i.e., Westview Parkway to its cul-de-sac at the apartment complex), Hillery Drive consists of a two-lane roadway with a center two-way, left-turn lane. Sidewalks occur on both sides of the street, and on-street parking is provided on portions of both sides of the roadway. The posted speed limit is 56 kilometers per hour (km/h) (35 miles per hour [mph]).

Most of Hillery Drive has a pavement width of 12.2 m (40 ft) within a 23.2-m (76-ft)-wide right-of-way (R/W), including the segment between Reagan Road and the western driveway to the Home Depot within the Mira Mesa Market Center. From the Home Depot driveway to approximately the driveway to the Distribution and Computing Center within Miramar College, the pavement width increases to 19.5 m (64 ft) within a 28.0-m (92-ft)-wide R/W. Hillery Drive then tapers to a pavement width of 15.2 m (50 ft) within a 21.3-m (70-ft)-wide R/W east of the Distribution and Computing Center driveway.

Galvin Avenue

Galvin Avenue extends west to east between Black Mountain Road and Westview Parkway, and consists of a four-lane collector with left-turn pockets and painted medians. Sidewalks occur on both sides of the street, and on-street parking is provided on portions of both sides of the roadway. Galvin Avenue has a pavement width of 22.0 m (72 ft) within a 28.0-m (92-ft)-wide R/W. The posted speed limit is 64 km/h (40 mph).

Westview Parkway

Westview Parkway extends north to south between Black Mountain Road and Hillery Drive. Consistent with the Mira Mesa Community Plan designation, Westview Parkway is a major arterial south of Galvin Avenue and a collector north of Galvin Avenue, with two lanes in each direction. The roadway contains raised and painted medians, bicycle lanes and sidewalks on both sides. On-street parking is provided along portions of the roadway. Westview Parkway has a pavement width of 26 m (85 ft) south of Galvin Avenue and 21.3 m (70 ft) north of Galvin Avenue. The posted speed limit is 64 km/h (40 mph) north of Galvin Avenue and 72 km/h (45 mph) south of Galvin Avenue.

Mira Mesa Boulevard

Mira Mesa Boulevard is an east-west major arterial extending through the Mira Mesa community from Interstate 805 (I-805) to I-15 and connects to Scripps Ranch Boulevard. It has a functional classification of a prime arterial with three lanes in each direction from I-805 to Black Mountain Road, and four lanes in each direction from Black Mountain Road to the I-15 northbound ramps, which is consistent with the Mira Mesa Community Plan designation. Mira Mesa Boulevard has a paved roadway width ranging from 35.5 to 41.1 m (116.5 to 135 ft), and contains raised medians, bicycle lanes, bus stops, and sidewalks. The posted speed limit is 72 km/h (45 mph).

Private College Driveway

A private driveway within the Miramar College campus that extends southward from Hillery Drive to another campus driveway that connects with Black Mountain Road. The driveway has two lanes with a pavement width of 9.8 m (32 ft), a sidewalk on the west side of the road, and no on-street parking. The posted speed limit is 24 km/h (15 mph).

Erma Road

Erma Road trends north to south and east to west between Scripps Ranch Boulevard and Scripps Vista Way. The north-south segment of Erma Road begins at Scripps Vista Way in the north and extends southward parallel to I-15. It then extends eastward to Scripps Ranch Boulevard. Erma Road provides access to residential and some commercial uses adjacent to the roadway. It has a pavement width of 12.8 m (42 ft) and includes sidewalks on the eastern side of the north-south segment and on both sides along the east-west segment. On-street parking is provided along portions of the road fronting residential land uses.

1.3 PROJECT BACKGROUND

This section describes the history of the Mira Mesa/Scripps Ranch DAR and the various alternatives that have been studied over the years. Several alternatives were eliminated during the early project development phases and scoping process. A description of the eliminated alternatives is included in Section 1.6.

1.3.1 Project Development and Environmental Scoping History

The approved I-15 Managed Lanes project includes improvements to the freeway mixed flow and HOV lanes within a 34-km (21.1-mi) segment of I-15, from 2.4 km (1.5 mi) south of SR-163 to 0.5 km (0.3 mi) north of SR-78. Major features of the I-15 Managed Lanes project include a four-lane Managed Lanes facility; multiple intermediate access points to and from the Managed Lanes facility and general purpose freeway lanes; and DARs. For construction management purposes, the I-15 Managed Lanes project was split into three segments, including the north, middle and south segments. The south segment extends from 2.4 km (1.5 mi) south of SR-163 to SR-56; the middle segment extends from SR-56 to the Center City Parkway interchange in the city of Escondido; and the north segment extends from the Center City Parkway interchange to 0.5 km (0.3 mi) north of SR-78. The proposed Project would be located within the south segment.

In addition, a transit center at Miramar College was approved in June 2006. SANDAG will construct the Mira Mesa/Miramar College Transit Center immediately south of the intersection of Hillery Drive and Westview Parkway, in the northeastern portion of the Miramar College campus. This transit center will serve access and transfer needs for existing local and express bus routes, and also would accommodate BRT services.

Between 2006 and 2007, the Project Development Team (PDT) considered several alternative DAR locations. The two current Project build alternatives (Hillery Drive and Galvin Avenue Alternatives) were developed during this time, and in 2006, engineering and environmental studies for the two Project build alternatives were initiated. A Draft Project Report (*Draft Project Report, Mira Mesa/Scripps Ranch Direct Access Ramp*, 2008) was prepared for the Project in October 2008.

A Notice of Preparation (NOP) was sent to the State Clearinghouse on May 25, 2007. Comments were received from California Highway Patrol; California Department of Toxic Substances Control; California Native American Heritage Commission; the U.S. Army Corps of Engineers (Corps); the City of San Diego Environmental Services Department; San Diego Unified School District; the Mira Mesa Town Council; Urban Systems Associates, Inc.; and Hecht, Solberg, Robinson, Goldberg, Bagley, L.L.P. The NOP and comment letters are further discussed in Chapter 4.0 of this document.

A public open house scoping meeting was held at Walker Elementary School on July 19, 2007. The open house scoping meeting was advertised in the local newspaper. Approximately 16 people, mostly property owners and residents in the project area, attended the open house. Chapter 4 provides additional information on public participation in the Project to date.

This Final Environmental Impact Report/Environmental Assessment (EIR/EA) prepared for the Project has been prepared in accordance with the requirements of CEQA (California Public Resources Code, § 21000 et seq., as amended); the Guidelines for Implementation of CEQA, as amended (Title 14, California Code of Regulations), as well NEPA (42 United States Code § 4332 [1994]). The Department is the lead agency under CEQA. Effective July 1, 2007, the Department assumed all the United States Department of Transportation Secretary's responsibilities under NEPA, pursuant to Section 6005 of the Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) codified at 23 United States Code (U.S.C.) 327 (a)(2)(A). The Department is now the lead federal agency for this undertaking.

1.4 PROJECT DESCRIPTION

The Project entails the construction of a DAR to connect the I-15 Managed Lanes facility with the local street system and transit facilities in the Mira Mesa and Scripps Miramar Ranch communities within the northern portion of the City of San Diego.

The Project site is located along I-15, in San Diego County, from approximately 385 m (1,265 ft) north of the Carroll Canyon Road overcrossing (KP 24.0 [PM 14.9]) to approximately 960 m (3,150 ft) north of the Mira Mesa Boulevard undercrossing (KP 25.5 [PM 15.8]). The Project site covers a distance of 2.1 km (1.3 mi). Roadways within the Project limits include portions of I-15, Hillery Drive, Westview Parkway, Galvin Avenue, Mira Mesa Boulevard, and Erma Road. Within the Project limits, I-15 consists of a 10- to 11-lane freeway with 3.6-m (12-ft)-wide travel lanes, 3.0-m (10-ft)-wide shoulders, and auxiliary lanes approaching the Mira Mesa Boulevard and Carroll Canyon Road off-ramps. The center median consists of a reversible HOV lane facility, which is comprised of two 3.6-m (12-ft)-wide travel lanes and a 3.2-m (10.5-ft)-wide shoulder on each side. Upon completion of the I-15 Managed Lanes project, which is currently under construction, the existing two-lane HOV facility will be replaced with a four-lane Managed Lanes facility in the center median with intermediate access points.

The purpose of the Project is to provide direct vehicular access to the I-15 Managed Lanes facility for buses, HOVs and FasTrak users, and to facilitate transit operations along the I-15 corridor. The Project would redirect some of the bus, HOV and FasTrak traffic away from some existing roadway segments and interchanges in the Project area, provide a transportation facility that would integrate with existing and planned land uses, and provide a link between transportation facilities in the Project area.

This section describes several Project alternatives that were developed by the PDT to achieve the Project purpose and need while avoiding or minimizing environmental impacts. The alternatives described and evaluated in detail in this Final EIR/EA include the Hillery Drive Alternative, the Galvin Avenue Alternative, and the No Build Alternative.

1.4.1 Build Alternatives

Two build alternatives are evaluated in this Final EIR/EA, including the Hillery Drive Alternative and the Galvin Avenue Alternative. The Hillery Drive Alternative would consist of an elevated

ramp structure that would extend at grade from the Hillery Drive/Westview Parkway intersection and would transition to an elevated structure within the existing alignment of Hillery Drive, and would continue eastward over the Hillery Drive terminus to connect with a new structure within the I-15 Managed Lanes facility at KP 25.0 (PM 15.5).

The Galvin Avenue Alternative would consist of an elevated ramp structure extending at grade from the Galvin Avenue/Westview Parkway intersection eastward to a new structure within the I-15 Managed Lanes facility at KP 25.7 (PM 16.0). Under this alternative, the DAR would traverse vacant, graded land located north of Mira Mesa Boulevard between I-15 and Westview Parkway. The Galvin Avenue Alternative would include an access road connecting the proposed DAR to the existing park-and-ride lot west of the Mira Mesa Boulevard interchange. In addition, a transit center and a new park-and-ride lot would be constructed as components of this alternative. The transit center and park-and-ride lots would have direct access to the DAR.

Criteria used for evaluation of these alternatives include specific environmental impacts related to land use, socioeconomics, traffic, visual/aesthetics, cultural resources, water quality, hydrology, geology/soils, paleontology, hazardous materials, air quality, noise, and biological resources; as well as anticipated project costs.

Common Design Features of the Build Alternatives

Structures

Each build alternative would require the construction of five structures, including one overcrossing spanning the I-15 southbound and managed lanes from the local street connection and four on- and off-ramp structures extending from the overcrossing to provide northbound and southbound access to the I-15 Managed Lanes facility. Gantry structures, signage, lighting, and associated equipment would be installed at the structure intersections with the local street and Managed Lanes facility. The proposed structures are described in detail below under “Unique Features of the Build Alternatives.”

Access Control

The proposed on- and off-ramps would include access control to facilitate traffic flows entering and exiting the I-15 Managed Lanes facility from the local street network. Stop signs would be installed at each ramp’s intersection with the connector bridge.

Project Construction

The Project would be constructed in one phase over a period of 18 to 24 months. Construction of the Project is anticipated to begin in 2011 and to be completed by 2013. Short-term detours may be required (e.g., at the Hillery Drive entrance to Miramar College), but access to and from adjacent properties would be maintained throughout the construction period. No driveway closures are anticipated.

Unique Features of the Build Alternatives

Hillery Drive Alternative

Hillery Drive Overcrossing

The Hillery Drive Alternative would include construction of a new overcrossing structure over the I-15 southbound general purpose and managed lanes from Hillery Drive and connecting with proposed on- and off-ramps to the I-15 Managed Lanes facility. Figure 1-4 includes a key map for Figures 1-5a and 1-5b, which depict the preliminary design of the Hillery Drive Alternative. The proposed Hillery Drive overcrossing would be located within the center of Hillery Drive at approximately 170 m (558 ft) east of the Hillery Drive/Westview Parkway intersection, and would cross an existing access road and parking area of the Legacy Apartment complex to I-15. The overcrossing would extend a total length of 216.4 m (703.4 ft) and would accommodate two 3.6-m (12-ft)-wide travel lanes (one eastbound and one westbound) and a 2.4-m (8.0-ft)-wide shoulder in each direction, for a total width of 12.9 m (42.3 ft). Concrete barriers (Type 736) would be constructed along both edges of the structure and would be 0.9 m (3.0 ft) tall. Additionally, 1.5-m (5.0-ft)-high visual screening walls would be constructed on top of the concrete barriers, from the start of the overcrossing near the intersection with the private college driveway to the I-15 R/W boundary. The maximum grade of the overcrossing would be approximately eight percent. Figure 1-6 illustrates a cross-section of the proposed structure along Hillery Drive, and Figure 1-7 shows an elevation of the Hillery Drive overcrossing.

Modifications to Hillery Drive

Construction of the proposed Hillery Drive overcrossing would require modifications to Hillery Drive, including the addition of two travel lanes, re-striping, and turn lanes at the Hillery Drive/Westview Parkway intersection (Figure 1-8). To accommodate the overcrossing, two additional 3.6-m (12-ft)-wide travel lanes would be striped along Hillery Drive, between Westview Parkway and its cul-de-sac: one in the eastbound direction and one in the westbound direction. The additional lanes would require acquisition of 2.32 m (7.6 ft) of R/W on the north side of Hillery Drive and 7.98 m (26.2 ft) on the south side. The two center lanes would provide access to/from the overcrossing, and the two outside lanes would accommodate through traffic along Hillery Drive at grade. In addition, a 1.5-m (5.0-ft)-wide bicycle lane and 1.7-m (5.5-ft)-wide sidewalks would be provided along both sides of this segment of Hillery Drive.

The proposed widening of Hillery Drive would require reconfiguration of the existing park-and-ride lot on the north side of Hillery Drive within the Legacy Apartment complex. Currently, the park-and-ride lot contains a total of 88 non-standard, 90-degree parking spaces with non-standard parking aisle widths and a landscaped parkway along the Hillery Drive frontage. This lot would be reconfigured to include a total of 64 standard, angled (60-degree) spaces with standard aisle widths. Access also would be reconfigured from the existing two ingress/egress points to an ingress point at the western end of the lot with one-way, eastbound travel within the lot, and one egress point at the eastern end of the lot. A landscaped parkway also would be provided along the Hillery Drive frontage.

The eastern leg of the Hillery Drive/Westview Parkway intersection would be re-striped to include additional turn lanes. Specifically, this approach would be improved to include one westbound shared through/right-turn lane, one westbound through lane, one westbound left-turn lane, and two eastbound lanes. The other approaches would be re-striped to accommodate traffic circulation to and from the approved transit center.

On- and Off-ramp Structures

Four elevated on- and off-ramp structures would connect to the Hillery Drive overcrossing and provide northbound and southbound access to the I-15 Managed Lanes facility. Four structures would be constructed, including one northbound on-ramp, one northbound off-ramp, one southbound on-ramp, and one southbound off-ramp. The on- and off-ramp structures would extend a total length of 55.6 m (182.4 ft) and would include a 3.6-m (12-ft)-wide travel lane, a 2.4-m (8-ft)-wide shoulder to the right of the travel lane, and a 1.2-m (4-ft)-wide shoulder to the left of the travel lane. The total width of each ramp structure would be 8.1 m (26.6 ft). Additionally, concrete barriers (Type 736) would be constructed along both edges of the structures. The maximum grade of the structures would be approximately six percent. Stop signs would be installed at each ramp's intersection with the Hillery Drive overcrossing.

Retaining Walls

Retaining walls would be required for the Hillery Drive Alternative, including mechanically stabilized embankment (MSE) walls for the Hillery Drive overcrossing and ramp structures. Proposed MSE walls for the Hillery Drive overcrossing would be approximately 74 m (243 ft) long and would be treated with textured block. The length of the MSE walls for the ramp structures would range from approximately 152 to 164 m (500 to 538 ft) and would be treated with an alternating raised square texture. The MSE walls would extend up to a height of 2.4 m (8.0 ft).

The widening of Hillery Drive would require construction of a 1.5-m (5.0-ft) high decorative block retaining wall on the south side of Hillery Drive along the street frontage of the Distribution and Computing Center building on the Miramar College campus (refer to Figure 1-8). The retaining wall would be approximately 91.5 m (300 ft) long.

Utilities

The Hillery Drive Alternative would require relocation of utilities located within Hillery Drive. The following utilities would be relocated during Project construction:

- A 1,524-millimeter (mm; 60-inch [in])-diameter asphalt concrete water line
- A 305-mm (12-in)-diameter ductile iron pipe (DIP) water line
- A 150-mm (six-in)-diameter polyvinyl chloride (PVC) reclaimed water line

Additionally, a 406-mm (16-in)-diameter, high-pressure natural gas line and telephone services within Hillery Drive would be sleeved, protected in place, or relocated.

Access to Existing and Planned Land Uses

Construction of the Hillery Drive overcrossing would remove the center two-way, left-turn lane along Hillery Drive, between Westview Parkway and the Miramar College access road, which would modify vehicular left-turn movements along this segment of Hillery Drive. Specifically, the following turn movements would be altered:

- Eastbound traffic on Hillery Drive could not turn into the park-and-ride lot on the north side of the street, but would be required to turn around at the Hillery Drive cul-de-sac.

- Westbound traffic on Hillery Drive could not turn into the driveway to the Distribution and Computing Center at Miramar College on the south side of Hillery Drive.

- Vehicles could not turn left onto Hillery Drive from the driveway of the Distribution and Computing Center.

The eastern extent of Hillery Drive currently provides vehicular access to the Legacy Apartments complex and to Miramar College (via the private driveway). Additionally, a pedestrian promenade that connects the apartment complex with the Mira Mesa Market shopping center to the north traverses the Hillery Drive cul-de-sac. Existing vehicular access to the apartment complex and the private college driveway, as well as pedestrian access to the promenade from Hillery Drive, would be maintained.

The proposed Hillery Drive overcrossing would accommodate access to the approved Mira Mesa/Miramar College Transit Center, to be built southeast of the Hillery Drive/Westview Parkway intersection within Miramar College. Westbound vehicles exiting I-15 at the Hillery Drive DAR would be provided egress into the transit center from Hillery Drive. The westbound lane within the proposed Hillery Drive overcrossing would allow for a left-turn into the transit center as it transitions to Hillery Drive at grade. Similarly, buses and HOVs utilizing the transit center could make a right-turn onto Hillery Drive and access the proposed Hillery Drive overcrossing. Access to the transit center also would be provided from Westview Parkway, which would be extended into Miramar College as part of the transit center project.

Drainage Improvements

Implementation of the Hillery Drive Alternative may require minor adjustments to inlets that will be constructed along the freeway as part of the I-15 Managed Lanes project. Additionally, an existing storm drain culvert and inlets along the south side of Hillery Drive may need to be relocated/reconstructed depending on the final design of the footings for the Hillery Drive overcrossing.

Staging and Access

It is anticipated that construction staging for the Hillery Drive Alternative would occur at the approved Mira Mesa/Miramar College Transit Center site in a disturbed area adjacent to the south side of Hillery Drive within Miramar College. Construction access routes would likely include Hillery Drive, Westview Parkway, Mira Mesa Boulevard, and I-15. Additionally, ongoing construction of the I-15 Managed Lanes project would occur in the Project area during the anticipated construction period of the Hillery Drive Alternative.

Easements and R/W Acquisition

The Hillery Drive Alternative would require a combination of new permanent R/W, temporary construction easements (TCE), and permanent easements (PE). The Hillery Drive overcrossing would require R/W acquisition of a 0.09-ha (0.23 ac) area between the Hillery Drive cul-de-sac and I-15 R/W, and a total of 0.04 ha (0.10 ac) along both sides of the proposed overcrossing would be utilized for a TCE. Additionally, R/W acquisition of two linear areas adjacent to the north and south sides of Hillery Drive would be required for the proposed widening of Hillery Drive. Approximately 0.12 ha (0.29 ac) would be acquired on the south side of Hillery Drive, and approximately 0.01 ha (0.03 ac) would be acquired on the north side of Hillery Drive. Permanent R/W acquisition and easements are illustrated in Figure 1-5b.

Galvin Avenue Alternative

Galvin Avenue Overcrossing and Elevated Roadway

The Galvin Avenue Alternative would include construction of a new overcrossing structure over the I-15 southbound off-ramp at Mira Mesa Boulevard, as well as the I-15 southbound general purpose and managed lanes. Figures 1-9a through 1-9c depict the preliminary design of the Galvin Avenue Alternative (refer to the key map in Figure 1-4). The structure would extend Galvin Avenue along a proposed elevated roadway connecting the proposed on- and off-ramps to the I-15 Managed Lanes facility. The proposed Galvin Avenue overcrossing would extend a total length of 98.4 m (322.8 ft) and would accommodate two 3.6-m (12-ft)-wide travel lanes (one eastbound and one westbound) and a 2.4-m (8.0-ft)-wide shoulder in each direction, for a total width of 12.9 m (42.3 ft). Additionally, concrete barriers (Type 736) would be constructed along both edges of the structure. The maximum grade of the overcrossing would be approximately 6.5 percent.

The proposed Galvin Avenue extension would be constructed approximately 320 m (1,050 ft) eastward from the existing Galvin Avenue/Westview Parkway intersection and would form the eastern leg of the intersection. The road would traverse two privately owned graded parcels between Westview Parkway and I-15, including one currently utilized for construction vehicular parking and materials storage (Assessor's Parcel Number [APN] 318-110-73), and another that consists of a graded development pad (APN 318-410-20). The road would be at grade at its intersection with Westview Parkway and would ascend at a 6.5-percent slope on a maximum 10-m (32.8-ft)-high embankment supported by 2:1 manufactured slopes or MSE walls ranging between approximately one and 10 m (3.3 and 32.8 ft) high. The road also would intersect with a proposed access road to the transit center proposed as part of this alternative (as described below).

The roadway would include a 3.6-m (12-ft)-wide travel lane and a 2.4-m (8.0-ft)-wide shoulder in each direction. At the intersection with Westview Parkway, the road would include an additional westbound lane to accommodate left-turn movements onto Westview Parkway. Additionally, a 1.7-m (5.5-ft)-wide sidewalk would be provided on both sides of the road between Westview Parkway and the proposed transit center access road. Concrete barriers (Type 60) would edge both sides of the roadway between the transit center access road and the proposed Galvin Avenue overcrossing. Curb and gutters (Type H) also would be provided on both sides of the roadway.

On- and Off-ramp Structures

Four on- and off-ramp structures would connect the Galvin Avenue overcrossing to provide northbound and southbound access to the I-15 Managed Lanes facility. Four structures would be constructed, including one northbound on-ramp, one northbound off-ramp, one southbound on-ramp, and one southbound off-ramp. The on- and off-ramp structures would extend a total length of 65.3 m (214.2 ft) and would include a 3.6-m (12-ft)-wide travel lane, a 2.4-m (8.0-ft)-wide shoulder to the right of the travel lane, and a 1.2-m (4.0-ft)-wide shoulder to the left of the travel lane. The total width of the ramp structures would be 8.1 m (26.6 ft). Additionally, concrete barriers (Type 736) would be constructed along both edges of the structures. The maximum grade of the structures would be approximately six percent. Stop signs would be installed at each ramp's intersection with the Galvin Avenue overcrossing.

Transit Center

The Galvin Avenue Alternative would include construction of a transit center adjacent to and south of the proposed elevated roadway and Galvin Avenue overcrossing. The transit center would be similar to the approved Mira Mesa/Miramar College Transit Center in that it would consist of eight bus bays (two standard and six articulated) and associated transit furnishings. One passenger platform island would include two articulated bus bays with associated transit furnishings. The remaining six bus bays (two standard and four articulated) and passenger platforms would be constructed in a circular pattern surrounding the center island. The transit center would incorporate and expand the existing park-and-ride lot along Mira Mesa Boulevard. The expanded park-and-ride lot would retain 213 of the existing 223 spaces and would provide an additional 241 spaces, for a total of 454 parking spaces.

A transit center is proposed as part of the Galvin Avenue Alternative to facilitate transit and BRT operations along I-15, as identified in Section 1.2.1 of this document, Purpose of the Project. Without the proposed transit center, buses, transit patrons and carpoolers would have to travel along Westview Parkway, and across Mira Mesa Boulevard and Hillery Drive, to reach the closest transit center, the approved Mira Mesa/Miramar College Transit Center, located immediately south of the Hillery Drive/Westview Parkway intersection on the Miramar College campus.

Access to the transit center from the DAR would be provided by a proposed elevated access road connecting the proposed elevated roadway and Galvin Avenue overcrossing to the expanded park-and-ride lot. The access road would include a 3.6-m (12-ft)-wide travel lane in each direction, and a 2.4-m (8.0-ft)-wide shoulder and a 1.7-m (5.5-ft)-wide sidewalk on both sides of the road. Curb and gutters (Type H) also would be provided on both sides of the roadway. The access road would be supported by a maximum 3.5-m (11.5-ft)-high embankment with 2:1 manufactured slopes.

Retaining/Noise Walls

A retaining wall ranging from approximately 1.2 to 4.9 m (3.9 to 16.1 ft) high would be constructed along the eastern side of I-15 within the Project limits. The proposed wall would extend northward from the northern end of the northbound on-ramp at westbound Mira Mesa Boulevard for approximately 840 m (2,750 ft) along I-15. Another retaining wall would be constructed on the west side of I-15 that would extend a distance of approximately 220 m (722 ft) at average height of approximately four m (13 ft).

Additionally, MSE walls would be constructed for the Galvin Avenue overcrossing and ramp structures. The proposed MSE walls for the Galvin Avenue overcrossing would extend approximately 171 m (561 ft), and the length of the MSE walls for the ramp structures would range from approximately 138 to 182 m (453 to 597 ft). The MSE walls would be up to 2.4 m (8.0 ft) tall and would be treated with an alternating raised square texture.

The Galvin Avenue Alternative would require removal of portions of three noise walls and one combination retaining wall/noise wall along Erma Road. Three walls will be constructed as part of the I-15 Managed Lanes project and the other wall currently exists between the freeway and Erma Road. Removal of the following retaining/noise walls would occur from the Galvin Avenue Alternative:

- SW-270R: The northerly 23 m (75 ft) of this noise wall, which will be built as part of the I-15 Managed Lanes project, would be removed due to the other required modifications to I-15.

- SW-275R: The entire 31-m (102-ft)-long noise wall, which will be built as part of the I-15 Managed Lanes project, would be removed due to the other required modifications to I-15.

- RW-276R: The southerly 75 m (246 ft) of this combined retaining/noise wall, which will be built as part of the I-15 Managed Lanes project, would be removed due to the other required modifications to I-15.

- SW-3: The entire 328-m (1,076-ft)-long existing noise wall would be removed due to the other required modifications to I-15.

Modifications to I-15

Implementation of the Galvin Avenue Alternative would require modifications to I-15, including widening portions of the freeway, realignment of freeway ramps at Mira Mesa Boulevard, and widening of the Mira Mesa Boulevard undercrossing. These modifications, which are described below, would be required in order to widen the I-15 Managed Lanes facility to accommodate the DAR.

Construction of the DAR at Galvin Avenue would require freeway widening along portions of both sides of I-15, north of the proposed Galvin Avenue overcrossing. Widening would occur at three locations and would require acquisition of R/W. On the west side of I-15, an approximately 0.05-ha (0.12-ac) area adjacent to an approximately 106.7-m (350-ft)-long segment of the I-15 southbound off-ramp at Mira Mesa Boulevard would be acquired to accommodate the DAR structure. The maximum width of the additional R/W would be 5.5 m (18 ft). Two areas would be widened on the east side of I-15, including an approximately 0.07 ha- (0.17-ac)-area adjacent to an approximately 213.4-m (700-ft)-long segment of Erma Road, and an approximately 0.01-ha (0.02-ac) area north of Erma Road that would extend a distance of approximately 79.2 m (260 ft).

The construction of the Galvin Avenue DAR structure within the I-15 Managed Lanes facility would require widening of the Mira Mesa Boulevard undercrossing (Bridge number; No. 57-0597) due to the widening of the I-15 Managed Lanes facility. The existing undercrossing consists of a cast-in-place, reinforced concrete box girder structure that was built in 1978 and widened in 1986 and 2004. To meet roadway design requirements, both sides of the 52.9-m (173.6-ft)-long undercrossing would be widened. The west side of the undercrossing deck would be widened by 4.2 to 5.1 m (13.8 to 16.7 ft), and the east side of the undercrossing deck would be widened by 2.6 to 4.5 m (8.5 to 14.7 ft). The widened deck would be edged with concrete barriers (Type 736).

The Galvin Avenue Alternative also would require realignment of freeway ramps at Mira Mesa Boulevard due to the widening of the I-15 Managed Lanes facility and resultant freeway and Mira Mesa Boulevard undercrossing widening. Specifically, the southbound on-ramp from westbound Mira Mesa Boulevard, the southbound off-ramp to Mira Mesa Boulevard, the northbound on-ramp from eastbound Mira Mesa Boulevard, and the northbound on-ramp from westbound Mira Mesa Boulevard would be realigned. These existing freeway ramps consist of

loop and direct ramps that provide access to and from I-15 and Mira Mesa Boulevard. The southbound and northbound loop on-ramps would be realigned to merge onto the widened Mira Mesa Boulevard undercrossing deck. The radius of the southbound loop ramp would be modified from 42 m (137.8 ft) to 40 m (131.2 ft). The radius of the northbound loop ramp would be maintained at 45 m (147.6 ft). The ramp intersections would have a 90-degree approach angle to Mira Mesa Boulevard. The southbound off-ramp to Mira Mesa Boulevard would shift slightly to the west, and the northbound on-ramp from westbound Mira Mesa Boulevard would shift slightly to the east due to freeway and Mira Mesa Boulevard undercrossing widening.

Erma Road Realignment

Realignment of the I-15 northbound on-ramp from westbound Mira Mesa Boulevard would require realignment of a portion of Erma Road. An approximately 100-m (328-ft)-long segment of Erma Road, between Scripps Westview Way and Scripps Vista Way, would be realigned under this alternative. This segment of Erma Road would shift slightly to the east and would require acquisition of approximately 0.01 ha (0.02 ac) of R/W. The additional R/W would be a maximum width of 1.8 m (6.0 ft).

Utilities

The Galvin Avenue Alternative would require relocation of utilities within the Project area. The following utilities would be relocated during Project construction:

- A 600-mm (24-in)-diameter DIP water line located within Erma Road and adjacent to the eastern R/W boundary of I-15
- A 250-mm (10-in)-diameter vitrified clay (VC) sewer line located along the western I-15 R/W boundary and southwestward into the proposed transit center site
- A 305-mm (12-in)-diameter asbestos cement pipe (ACP) water line located along the western I-15 R/W boundary and southwestward into the proposed transit center site
- A 100-mm (four-in)-wide natural gas line that extends into the proposed transit center site from Mira Mesa Boulevard

In addition, a 305-mm (12-in)-diameter ACP water line within Mira Mesa Boulevard would be protected in place during proposed widening of the Mira Mesa Boulevard undercrossing.

Drainage Improvements

Drainage improvements required for the Galvin Avenue Alternative would include:

- A series of inlets and pipes within the I-15 Managed Lanes facility on top of the Mira Mesa Boulevard undercrossing
- Extension of an existing 450-mm (17.7-in)-diameter pipe at the northern extent of the ramp structures
- Three inlets and appurtenant pipes at the Westview Parkway/proposed elevated roadway intersection
- Four inlets and appurtenant pipes at the proposed elevated roadway/transit center access road intersection

Staging and Access

It is anticipated that construction staging for the Galvin Avenue Alternative would occur on site in the graded area at the site of the proposed transit center. Construction access routes would likely include Westview Parkway, Mira Mesa Boulevard and I-15. Additionally, ongoing construction of the I-15 Managed Lanes project would occur in the Project area during the anticipated construction period of the Galvin Avenue Alternative.

Easements and R/W Acquisition

The Galvin Avenue Alternative would require a combination of new permanent R/W, TCE, and PE. R/W acquisition would be required on portions of six parcels. The proposed Galvin Avenue overcrossing, access road and transit center would traverse privately owned property that is graded. Acquisition of permanent R/W would be required on portions of four such parcels that encompass a total of approximately 2.49 ha (6.14 ac). Acquisition of R/W would also require a 0.01 ha (0.03 ac)-area in the rear portion of a developed parcel containing ornamental landscaping associated with a Best Buy store, and 0.01 ha (0.03 ac) along the east side of Erma Road that contains ornamental landscaping associated with a multi-family residential development. Additionally, PE would be required on two parcels for construction and maintenance of proposed retaining walls. Acquisition of easements and permanent R/W is illustrated in Figures 1-9a through 1-9c.

1.4.2 Transportation System Management Alternative

Transportation System Management (TSM) strategies consist of actions that increase the efficiency of existing facilities by increasing the number of vehicle trips a facility can carry without increasing the number of through lanes. TSM also encourages automobile, public and private transit, ridesharing programs, and bicycle and pedestrian improvements.

Although TSM measures alone could not satisfy the purpose and need of the project, the following TSM measures have been incorporated into the build alternatives for the Project:

- New access to the I-15 Managed Lanes facility
- Metering of the realigned freeway on-ramps (Mira Mesa Boulevard)
- Access control at new DAR on- and off-ramps
- Provision of bicycle lanes and sidewalks

1.4.3 Transportation Demand Management Alternative

Transportation Demand Management (TDM) focuses on regional strategies for reducing the number of vehicle trips and vehicle miles traveled, as well as increasing vehicle occupancy. Consistent with TDM regional strategies, the Project would facilitate transit and HOV ridership by construction of a multi-modal transportation facility that would provide direct access to the I-15 Managed Lanes facility.

1.4.4 No Build Alternative

The No Build Alternative is included to provide a basis against which the impacts from the build alternatives are compared and also to satisfy federal requirements for analyzing “no action” under NEPA (40 CFR 1502.14(d)). The No Build Alternative assumes that a DAR connecting the I-15 Managed Lanes facility with local street and transit facilities would not be constructed.

The proposed DAR, which is consistent with regional goals in SANDAG's RCP and planned transportation facilities within the Mira Mesa and Scripps Miramar Ranch communities and along the I-15 corridor, would not be implemented, and existing congestion would be exacerbated through growth planned in the City and in the region in general.

1.5 COMPARISON OF ALTERNATIVES

Table 1-1 below provides a comparison of the Project build alternatives.

Table 1-1
COMPARISON OF BUILD ALTERNATIVES

Features	Hillery Drive Alternative	Galvin Avenue Alternative
DAR Overcrossing Length	216.4 m (703.4 ft)	98.4 m (322.8 ft)
Freeway Ramp Structures Length	55.6 m (182.4 ft)	65.3 m (214.2 ft)
Total Impact Area	11.3 ha (28.0 ac)	23.9 ha (59.0 ac)
Estimated R/W Acquisition Costs (millions; fiscal year (FY) 2008 dollars)	$9.7	$17.6
Estimated Construction Costs (millions; FY 2008 dollars)	$40.7	$56.7
Estimated Support Costs (millions, FY 2008 dollars)	$13.3	$20.0
Environmental Issues	See Table S-1	See Table S-1

After the Draft EIR/EA public circulation period, all comments were considered, and the Department subsequently identified a preferred alternative and made the final determination of the Project's effect on the environment. In accordance with CEQA, the Department intends to certify that the Final EIR/EA complies with CEQA, prepare findings for all significant impacts identified, prepare a Statement of Overriding Considerations for any impacts that would not be mitigated below a level of significance, and certify that the findings and Statement of Overriding Considerations have been considered prior to Project approval. The Department then intends to file a Notice of Determination with the State Clearinghouse that identifies whether the Project will have significant impacts, and whether mitigation measures were included as conditions of Project approval, findings were made and a Statement of Overriding Considerations was adopted. Similarly, the Department, as assigned by FHWA, has documented and explained its decision regarding the Preferred Alternative, as well as the associated impacts and mitigation measures, by issuing a Finding of No Significant Impact (FONSI) in accordance with NEPA.

1.6 IDENTIFICATION OF THE PREFERRED ALTERNATIVE

After full consideration of the technical studies prepared, and based on public input, the Hillery Drive Alternative has been identified as the Preferred Alternative. Additional factors that influenced the decision included the fact that the Galvin Avenue Alternative would require additional freeway widening to accommodate the DAR and would cost an additional 30.7 million dollars for design, right-of-way and construction. At the public hearing and in comments received during the comment period, there was overwhelming public opposition to the Galvin Avenue Alternative. Of the comments received, the majority were related to perceived impacts to traffic, safety, noise, and air quality impacts from the Galvin Avenue Alternative. There was a strong focus on impacts as they relate to Hage Elementary School and surrounding streets. It

was a combination of all of these factors that lead to the identification of the Hillery Drive Alternative as the Preferred Alternative. It should also be noted, some impacts might be avoided or minimized through design measures to be developed during final design of the Preferred Alternative; impacts would be mitigated in accordance with recommendations in the EIR/EA.

The Department's Project Development Team (PDT) supports the identification of the Hillery Drive Alternative as the Preferred Alternative because it would fulfill the Project's purpose and need, and would have less potential for significant future environmental impacts than other build alternatives.

1.7 ALTERNATIVES CONSIDERED BUT ELIMINATED FROM FURTHER DISCUSSION PRIOR TO DRAFT ENVIRONMENTAL DOCUMENTATION

Three additional build alternatives were considered during the project development process, including the Eastern Connection, Maya Linda Road, and Hillery Drive Below Grade alternatives. These alternatives and the reasons why they were eliminated from further analysis are discussed below.

1.7.1 Eastern Connection Alternative

The Eastern Connection Alternative would consist of an elevated ramp structure extending westward from the east side of I-15 to a new structure within the I-15 Managed Lanes facility. The DAR constructed under the Eastern Connection Alternative would connect with the Scripps Lake Drive /Treena Street intersection.

Due to projected demand, engineering design constraints and the need for substantial R/W acquisition (as discussed below), the Eastern Connection Alternative was eliminated as a viable build alternative. Vehicles that would use a DAR with access on the east side of I-15 would be substantially fewer than those associated with alternatives on the west side of the freeway. According to traffic analysis completed for the Project, *Mira Mesa/Scripps Ranch Direct Access Ramp (DAR) – Eastern Connect Alternative* (November 26, 2007), daily traffic volumes would be approximately two-thirds of those projected for the Hillery Drive and Galvin Avenue Alternatives. Thus, the demand for a DAR on the east side of the freeway would be much lower compared to the Project build alternatives. The Project goal of providing vehicular access to regional transportation facilities from areas where traffic demands are warranted, as identified in Section 1.2.1, Purpose of the Project, would not be met.

Provision of a DAR on the east side of I-15 would increase travel times to existing and planned transit facilities in the Project area on the west side of the freeway. Connections to transit facilities from the DAR, such as the existing park-and-ride lot and approved Mira Mesa/Miramar College Transit Center, would require longer travel routes, thereby reducing the attractiveness and dampening the modal interrelationships and modal linkages the DAR is intended to provide. It would also conflict with the Project goal of integrating land uses and transportation facilities, as well as the purpose of facilitating transit operations along the I-15 corridor, as identified in Section 1.2.1, Purpose of the Project.

The Eastern Connection Alternative would also be confronted with engineering design constraints, as it would impact existing major utilities in the Project area, including 69 kilovolt (kV) and 12 kV overhead transmission lines. Construction of a DAR at this location would require raising or relocating these existing major utility lines, which would require extensive

coordination with the California Public Utilities Commission (CPUC) and would be very costly. This alternative also would require substantial acquisition of R/W and possible business relocations on the east side of I-15 along Treena Street.

1.7.2 Maya Linda Road Alternative

The Maya Linda Road Alternative would consist of an elevated ramp structure extending eastward from the vicinity of the Maya Linda Road cul-de-sac to a new overcrossing structure within the I-15 Managed Lanes facility. Connections to the approved future Mira Mesa/Miramar College Transit Center would be provided via access roads within Miramar College and local surface streets.

Due to engineering design constraints and operational and circulation issues (as discussed below), the Maya Linda Road Alternative was eliminated as a viable build alternative. This alternative was initially envisioned prior to the construction of an apartment complex (Legacy Apartments) adjacent to I-15. Implementation of the Maya Linda Alternative would traverse the southern portion of the apartment complex and would require removal of at least one entire apartment building.

Construction of the DAR at this location would impact the existing southbound off-ramp at Carroll Canyon Road. Additionally, a substantial portion of an existing retaining wall along the east side of Maya Linda Road would require reconstruction. Furthermore, the Carroll Canyon overcrossing structure may be affected, requiring modifications.

Access to the ramp structure would be located within Miramar College, and would not logically connect to campus roadways. In addition, the connection of the overcrossing landing with existing campus roadways would result in engineering designs that would not comply with the guidelines of the *Highway Design Manual* (Department 2007). Finally, the ramp would require relocation of existing vehicular and materials storage lots within the campus. For these reasons, this alternative would not meet the Project goal of maximizing the integration of land uses and transportation facilities.

The Maya Linda Alternative also would conflict with existing major utilities in the Project area. Specifically, construction of the ramp structure would require raising or relocation of existing 69-kV and 12-kV overhead transmission lines, as well as relocation or bridging of a 1,676-mm (66-in)-diameter water line and a 152-mm (six-in)-diameter gas line in Maya Linda Road. Modifications to the major overhead electrical lines would require extensive coordination with the California Public Utilities Commission (CPUC) and would be very costly.

1.7.3 Hillery Drive Below Grade Alternative

The Hillery Drive Below Grade Alternative would consist of a below grade variation of the Hillery Drive Alternative. Under this build alternative, the connection to the I-15 Managed Lanes facility from Hillery Drive would be provided by an approximately 8.0-m (26.2-ft)-high tunnel (with 5.1 m [16.7 ft] vehicular clearance) extending below Hillery Drive and connecting to below grade on- and off-ramps that would ascend to the I-15 Managed Lanes facility. The footprint would be similar to the Hillery Drive Alternative.

Due to engineering design constraints, as well as operational/circulation and cost constraints, this alternative was eliminated as a viable build alternative. A number of existing utilities would require relocation, including a 1,524-mm (60-in)-diameter ACP water line, a 305-mm

(12-in)-diameter DIP water line, a 305-mm (12-in)-diameter and 406-mm (16-in)-diameter high-pressure gas line, and storm drain facilities in Hillery Drive and the private college driveway.

The entrance to the tunnel would severely restrict vehicular and pedestrian access to the Legacy Apartment complex, the existing park-and-ride lot, and Miramar College from Hillery Drive. The required location of the tunnel portal would impact existing traffic circulation to the parking area of the apartments and the existing park-and-ride lot, as well as Miramar College. The tunnel portal would be located near the existing access to the apartment complex and would extend into the Hillery Drive/private college driveway intersection. As a result, existing traffic operations at this intersection would be substantially affected. Access to the apartment complex and private college driveway from Hillery Drive would be eliminated. Access to the park-and-ride lot from the private college driveway also would be eliminated. Furthermore, in order to provide left-turn access into the approved transit center for vehicles exiting the tunnel, non-standard vertical curves and steep longitudinal grades of up to 7.4 percent would be required.

The location of a tunnel in close proximity to adjacent apartment buildings could potentially result in structural impacts to the adjacent buildings. Existing apartment buildings would be located as close as approximately 11 m (36 ft) from the tunnel.

The Hillery Drive Below Grade Alternative also would result in long-term maintenance and safety issues. Routine maintenance activities, such as road, lighting, drainage, and ventilation system maintenance within the tunnel would be difficult and would pose safety hazards. Fire and accident potential also would be greater within a tunnel due to access and visibility constraints. Additionally, a tunnel would require a pump station to convey storm water runoff, which would require additional R/W and long-term maintenance costs.

Finally, the cost of this alternative would be more than twice that of the Hillery Drive Alternative and one third more than the Galvin Avenue Alternative. Additional costs would be incurred during construction associated with staging, detours and maintaining operation of I-15. While this alternative would meet several of the listed goals of the Project in Section 1.2.1, it would not maximize the integration of land uses and transportation facilities for the reasons discussed above.

1.8 PERMITS AND APPROVALS NEEDED

The following permits and approvals listed in Table 1-2 would be required for Project construction:

Freeway Agreement

A Freeway Agreement would be required with the City of San Diego for either build alternative that documents the understanding between the Department and the City of San Diego relating to maintenance of Project design features, planned traffic circulation features and connections between local roadways and the freeway.

Modified Access Report

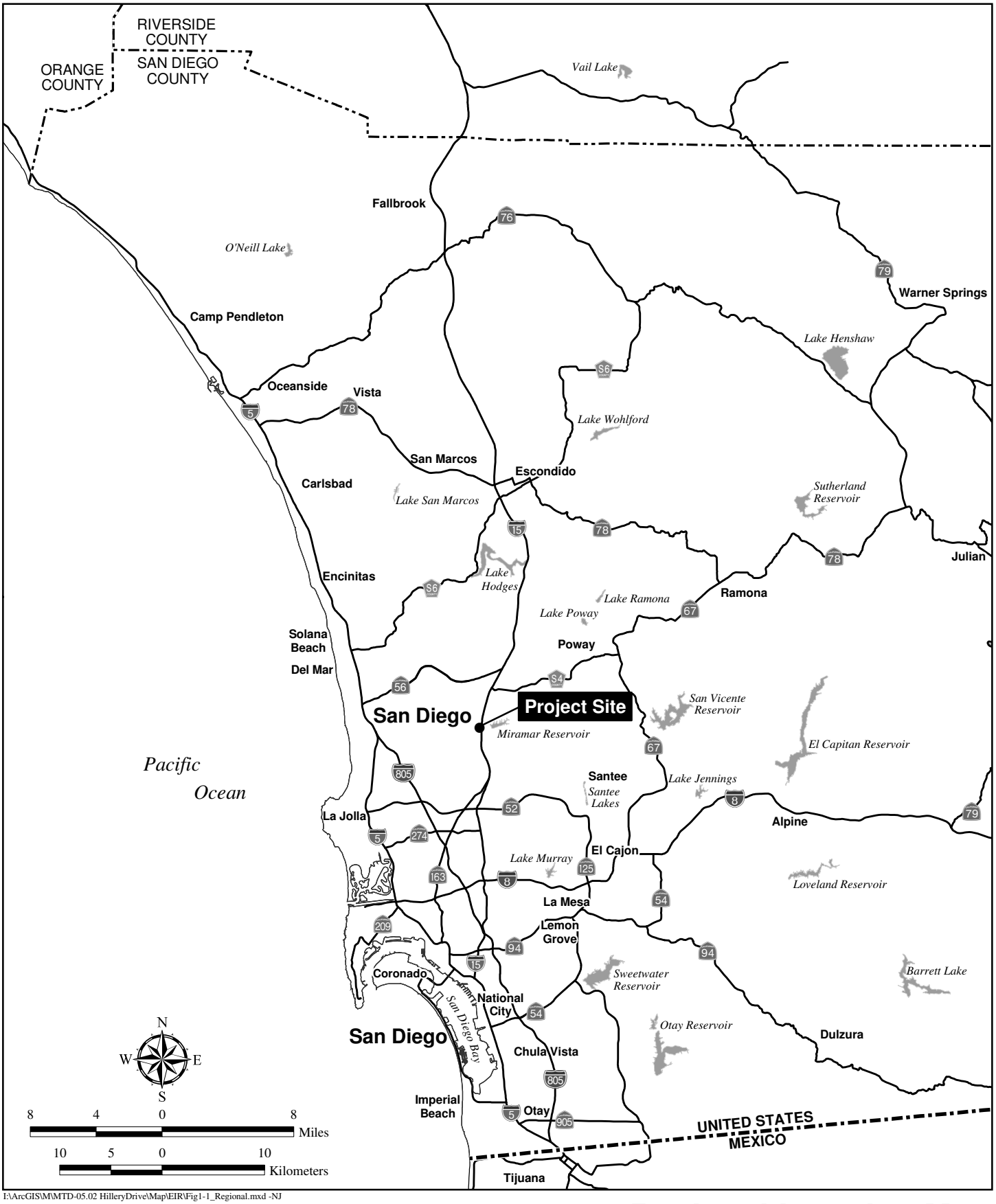
Approval of a Modified Access Report is required from the FHWA for either build alternative to conceptually approve the DAR and its connection to the freeway.

California Transportation Commission Approval

The Project would require approval from the California Transportation Commission (CTC) for funding.

Table 1-2
REQUIRED PERMITS AND APPROVALS

Agency	Permit/Approval	Status
City of San Diego	Freeway Agreement	Pending
FHWA	Modified Access Report	Pending
California Transportation Commission	Approval for funding	Pending



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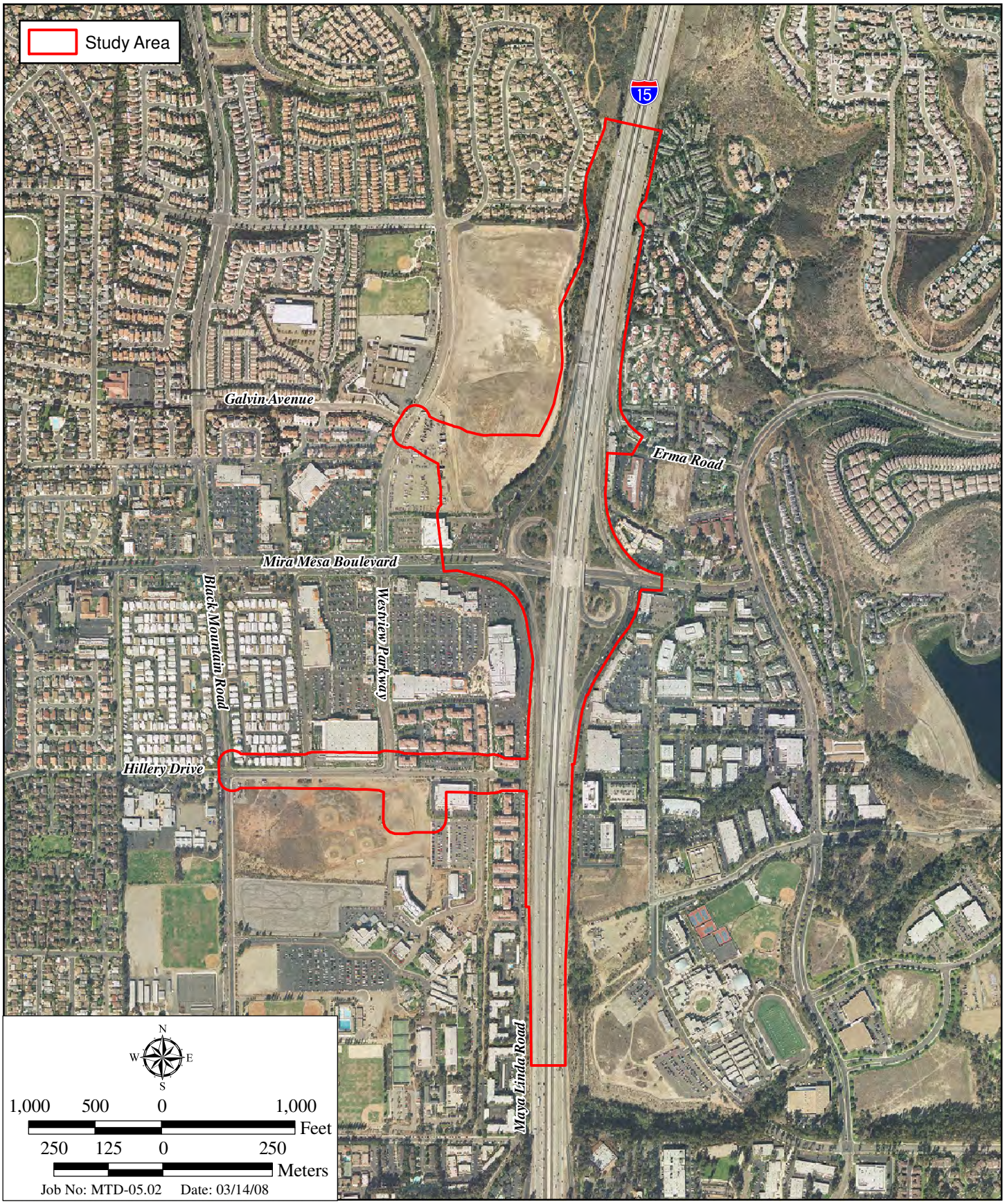
Regional Location Map

MIRA MESA/SCRIPPS RANCH DAR PROJECT EIR/EA

Figure 1-1



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Project Vicinity Map

MIRA MESA/SCRIPPS RANCH DAR PROJECT EIR/EA

Figure 1-2

LEVELS OF SERVICE

for Intersections with Traffic Signals

Level of Service	Delay per Vehicle (seconds)
A	≤10
B	11-20
C	21-35
D	36-55
E	56-80
F	>80

Factors Affecting LOS of Signalized Intersections

Traffic Signal Conditions:
- Signal Coordination
- Cycle Length
- Protected left turn
- Timing
- Pre-timed or traffic activated signal
- Etc.

Geometric Conditions:
- Left- and right-turn lanes
- Number of lanes
- Etc.

Traffic Conditions:
- Percent of truck traffic
- Number of pedestrians
- Etc.

Source: 2000 HCM, Exhibit 16-2, Level of Service Criteria for Signalized Intersections

LEVELS OF SERVICE

for Unsignalized Intersections

Level of Service	Flow Conditions	Delay per Vehicle (seconds)	Technical Descriptions
A		<10	Highest quality of service. Free traffic flow with few restrictions on maneuverability or speed. **Very short delay**
B		10-15	Stable traffic flow. Speed becoming slightly restricted. Low restriction on maneuverability. **No delays**
C		15-25	Stable traffic flow, but less freedom to select speed, change lanes or pass. **Minimal delays**
D		25-35	Traffic flow becoming unstable. Speeds subject to sudden change. Passing is difficult. **Minimal delays**
E		35-50	Unstable traffic flow. Speeds change quickly and maneuverability is low. **Significant delays**
F		>50	Heavily congested traffic. Demand exceeds capacity and speeds vary greatly. **Considerable delays**

Source: 2000 HCM, Exhibit 20-2, LOS Criteria for Two-Lane Highways in Class 1

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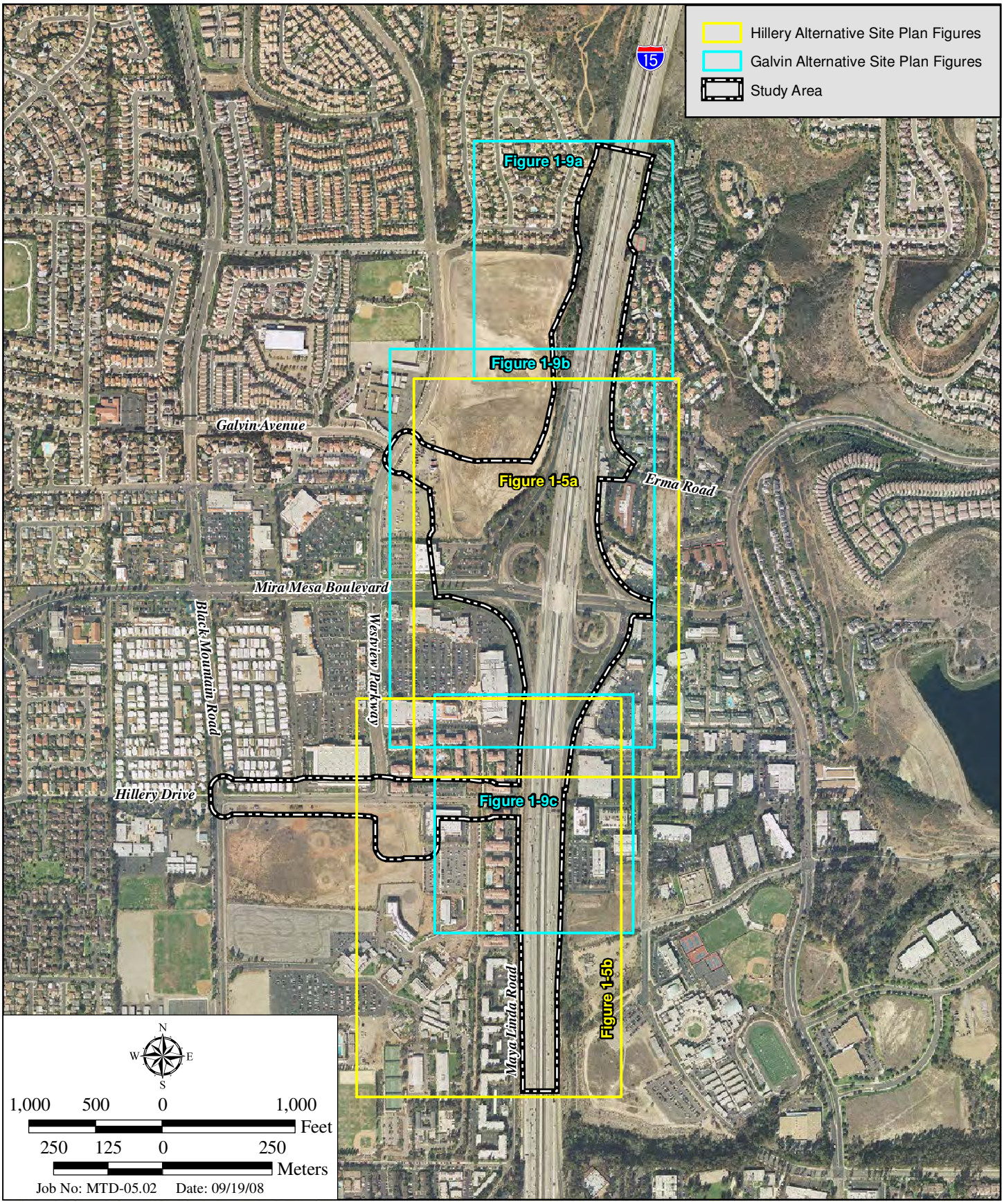
Level of Service Definitions

MIRA MESA/SCRIPPS RANCH DAR PROJECT EIR/EA

Figure 1-3



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Site Plan Key Map

MIRA MESA/SCRIPPS RANCH DAR PROJECT EIR/EA

Figure 1-4

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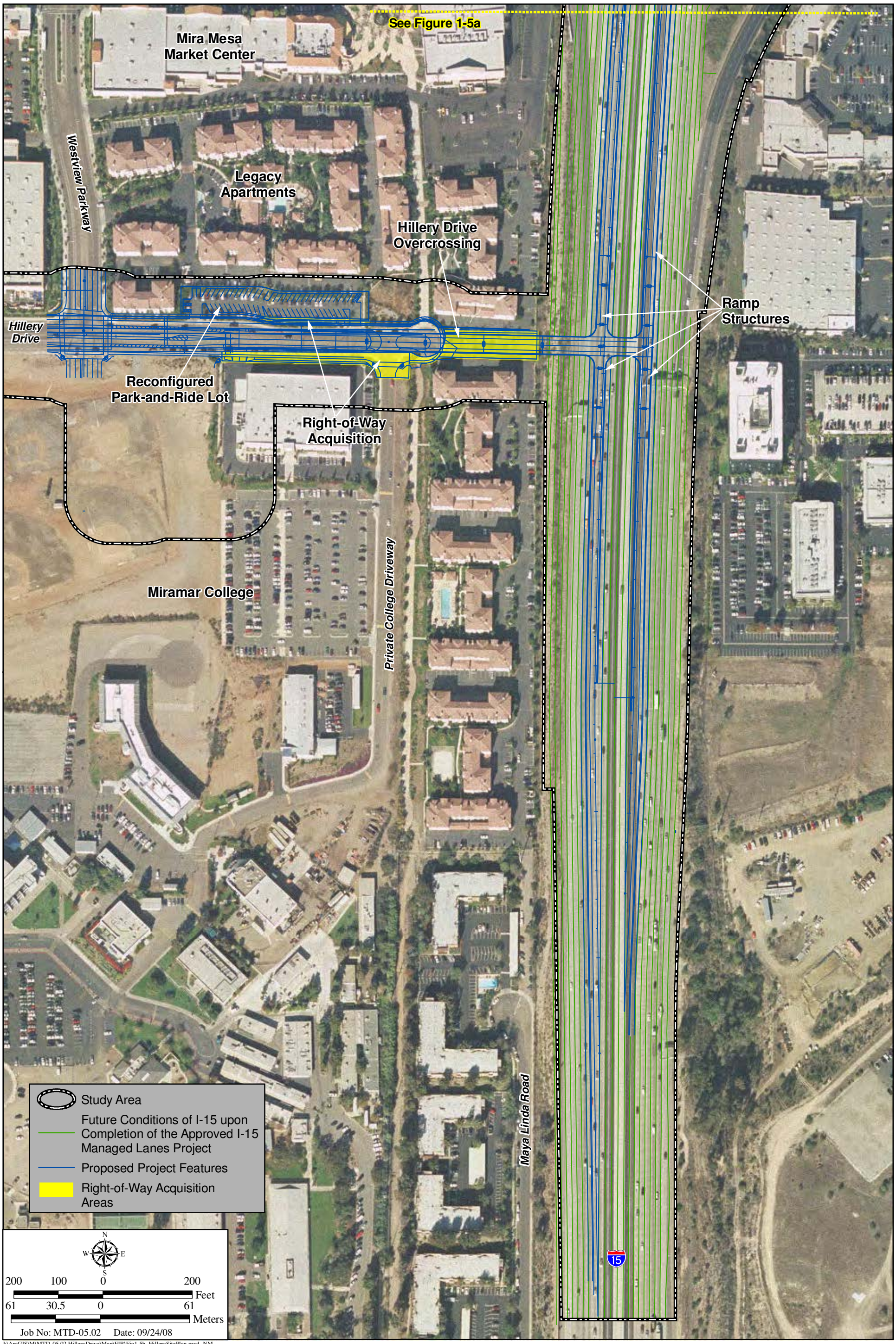
Hillery Drive Alternative Site Plan

MIRA MESA/SCRIPPS RANCH DAR PROJECT EIR/EA

Figure 1-5a

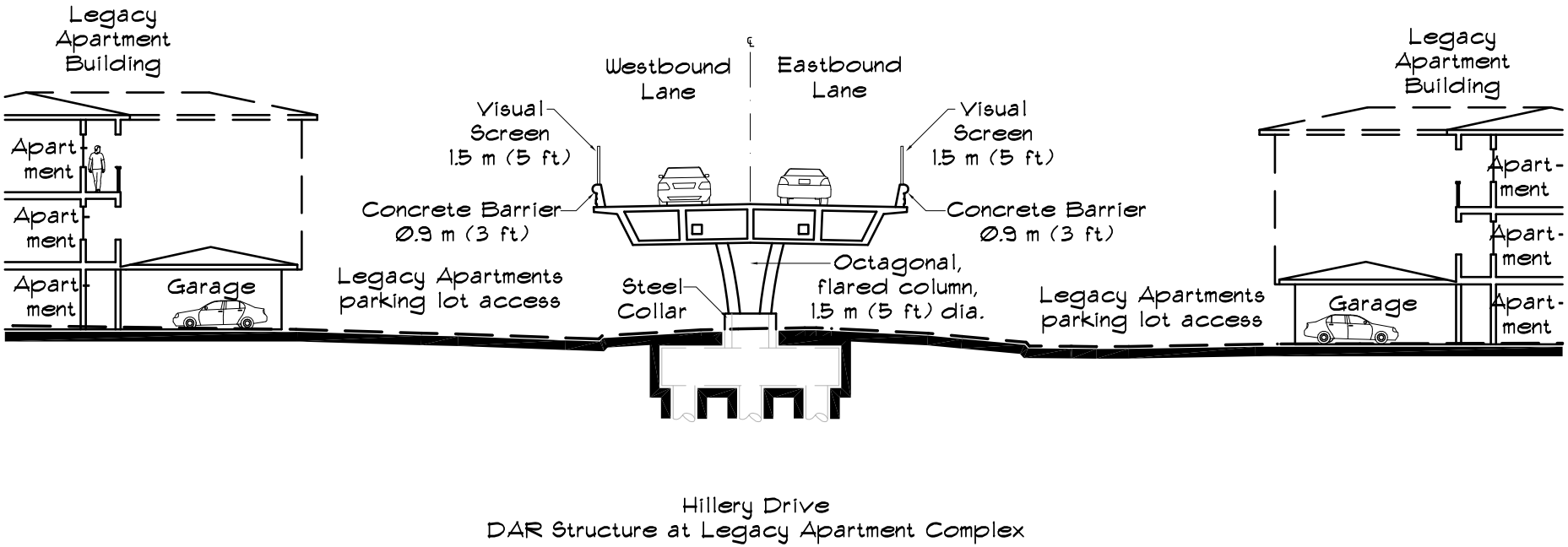


I:\ArcGIS\M\MTD-05.02 HilleryDrive\Map\EIR\Fig1-5b_HillerySitePlan.mxd -NM

Hillery Drive Alternative Site Plan

MIRA MESA/SCRIPPS RANCH DAR PROJECT EIR/EA

Figure 1-5b



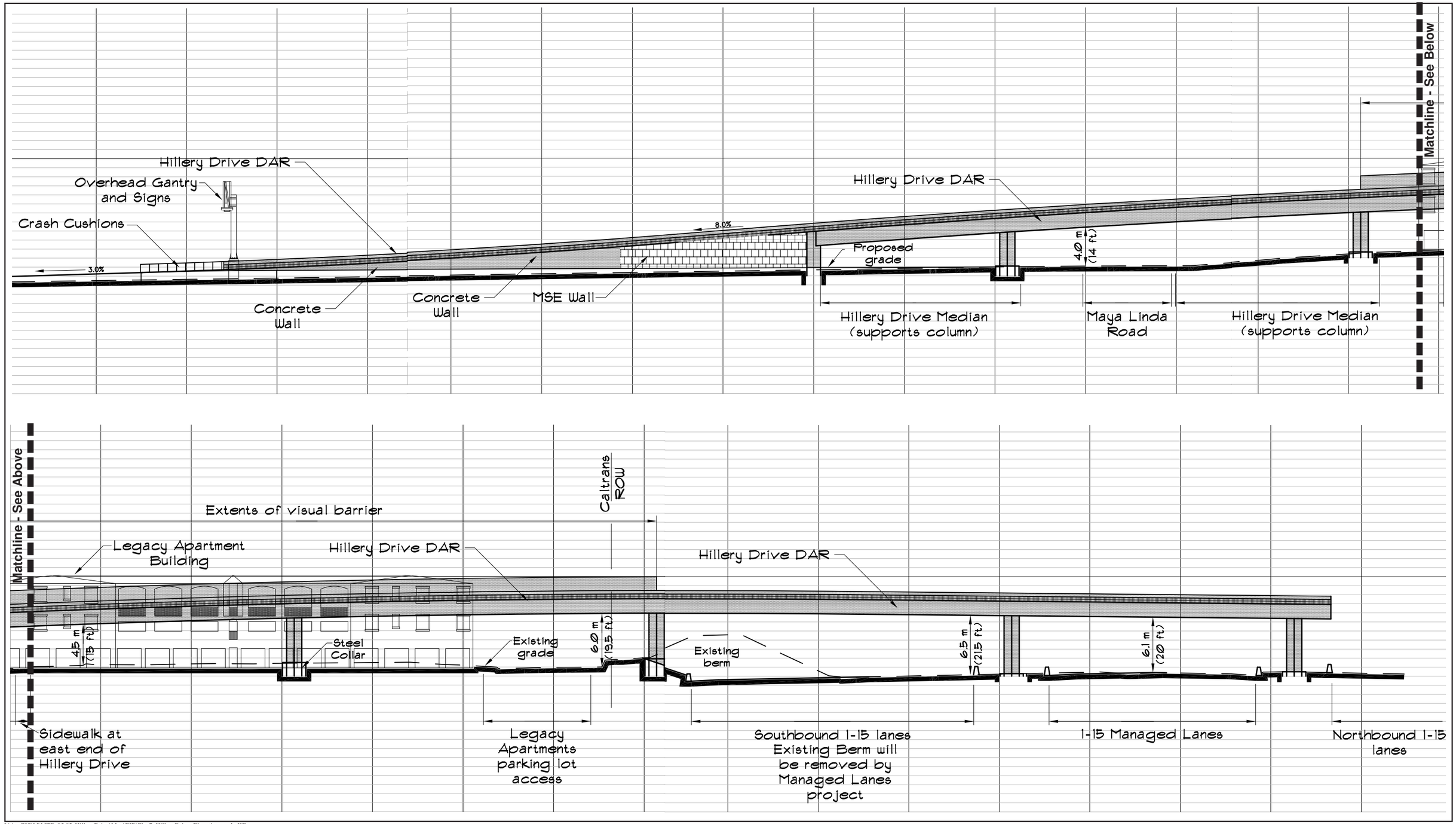
Hillery Drive
DAR Structure at Legacy Apartment Complex

I:\ArcGIS\M\MTD-05.02 HilleryDrive\Map\EIR\Fig1-6_HilleryDrive_CrossSec.pmd -KF

Hillery Drive Alternative Cross-section

MIRA MESA/SCRIPPS RANCH DAR PROJECT EIR/EA

Figure 1-6

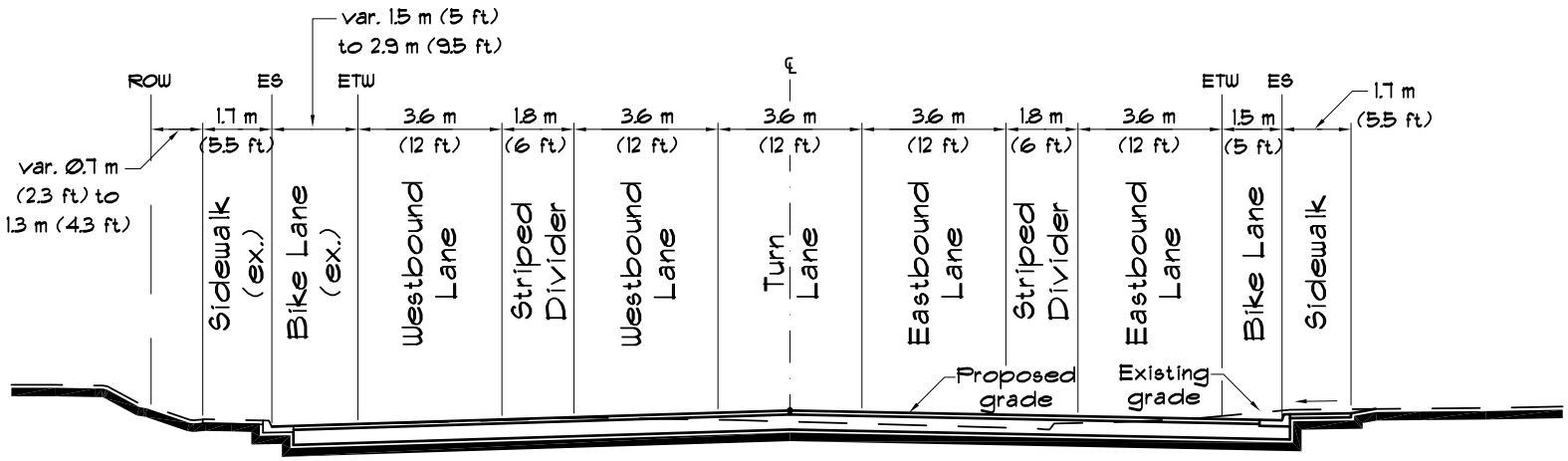


I:\ArcGIS\M\MTD-05.02 HilleryDrive\Map\EIR\Fig-7_HilleryDrive_Elevation.pmd -KF

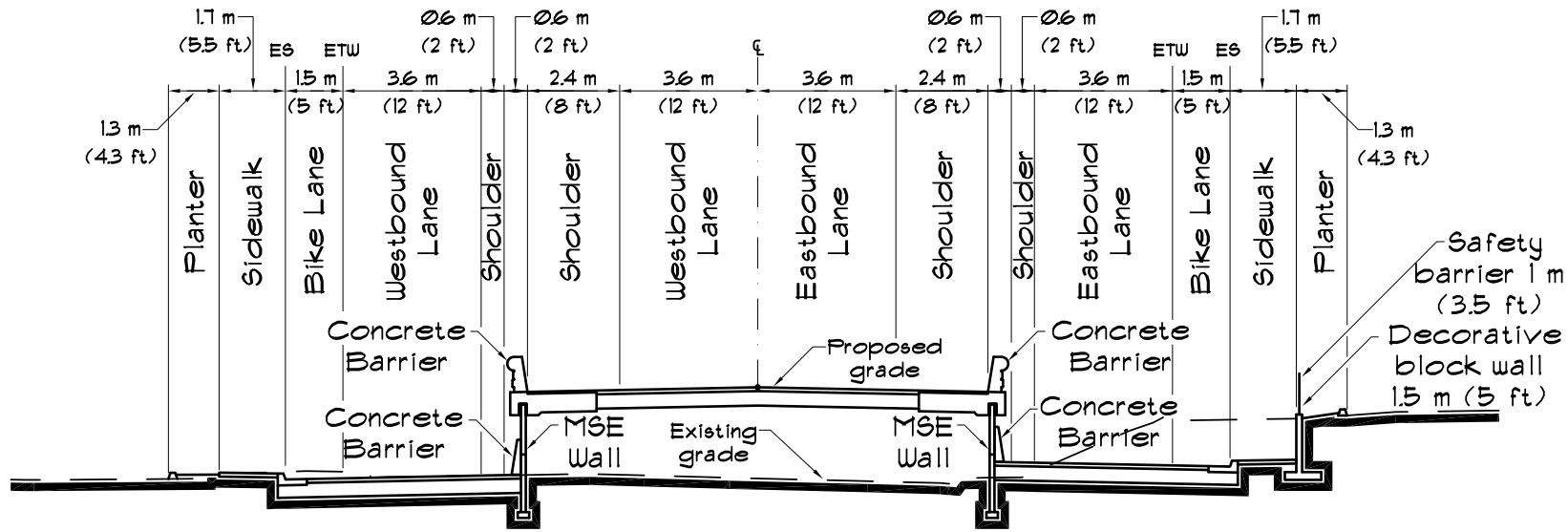
Hillery Drive Alternative - Elevation

MIRA MESA/SCRIPPS RANCH DAR PROJECT EIR/EA

Figure 1-7



Hillery Drive
Station 8+94.576 to Station 9+74.894



Hillery Drive
Station 9+74.894 to Station 10+50.250

I:\ArcGIS\M\MTD-05.02 HilleryDrive\Map\EIR\Fig1-8_HilleryDrive_Section.pmd -KF

Hillery Drive Section

MIRA MESA/SCRIPPS RANCH DAR PROJECT EIR/EA

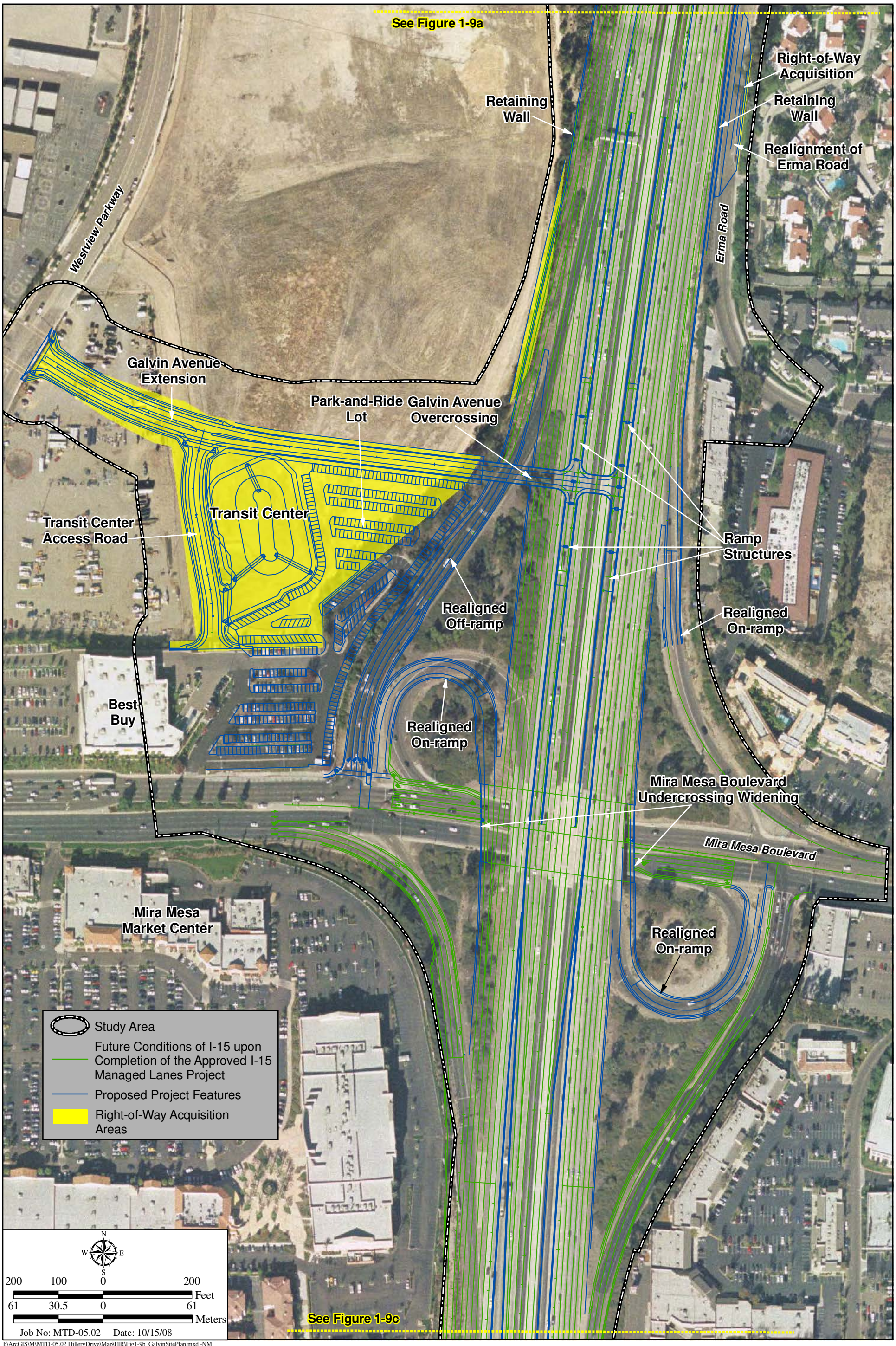
Figure 1-8

I:\ArcGIS\M\MTD-05.02 HilleryDrive\Map\EIR\Fig1-9a_GalvinSitePlan.mxd -NM

Galvin Avenue Alternative Site Plan

MIRA MESA/SCRIPPS RANCH DAR PROJECT EIR/EA

Figure 1-9a



I:\ArcGIS\M\MTD-05.02 HilleryDrive\Map\EIR\Fig1-9b_GalvinSitePlan.mxd -NM

Galvin Avenue Alternative Site Plan

MIRA MESA/SCRIPPS RANCH DAR PROJECT EIR/EA

Figure 1-9b

I:\ArcGIS\M\MTD-05.02 HilleryDrive\Map\EIR\Fig1-9c_GalvinSitePlan.mxd -NM

Galvin Avenue Alternative Site Plan

MIRA MESA/SCRIPPS RANCH DAR PROJECT EIR/EA

Figure 1-9c

CHAPTER 2.0

AFFECTED ENVIRONMENT; ENVIRONMENTAL CONSEQUENCES; AND AVOIDANCE, MINIMIZATION AND/OR MITIGATION MEASURES

CHAPTER 2.0 – AFFECTED ENVIRONMENT; ENVIRONMENTAL CONSEQUENCES; AND AVOIDANCE, MINIMIZATION AND/OR MITIGATION MEASURES

This chapter discusses existing conditions and addresses the environmental impacts of the Proposed Project alternatives, as well as identifies avoidance, minimization and mitigation measures that would be carried out as part of the Project.

As part of the scoping and environmental analysis conducted for the Project, the following environmental issues were considered, but no adverse impacts were identified. Consequently, there is no further discussion of these issues in this document.

- *Parks and Recreational Facilities*: The Project would not impact public parks or recreational facilities.

- *Farmlands/Timberlands*: The Project site is not located on land under a Williamson Act contract or within a Timber Production Zone, and no agricultural resources are located in the vicinity. Project implementation would not convert farmland to non-agricultural uses or affect any farmlands or timberlands.

- *Relocations*: The Project would not require the relocation of housing or businesses.

- *Cultural Resources*: No archaeological or historical resources occur within the Area of Potential Effects (APE) for the Project build alternatives, as documented in the Archaeological Survey Report (*Archaeological Survey Report for the Mira Mesa/Scripps Ranch Direct Access Project*, November 2007) and Historic Property Survey Report (December 2007).

- *Hydrology and Floodplain*: The Project build alternative sites are located outside of the 500-year floodplain, as mapped by the Federal Emergency Management Agency (FEMA). The Project would not alter drainage patterns, substantially increase runoff volumes/velocities, or exceed storm drain capacities *(Preliminary Hydrology and Hydraulics Concept Analysis*, January 2008).

- *Wetlands and Other Waters*: The Project site is located in a developed area. No wetlands occur within the Project study area.

- *Plant Species*: No sensitive plant species were observed within the Project study area, as determined by the *Mira Mesa/Scripps Ranch Direct Access Ramp Natural Environment Study* (February 2008).

HUMAN ENVIRONMENT

2.1 LAND USE

This subchapter describes existing land uses and development trends within the Project area; discusses the adopted land use plans, policies and ordinances that would apply to the Proposed

Project; evaluates potential land use impacts associated with implementation of the Project alternatives; and recommends avoidance, minimization and mitigation measures, as appropriate. The analysis and findings related to traffic conditions on local roadways and intersections in the Project area are based on the local traffic study prepared for the Project (*Mira Mesa/Scripps Ranch Direct Access Ramp Traffic Impact Study*, July 2008), discussed in detail in Subchapter 2.5, Traffic and Transportation/Pedestrian and Bicycle Facilities.

2.1.1 Existing and Future Land Use

Affected Environment

Existing Land Use

Land uses within the Project area include a mixture of commercial retail, office buildings, single-family and multi-family residential, school facilities, and public parks. Existing development on the east side of I-15 consists of office buildings, industrial/business parks, commercial uses, single- and multi-family residential, and Scripps Ranch High School. Land uses on the west side of I-15 are generally more dense and consist of major activity centers, such as the Mira Mesa Market Center, other shopping centers, Miramar College, and park-and-ride facilities. Several single-family residences, multi-family residential developments, three public schools (Hage Elementary, Walker Elementary and Wangenheim Middle), three public parks (Hourglass Field Community Park, Walker-Wangenheim School Park and Westview Park), and open space are also located on the west side of I-15 in the Project area. Figure 2.1-1 depicts existing land uses within the Project area.

Land Use and Zoning Designations

Figures 2.1-2 and 2.1-3 depict existing land use designations in the Project area. As shown in Figure 2.1-2, the land use designations for the Hillery Drive Alternative site, as designated in the Mira Mesa Community Plan, include Residential, Commercial and Miramar College. Land use designations in the Mira Mesa, Scripps Miramar Ranch and Miramar Ranch North Community Plans for the Galvin Avenue Alternative site also include Residential, Commercial and Open Space, as shown in Figures 2.1-2 and 2.1-3. Additional surrounding land use designations include Schools, Parks, Professional Office, Community Shopping, Industrial Park, and Open Space.

The Hillery Drive Alternative site falls within the following zones:

- RM-1-1 (Residential-Multiple Unit; one dwelling unit per 3,000-square foot [ft^2] lot)
- AR-1-1 (Agriculture-Residential; 10-ac minimum lot sizes)
- AR-1-2 (Agriculture-Residential; one-ac minimum lot size)
- CO-1-2 (Commercial-Office; allows a mix of office and residential uses that serve as an employment center)
- CV-1-1 (Commercial-Visitor; allows a mix of large-scale, visitor-serving uses and residential uses
- CC-1-3 (Commercial-Community; intended to accommodate development with an auto orientation)
- IP-2-1 (Industrial Park; allows a mix of light industrial and office uses)

The Galvin Avenue Alternative site falls within the following zones:

- RS-1-14 (Residential-Single Unit; minimum 5,000-ft^2 lots)
- RM-3-7 (Residential-Multiple Unit; one dwelling unit per 1,000-ft^2 lot)
- RM-1-1 (Residential-Multiple Unit; one dwelling unit per 3,000-ft^2 lot)
- RM-2-5 (Residential-Multiple Unit; one dwelling unit per 1,500-ft^2 lot)
- AR-1-1 (Agriculture-Residential; 10-ac minimum lot sizes)
- AR-1-2 (Agriculture-Residential; one-ac minimum lot size)
- CV-1-1 (Commercial-Visitor; allows a mix of large-scale, visitor-serving uses, and residential uses)
- CC-1-3 (Commercial-Community; intended to accommodate development with an auto orientation)
- IP-2-1 (Industrial Park; allows a mix of light industrial and office uses)

Development Trends

The Project site is located within the Mira Mesa and Scripps Miramar Ranch communities, which contain a mixture of land uses at varying intensities, as discussed above and shown on Figure 2.1-1. The Mira Mesa community (west of I-15) encompasses approximately 4,250 ha (10,500 ac) and contains a substantial residential base, as well as major employment centers, shopping centers, diverse restaurants, and supporting public facilities. The Scripps Miramar Ranch community (east of I-15) primarily consists of single-family residential neighborhoods with multi-family residential developments, industrial/business parks, and commercial retail centers.

The Project area continues to develop with residential, commercial, and industrial/business park uses, as called for in the Mira Mesa, Scripps Miramar Ranch and Miramar Ranch North Community Plans. Recent land development proposals include single and multi-family residential, business park/commercial office, institutional, utilities, and transit uses. Figure 2.1-4 and Table 2.1-1 present recent and proposed land development and public projects in the Project area. Projects listed in the table mostly include those within a two-mile radius of the Project build alternative sites. These developments are consistent with existing land use patterns.

Environmental Consequences

Hillery Drive Alternative

The Hillery Drive Alternative would be consistent with existing and planned land uses in the Project area. The proposed improvements would provide infrastructure compatible with existing facilities and land uses in the site vicinity. Specifically, the proposed Hillery Drive overcrossing and ramp structures would be compatible with adjoining freeway facilities and would connect to the local street system, providing connections to and from the I-15 to major activity centers and residential uses.

Table 2.1-1
LAND DEVELOPMENT AND PUBLIC PROJECTS IN THE PROJECT AREA

Map Key	Project Name	Jurisdiction	Proposed Uses	Status
Land Development Projects				
1	Scripps Gateway Project	City of San Diego	Mixed-use development on 15 ha (37 ac), including 10.1 ha (25 ac) of business park, 4.5 ha (11 ac) of retail commercial, 444 residential units, and a 0.8-ha (2-ac) park-and-ride lot.	Under construction.
2	Stone Bridge/Rancho Encantada	City of San Diego	Master planned community on 1.075 ha (2,657 ac), including 842 single-family homes, 106 multi-family units, 4.9 ha (12 ac) of institutional use, and 6.5 ha (16 ac) of school/ neighborhood park.	Under construction, with most of the homes constructed.
3	Scripps Ranch Business Park	City of San Diego	Two-story commercial office buildings.	Some two-story buildings have been constructed and other lots are vacant.
4	Scripps Garden/Casa Mira View	City of San Diego	Multi-family residential development consisting of 1,848 units on a 16.7-ha (41.3-ac) site.	Environmental process complete.
5	Carroll Canyon Business Park	City of San Diego	Self-storage facilities.	Application in process.
6	Scripps Cypress Pointe/Cypress Point/ Renzulli	City of San Diego	Construction of additional 81 residential units and a 0.8-ha (2-ac) park extension.	Draft EIR in process.
7	Chabad Hebrew Academy	City of San Diego	Long-term buildout of phased master plan, including pre-school expansion, K-12 school, a University, and student housing.	Application in process.
8	Erma Road Project/Scripps Wisteria	City of San Diego	Construction of 90 condominiums.	Application in process.
9	Stone Creek	City of San Diego	Construction of 6,240 residential units, along with commercial retail, office, industrial and park uses.	In planning process.
Public Projects				
A	Miramar Water Treatment Plant Upgrade and Expansion	City of San Diego	Increase capacity from 140 to 215 million gallons per day (MGD), with an ultimate capacity of 275 MGD. Includes a new rapid mix facility, installing new de-aeration basins, disinfection facilities, new chemical facilities, new and refurbished administration facilities, flocculation and sedimentation basins, washwater recovery system, and water filters.	Under construction with an estimated completion date of December 2010.

Table 2.1-1 (cont.)
LAND DEVELOPMENT AND PUBLIC PROJECTS IN THE PROJECT AREA

Map Key	Project Name	Jurisdiction	Proposed Uses	Status
Public Projects (cont.)				
B	Miramar Brig	Marine Corps Air Station (MCAS) Miramar	Consolidation of correctional facilities into Joint Regional Correctional Facilities. Includes five new buildings: a 47,250 ft^2 Level I confinement facility, a 28,000 ft^2 Level II confinement facility, a 15,000 ft^2 shared industries facility, a 3,000 ft^2 women's industries facility, a 1,000 ft^2 warehouse	Environmental document in process.
C	San Vicente Pipeline	City of San Diego	Connect the San Vicente reservoir to the San Diego County Water Authority's Second Aqueduct via a pipeline.	Under construction, with an estimated completion in 2010.
D	Relining of pipelines 3, 4, and 4A	City of San Diego	Relining of pipelines because of the widening of I-15 south of Mercy Road.	Environmental review in process.
E	Los Peñasquitos Canyon CAC	City of San Diego	City ranger station.	Postponed until 2009.
F	Miramar College Master Plan Buildout	San Diego Community College District	(1) Construction of Hourglass Fieldhouse joint use facility; (2) Infrastructure construction; (3) construction of Library Learning Resource Center (3 stories, approximately 100,000 ft^2); (4) construction of Math Business Technology Building; (5) construction of Arts and Humanities Building.	Funded by Proposition S: (1) Hourglass Fieldhouse – estimated completion July 2008; (2) Infrastructure – estimated completion October 2008; (3) Library Learning Resource Center – estimated completion March 2009; (4) Math Business Technology Building, and (5) Arts and Humanities Building – estimated completion to be determined.
G	Mira Mesa/Miramar College Transit Center (SANDAG/MTS Transit Center)	San Diego Community College District	Construction of 0.8-ha (2-ac) bus transit center and adjacent four-lane access road segment within the Miramar College campus. The proposed transit center would consist of eight bus bays and associated transit furnishings.	Environmental process complete.

Table 2.1-1 (cont.)
LAND DEVELOPMENT AND PUBLIC PROJECTS IN THE PROJECT AREA

Map Key	Project Name	Jurisdiction	Proposed Uses	Status
Public Projects (cont.)				
H	I-15 Managed Lanes	Department	Improvements to the mixed flow and HOV lanes within a 34-km (21.1-mi) segment of I-15, from 2.4 km (1.5 mi) south of SR-163 to 0.5 km (0.3 mi) north of SR-78. Major features of the approved Managed Lanes Project include a four-lane Managed Lanes facility, multiple intermediate access points to and from freeway mixed flow lanes, and DARs.	Middle segment completed; South segments under construction with an estimated completion in 2012; North segment under construction with an estimated completion in 2011.

Local land use plans that govern the Project area call for a continuation of higher density development along this portion of the I-15 corridor, as well as maximization of transit opportunities to provide connections to the community's activity centers and to the rest of the region. The Hillery Drive Alternative would provide a transportation facility consistent with these goals. It would provide a direct connection to the I-15 Managed Lanes facility in an area that contains supporting land uses, such as major activity centers (e.g., Mira Mesa Market Center and other shopping centers, Miramar College), and multi-family residential development. Additionally, acquisition of R/W and/or easements required (refer to discussion of R/W in Chapter 1.0, Proposed Project) would convert areas of developed land (either hardscaped or landscaped) to roadways or related facilities. Conversion of these areas adjacent to existing roadways and freeway facilities would be consistent with existing and planned land uses in the Project area.

Galvin Avenue Alternative

The proposed improvements of the Galvin Avenue Alternative would provide infrastructure compatible with existing facilities and land uses in the site vicinity. The proposed overcrossing and ramp structures would be compatible with adjoining freeway facilities and would connect to the local street system. This alternative would provide a direct connection to the I-15 Managed Lanes facility in an area that contains supporting land uses, such as major activity centers (e.g., Mira Mesa Market Center and other shopping centers), and multi-family residential development.

Local land use plans that govern the Project area call for a continuation of higher density development along this portion of the I-15 corridor. The proposed Galvin Avenue overcrossing, access roads, and transit center would traverse privately owned property. This land is currently graded and vacant, with the exception of the westernmost parcel (currently used for vehicle and materials storage), but planned for multi-family residential development per the applicable land use and zoning designations (refer to Figures 2.1-2 and 2.1-3 for land use designations). Part of this graded vacant land would be developed with the Casa Mira View project, which would construct 1,848 residential units on six parcels. The environmental document and land entitlements (i.e., rezone, vesting tentative map, planned development permit, and site development permit) for the Casa Mira View project were approved by the City of San Diego Council on January 6, 2009. The proposed transportation facilities would be compatible with

existing and planned land uses since roadways and related transportation facilities are compatible uses within residential areas.

No Build Alternative

Under the No Build Alternative, a DAR would not be constructed within the Project area. Because no construction would occur, no impacts to existing or planned land uses would occur.

Avoidance, Minimization and/or Mitigation Measures

Hillery Drive Alternative

No impacts to existing and future land use would occur with implementation of the Hillery Drive Alternative. As a result, no avoidance, minimization or mitigation measures are required.

Galvin Avenue Alternative

No impacts to existing and future land use would occur with implementation of the Galvin Avenue Alternative. As a result, no avoidance, minimization or mitigation measures are required.

No Build Alternative

No land use impacts to existing and future land use would occur under the No Build Alternative. Therefore, no avoidance, minimization and/or mitigation measures are required.

2.1.2 Consistency with State, Regional and Local Plans

Affected Environment

Relevant Land Use Plans, Policies and Ordinances

Plans, policies and ordinances that pertain to land use and transportation planning within the Project area are contained in elements and policies of the SANDAG RCP, RTP, and RTIP; the City of San Diego General Plan (General Plan), Mira Mesa Community Plan, Scripps Miramar Ranch Community Plan, and Miramar Ranch North Community Plan; the Comprehensive Land Use Plan (CLUP) for MCAS Miramar; and the Multiple Species Conservation Program (MSCP). These land use plans and ordinances are described below.

The Project is not located within the Coastal Zone, and there are no wild and scenic rivers in the Project study area; therefore, associated policies are not discussed.

Regional Comprehensive Plan for the San Diego Region

The RCP (SANDAG 2004) is the strategic planning framework for the San Diego region. It creates a regional vision and provides a broad context in which local and regional decisions can be made that foster a healthy environment, vibrant economy, and high quality of life for all residents. The RCP balances regional population, housing and employment growth with habitat preservation, agriculture, open space, and infrastructure needs. A major focus of the RCP is improving connections between land use and transportation using smart growth principles. The RCP addresses the major elements of planning for the San Diego region, including urban form,

transportation, housing, healthy environment, economic prosperity, public facilities, and border issues. The RCP recognizes that many of the region's major transportation facilities are operating at or beyond their current capacities. The Transportation Element of the RCP is discussed below.

Transportation Element

The Transportation Element of the RCP discusses the vision for the San Diego region in 2030 with regard to transportation, and includes a description of existing conditions, key issues, and recommended goals, policy objectives, and actions. Applicable policy objectives include:

1. Provide a wide range of convenient, efficient, and safe travel choices.
2. Reduce traffic congestion on freeways and arterials.
3. Develop a network of fast, convenient, high-quality transit services that are competitive with the cost and time to drive alone during peak hours.
4. Improve service levels and the quality of transit service.
5. Give priority to serving regional roadway and transit investments in smart growth opportunity areas, while recognizing the need for transportation improvements elsewhere in the region.
6. Improve the connectivity of different transportation modes where it will result in better overall mobility.

<u>Regional Transportation Plan</u>

In November 2007, the SANDAG Board of Directors approved the 2030 RTP (SANDAG 2007). The RTP is the adopted long-range transportation planning document for the San Diego region. It is used as the basis for funding decisions made through the RTIP (SANDAG 2008), which is discussed below. The plan covers public policies, strategies and investments to maintain, manage and improve the regional transportation system through 2030.

Applicable policy goals and objectives of the RTP include:

- Improve the mobility of people and freight.
- Improve accessibility to major employment and other regional activity centers.
- Improve the reliability and safety of the transportation system.
- Maximize the efficiency of the existing and future transportation system.
- Minimize effects on the environment.
- Focus transit improvements in areas with compatible land uses that support an efficient transit system.
- Tailor transportation modal improvements to reflect supporting land uses in major travel corridors.
- Minimize drive alone travel by making it fast, convenient, and safe to carpool, vanpool, ride transit, walk, and bike, and improve goods movement.

- Increase transit mode share during peak periods with competitive transit travel times to major job centers.
- Focus roadway and transit improvements in urban/suburban areas.

The RTP includes a Revenue Constrained Scenario of facilities and programs that would best maintain mobility in the region, if the funding levels for transportation do not increase before 2030. The RTP also includes a Reasonably Expected Revenue Scenario (if more funding becomes available) and an Unconstrained Scenario. The RTP's study area is the San Diego metropolitan area, encompassing approximately the western half of San Diego County. The RTP includes major transit capital projects, including DARs. The RTP identifies DARs as part of the region's Managed Lane/HOV network and identifies DARs as features along the I-15 corridor within the Project area.

Regional Transportation Improvement Program

The RTIP is a key component of the RTP and other planning efforts for the region. The RTIP is consistent with the RTP and incrementally implements the vision presented in the RTP. The RTIP is a five-year capital improvement program for transportation projects that is updated by SANDAG every two years and reflects the region's priorities for short-range transportation system improvements. The currently adopted 2006 RTIP (SANDAG 2006) covers FYs 2007 through 2011. Funding for the transportation projects in the RTIP comes from federal, state and local revenue sources, including TransNet, the local transportation sales tax program. The 2006 RTIP, as amended (SANDAG 2007), includes DARs within the South Segment of the I-15 Managed Lanes as MPO ID CAL18B, and allocates funds for their construction.

City of San Diego General Plan

The City of San Diego General Plan (hereafter referred to as "General Plan;" City of San Diego 2008) represents the comprehensive long-term plan for the physical development of the City and provides a foundation for land use decisions within the City. In order to achieve this plan, the General Plan includes a series of elements that address specific aspects of the City's development. A total of 10 elements are contained in the General Plan: Land Use and Community Planning; Mobility; Urban Design; Economic Prosperity; Public Facilities, Services, and Safety; Recreation; Conservation; Noise; Historic Preservation; and Housing. The Mobility Element contains goals and policies intended to attain a balanced, multi-modal transportation network. The General Plan also lays the foundation for the more specific community plans, such as the Mira Mesa, Scripps Miramar Ranch, and Miramar Ranch North Community Plans described below, which are based on the General Plan goals, guidelines, standards, and recommendations, and tailored for the specific planning goals and objectives of the community planning areas. Specific policies within the Mobility Element of the General Plan that pertain to the Proposed Alternatives include:

ME-B.1 Work closely with regional agencies and others to increase transit ridership and mode share through increased transit service accessibility, frequency, connectivity, and availability.

ME-B.2 Support the provision of higher-frequency transit service and capital investments to benefit higher-density residential or mixed-use areas; higher-intensity employment areas and activity centers; community plan-identified neighborhood, community, and urban villages; and transit-orientated development areas.

ME-B.10 Implement transit priority measures to help bypass congested areas. Priority measures include, but are not limited to, transit signal priority, queue jumpers, exclusive transit lanes, transit ways, use of freeway shoulders, and direct access ramps to freeway HOV facilities.

Mira Mesa Community Plan

Most of the Project study area is located within the Mira Mesa Community Plan (City 1992, as amended). Within the Project study area, the Mira Mesa community planning area includes the area west of the centerline of I-15. Mira Mesa Community Plan land use designations for the Project build alternatives include Residential, Commercial, Open Space, and Miramar College (refer to Figure 2.1-2). The Mira Mesa Community Plan identifies the issues and goals of the community in a series of elements that include sensitive resources and open space system, transportation system, park and recreation facilities, community facilities, residential land use, industrial land use, commercial land use, Carroll Canyon Master Plan Area, and development criteria. The relevant element of the plan, the Transportation System Element, is summarized below.

Transportation System Element

The Transportation System Element discusses the goals and policies with regard to transportation, including transit, pedestrian facilities, and bikeway and trail systems, in the community. The goals of this element include:

- An efficient and environmentally sensitive transportation system.
- A transportation system that provides convenient linkages to the community's activity centers and the rest of the metropolitan region.
- A transportation system that maximizes the opportunities for transit use.
- A system of bikeways and pedestrian facilities that will encourage bicycling and walking as means of transportation.

Scripps Miramar Ranch Community Plan

A portion of the Project study area is located within the Scripps Miramar Ranch Community Plan (City 1978, as amended). This portion of the Project study area includes most of the area east of the centerline of I-15 (the northbound lanes of the freeway and eastward). Land use designations for the Project build alternatives in the Scripps Miramar Ranch Community Plan include Residential, and Commercial and Office (refer to Figure 2.1-3). The Scripps Miramar Ranch Community Plan identifies the issues and goals of the community in a series of elements that include residential; commercial; industrial; parks, recreation and open space; school; public facilities and services; transportation; community environment; social needs; design; and implementation. One of the overall goals of the community plan is to provide an efficient transportation system for vehicular, bicycle, equestrian, and pedestrian traffic within the community, with multiple access routes to the greater metropolitan area. The relevant element of the plan, the Transportation Element, is summarized below.

Transportation Element

The goal of the Transportation Element is similar to the overall community plan goal stated above: provide an efficient and aesthetically pleasing transportation system for vehicular, bicycle, equestrian, and pedestrian traffic within the community and to the greater metropolitan area. Relevant objectives are listed below:

- Alleviate current traffic congestion and prevent chronic congestion in the future, particularly for access to and from I-15.
- Encourage and facilitate the use of public transit, carpools and bicycles within and outside the community in conjunction with ongoing citywide programs.

Miramar Ranch North Community Plan

The northeastern-most corner of the Project study area lies within the area addressed in the Miramar Ranch North Community Plan (City 1980, as amended). This area encompasses only a small portion of the Galvin Avenue Alternative site. The applicable land use designation for the Project in the Miramar Ranch North Community Plan includes Residential (refer to Figure 2.1-3). The Miramar Ranch North Community Plan identifies the goals and issues of the community in a series of elements that include transportation, residential, industrial, commercial, parks and recreation, public services, community social, design, sensitive lands/open space, and implementation. The relevant element of the plan, the Transportation Element, is summarized below.

Transportation Element

The overall goal of the Transportation Element is to construct and maintain an adequate system for vehicular, transit, bicycle, and pedestrian circulation within the community, while providing adequate access to the larger San Diego region. Key applicable objectives include:

- Ensure sufficient capacity on the I-15 interchanges and on-site roadway to handle traffic generated by the community.
- Provide transit alternatives to private vehicular travel.

Comprehensive Land Use Plan for MCAS Miramar

The Project site is located within the Airport Influence Area (AIA) identified in the CLUP for the MCAS Miramar (San Diego County Regional Airport Authority 2004) and is affected by routine over-flights of military fixed and rotary-wing aircraft traveling to and from MCAS Miramar. The CLUP is an advisory document that is designed to protect the airport from land use incompatibilities and provide criteria for addressing growth surrounding the airport. SANDAG, the Airport Land Use Commission (ALUC) at the time, adopted the CLUP for the air station in 1992 when the airport was a naval installation. Since 1992, the air station has been realigned for U.S. Marine Corps (USMC) use, and revised noise contours were presented in the base realignment environmental document (USMC 1996). The Project site is not located within the previous or revised noise contours. The Project site also is not located within the Accident Potential Zones (APZs) identified in the CLUP, which are areas surrounding airports that are subject to potential aircraft accidents due to proximity of flight patterns. The San Diego County Regional Airport Authority (Airport Authority) was created by state legislation via Assembly Bill

93 that became effective January 1, 2003. The Airport Authority was designated the ALUC for all airports in San Diego County. Subsequently, the 1992 CLUP was amended in 2004 to (1) replace SANDAG's ALUC policies with the Airport Authority's policies relating to ALUC duties and responsibilities; and (2) make certain minor technical modifications. According to the CLUP, public R/W is compatible with aircraft noise levels up to 80 decibels.

Multiple Species Conservation Program

The City of San Diego, the County of San Diego, U.S. Fish and Wildlife Service (USFWS), California Department of Fish and Game (CDFG), and other local jurisdictions joined together in the late 1990s to develop the Multiple Species Conservation Program (MSCP). The MSCP is a comprehensive, long-term habitat conservation plan that addresses the needs of multiple species by identifying key areas for preservation as open space in order to link core biological areas into a regional wildlife preserve.

The City adopted its MSCP Subarea Plan (Subarea Plan) in March 1997 to meet the requirements of the Natural Community Conservation Program (NCCP) Act of 1991, the federal ESA, and the California ESA. The Subarea Plan regulates effects on natural communities throughout the City and identifies preserve areas within the City as the Multi-Habitat Planning Area (MHPA). The Proposed Project is located within the City's MSCP Subarea Plan, but not within the MHPA.

Environmental Consequences

Hillery Drive Alternative

Consistency with the Transportation Element of the Regional Comprehensive Plan for the San Diego Region

The Hillery Drive Alternative would contribute to implementation of the goals presented in the RCP, as it would reduce traffic congestion along some Project area roadways, intersections and I-15 interchanges at Mira Mesa Boulevard and Carroll Canyon Road by providing a DAR to the I-15 Managed Lanes facility from Hillery Drive (refer to Tables 2.5-6 and 2.5-7 in Subchapter 2.5, Traffic and Transportation/Pedestrian and Bicycle Facilities). Instead of using the aforementioned interchanges (and roadway segments and intersections leading to and from these interchanges), buses and carpools entering and exiting the I-15 Managed Lanes facility would utilize the DAR.

The Hillery Drive Alternative also would be consistent with key policy objectives of the Transportation Element of the RCP. The Hillery Drive Alternative would include the construction of a DAR adjacent to an approved transit center (Mira Mesa/Miramar College Transit Center), which would provide a convenient and efficient way to travel via bus or carpool. Transit or HOV users at the approved transit center could utilize the DAR to directly access the Managed Lanes, as opposed to longer travel times on surrounding local roadways to access the freeway. This would also serve to improve the quality of transit service in the Project area. The proposed DAR would result in better overall mobility through provision of a direct connection for HOV and transit vehicles to the I-15 Managed Lanes facility. The proposed improvements would reduce traffic congestion along portions of Mira Mesa Boulevard, Carroll Canyon Road, and I-15 interchanges with Mira Mesa Boulevard and Carroll Canyon Road (refer to Tables 2.5-6 and

2.5-7 in Subchapter 2.5, Traffic and Transportation/Pedestrian and Bicycle Facilities). Accordingly, the Hillery Drive Alternative would be consistent with the Transportation Element of the RCP.

Consistency with the Regional Transportation Plan

As previously stated, the 2030 RTP (SANDAG 2007) includes major transit capital projects, including DARs. The RTP identifies DARs as part of the region's Managed Lane/HOV network and identifies DARs as features along the I-15 corridor within the Project area. The Hillery Drive Alternative would comply with applicable RTP policy goals and objectives. Delay times for vehicles to enter and exit I-15 from Mira Mesa Boulevard would be reduced with implementation of the Hillery Drive Alternative. (Refer to Table 2.5-7 in Subchapter 2.5, Traffic and Transportation/Pedestrian and Bicycle Facilities). This would improve mobility through the Project area and improve accessibility to major activity centers in the Project area, such as Mira Mesa Market Center, Miramar College, and other shopping centers, as well as nearby residences. The Hillery Drive Alternative would provide a direct connection for HOV and transit vehicles to the I-15 Managed Lanes facility in an area that contains supporting and compatible land uses. The efficiency and safety of the Project area's transportation system would be improved as some traffic trips entering and exiting I-15 would be redirected from congested freeway interchanges, roadway segments and intersections, as a result of the DAR. The DAR also would increase transit and HOV opportunities by providing a direct connection to the I-15 Managed Lanes facility. As discussed in Subchapters 2.14, Natural Communities, and 2.16, Threatened and Endangered Species, the Hillery Drive Alternative has been designed to avoid effects on biological resources. Therefore, the Hillery Drive Alternative would be consistent with the RTP.

Consistency with the Regional Transportation Improvement Program

The Hillery Drive Alternative would be consistent with the project description provided in the RTIP. The 2006 RTIP, as amended, (SANDAG 2007), includes DARs within the South Segment of the I-15 Managed Lanes as MPO ID CAL18B. The Hillery Drive Alternative would therefore be consistent with the RTIP.

Consistency with the Mobility Element of the City of San Diego General Plan

The Hillery Drive Alternative would be consistent with applicable policies contained in the Mobility Element (listed above under Affected Environment). The proposed DAR would provide a direct connection for HOV and transit vehicles to the I-15 Managed Lanes facility and would facilitate transit operations. Construction of a DAR adjacent to an approved transit center (Mira Mesa/Miramar College Transit Center) would provide additional opportunities for increased transit ridership, transit service accessibility, and connectivity in a higher-density, mixed-use area. Additionally, the Hillery Drive Alternative would include a DAR, which is a transit priority measure specifically listed in policy ME-B.10. The Hillery Drive Alternative would therefore be consistent with the Mobility Element.

Consistency with the Mira Mesa Community Plan

As previously stated, implementation of the Hillery Drive Alternative would reduce traffic congestion at the I-15/Mira Mesa Boulevard and I-15/Carroll Canyon Road interchanges, as well as along roadway segments of Mira Mesa Boulevard and Carroll Canyon Road and some intersections in the Project area (see Tables 2.5-6 and 2.5-7 in Subchapter 2.5, Traffic and Transportation/Pedestrian and Bicycle Facilities). The DAR would provide a direct connection for

HOV and transit vehicles to the I-15 Managed Lanes facility that would provide linkages to the Project area's major activity centers. In addition, the DAR would be constructed adjacent to the approved Mira Mesa/Miramar College Transit Center, which would increase opportunities for transit use. Bicycle lanes and sidewalks would be provided along portions of both sides of Hillery Drive, from Westview Parkway to its cul-de-sac. These facilities would connect to the existing pedestrian promenade adjacent to the Hillery Drive cul-de-sac and would increase opportunities for bicycling and walking in the Project area. The Hillery Drive Alternative would therefore be consistent with the Transportation System Element of the Mira Mesa Community Plan.

In addition, the Hillery Drive Alternative would be consistent with Mira Mesa Community Plan land use designations. The Hillery Drive Alternative site is designated as Residential, Commercial and Miramar College (refer to Figure 2.1-2). The Hillery Drive Alternative, which entails a transportation facility consisting of structures within or abutting existing roadways, would not conflict with applicable land use designations.

Consistency with the Scripps Miramar Ranch Community Plan

As stated above, the Hillery Drive Alternative would reduce traffic congestion at the I-15/Mira Mesa Boulevard and I-15/Carroll Canyon Road interchanges, as well as along roadway segments of Mira Mesa Boulevard and Carroll Canyon Road and some intersections in the Project area (refer to Tables 2.5-6 and 2.5-7 in Subchapter 2.5, Traffic and Transportation/ Pedestrian and Bicycle Facilities). Provision of a DAR, particularly adjacent to an approved transit center, would encourage use of public transit and carpooling. As such, the Hillery Drive Alternative would be consistent with the Transportation Element of the Scripps Miramar Ranch Community Plan.

Additionally, because the portion of the Hillery Drive Alternative site that is located within the Scripps Miramar Ranch Community Plan includes only the I-15, the Hillery Drive Alternative would not conflict with land use designations of the Scripps Miramar Ranch Community Plan (refer to Figure 2.1-3).

Consistency with the CLUP for MCAS Miramar

The Project site is located within the AIA for the CLUP, but is not within a designated APZ or noise contour associated with the airport. Furthermore, the Project consists of a transportation improvement within public R/W, which is compatible with aircraft noise levels up to 80 decibels. Based on the Project's distance from MCAS Miramar (approximately 2.4 km) [1.5 mi]) and location outside of identified airport noise contours, the Hillery Drive Alternative would be a compatible land use.

Consistency with the MSCP

As discussed in subchapters 2.14, Natural Communities, implementation of the Hillery Drive Alternative would not impact sensitive biological resources that are protected under the MSCP. Thus, the Hillery Drive Alternative would not conflict with the MSCP.

<u>Galvin Avenue Alternative</u>

Consistency with the Transportation Element of the Regional Comprehensive Plan for the San Diego Region

The Galvin Avenue Alternative would contribute to implementation of the goals presented in the RCP. Implementation of the Galvin Avenue Alternative would reduce traffic congestion along some Project area roadways, intersections and I-15 interchanges at Mira Mesa Boulevard and Carroll Canyon Road by providing a DAR to the I-15 Managed Lanes facility (refer to Tables 2.5-8 and 2.5-9 in Subchapter 2.5, Traffic and Transportation/Pedestrian and Bicycle Facilities). Some HOV and transit vehicles that would otherwise use existing access routes and freeway interchanges would be redirected to the proposed DAR.

The Galvin Avenue Alternative also would be consistent with key policy objectives identified above. The Galvin Avenue Alternative would include the construction of a DAR and an adjacent, connected transit center. This would improve connectivity of multi-modal transportation facilities, provide a convenient and efficient way to travel via bus or carpool, and improve the quality of transit service in the Project area. The proposed DAR also would result in better overall mobility through provision of a direct connection for HOV and transit vehicles to the I-15 Managed Lanes facility. Therefore, the Galvin Avenue Alternative would be consistent with the Transportation Element of the RCP.

Consistency with the Regional Transportation Plan

The 2030 RTP (SANDAG 2007) includes major transit capital projects, including DARs. The RTP identifies DARs as part of the region's Managed Lane/HOV network and identifies DARs as features along the I-15 corridor within the Project area. The Galvin Avenue Alternative would comply with applicable RTP policy goals and objectives. Delay times for vehicles entering and exiting I-15 from Mira Mesa Boulevard would be reduced with implementation of the Galvin Avenue Alternative, resulting in improved mobility through the Project area and accessibility to major activity centers and residences in the Project area (refer to Table 2.5-9 in Subchapter 2.5, Traffic and Transportation/Pedestrian and Bicycle Facilities). The Galvin Avenue Alternative would provide a direct connection for HOV and transit vehicles to the I-15 Managed Lanes facility in an area that contains supporting and compatible land uses. The efficiency and safety of the Project area's transportation system would be improved as some traffic trips entering and exiting I-15 would be redirected from congested freeway interchanges, roadway segments and intersections, as a result of the DAR. The DAR also would increase transit and HOV opportunities by providing a direct connection from local streets and a proposed transit center to the I-15 Managed Lanes facility. Therefore, the Galvin Avenue Alternative would be consistent with the RTP.

Consistency with the Regional Transportation Improvement Program

The Galvin Avenue Alternative would be consistent with the project description provided in the RTIP. The 2006 RTIP, as amended (SANDAG 2007), includes DARs within the South Segment of the I-15 Managed Lanes as MPO ID CAL18B. The Galvin Avenue Alternative would therefore be consistent with the RTIP.

Consistency with the Mobility Element of the City of San Diego General Plan

The Galvin Avenue Alternative would be consistent with applicable policies contained in the Mobility Element. The proposed DAR would provide a direct connection to the I-15 Managed Lanes facility for HOV and transit vehicles. This alternative also would facilitate transit operations, as it would include construction of an adjacent transit center that would directly connect to the DAR. The DAR and transit center would provide additional opportunities for increased transit ridership, transit service accessibility, and connectivity in a higher-density,

mixed-use area. Additionally, the Galvin Avenue Alternative would include a DAR, which is a transit priority measure specifically listed in policy ME-B.10. The Galvin Avenue Alternative would therefore be consistent with the Mobility Element.

Consistency with the Mira Mesa Community Plan

As previously stated, implementation of the Galvin Avenue Alternative would reduce traffic congestion at the I-15/Mira Mesa Boulevard and I-15/Carroll Canyon Road interchanges; along roadway segments of Mira Mesa Boulevard, Black Mountain Road, and Carroll Canyon Road; and at some intersections in the Project area (refer to Tables 2.5-8 and 2.5-9 in Subchapter 2.5, Traffic and Transportation/Pedestrian and Bicycle Facilities). The DAR would provide a direct connection for HOV and transit vehicles to the I-15 Managed Lanes facility that would provide linkages to the Project area's major activity centers. In addition, a transit center would be constructed that would directly connect to the proposed DAR, which would increase opportunities for transit use. Sidewalks would be provided along portions of the transit center access road and Galvin Avenue bridge access road sides, which would provide pedestrian linkages. The Galvin Avenue Alternative would therefore be consistent with the Transportation Element of the Mira Mesa Community Plan.

The Galvin Avenue Alternative would not conflict with applicable land use designations of the Mira Mesa Community Plan. The Galvin Avenue Alternative site is designated as Residential, Commercial and Open Space (refer to Figure 2.1-2). The Open Space area is located at the very northwestern corner adjacent to I-15 and no Project development is proposed within this area. The proposed transportation facilities would not conflict with land use designations since roadways and related transportation facilities are compatible uses within Residential and Commercial areas.

Consistency with the Scripps Miramar Ranch Community Plan

As stated above, the Galvin Avenue Alternative would reduce traffic congestion at the I-15/Mira Mesa Boulevard and I-15/Carroll Canyon Road interchanges, along roadway segments of Mira Mesa Boulevard Black Mountain Road, and Carroll Canyon Road, and some intersections in the Project area (refer to Tables 2.5-8 and 2.5-9 in Subchapter 2.5, Traffic and Transportation/Pedestrian and Bicycle Facilities). Provision of a DAR connected to a transit center would encourage use of public transit and carpooling. The Galvin Avenue Alternative would therefore be consistent with the Transportation Element of the Scripps Miramar Ranch Community Plan.

Additionally, the Galvin Alternative would not conflict with applicable land use designations of the Scripps Miramar Ranch Community Plan, which include Residential and Commercial (refer to Figure 2.1-3). The Project features within these areas would consist of road realignments (portion of Erma Road and Mira Mesa Boulevard ramps) and widening of the Mira Mesa Boulevard undercrossing, which consist of existing roadway facilities.

Consistency with the Miramar Ranch North Community Plan

The Galvin Avenue Alternative would be consistent with the Transportation Element of the Miramar Ranch North Community Plan for the same reasons discussed above for the Scripps Miramar Ranch Community Plan.

The Galvin Avenue Alternative would not conflict with applicable land use designations of the Miramar Ranch North Community Plan, which includes Residential. This area is located at the very northeastern corner of the Galvin Avenue Alternative site, where no Project development would occur.

Consistency with the CLUP for MCAS Miramar

The Galvin Avenue Alternative would be compatible with the CLUP for the same reasons discussed above for the Hillery Drive Alternative.

Consistency with the MSCP

As discussed in subchapters 2.14, Natural Communities, implementation of the Galvin Avenue Alternative would not impact sensitive biological resources that are protected under the MSCP. Thus, the Galvin Avenue Alternative would not conflict with the MSCP.

No Build Alternative

The No Build Alternative assumes that a DAR connecting the I-15 Managed Lanes facility with the local street system and transit facilities in the Mira Mesa/Scripps Miramar Ranch communities would not be constructed. Project objectives would not be met with implementation of the No Build Alternative. Accordingly, the No Build Alternative would not comply with policies contained in SANDAG's RCP, RTP, and RTIP; and the City's General Plan and Mira Mesa, Scripps Miramar Ranch, and Miramar Ranch North community plans.

Avoidance, Minimization and/or Mitigation Measures

Hillery Drive Alternative

Because the Hillery Drive Alternative would be consistent with relevant land use plans, no avoidance, minimization and/or mitigation measures are required.

Galvin Avenue Alternative

The Galvin Avenue Alternative would not conflict with land use designations in the City's Mira Mesa Community Plan; therefore no avoidance, minimization and/or mitigation measures are required.

No Build Alternative

The No Build Alternative would not comply with SANDAG's RCP, RTP, and RTIP, and would not be consistent with the City's General Plan and Mira Mesa, Scripps Miramar Ranch, and Miramar Ranch North community plans. Nonetheless, as no action is proposed, no avoidance, minimization or mitigation measures are required for this alternative.

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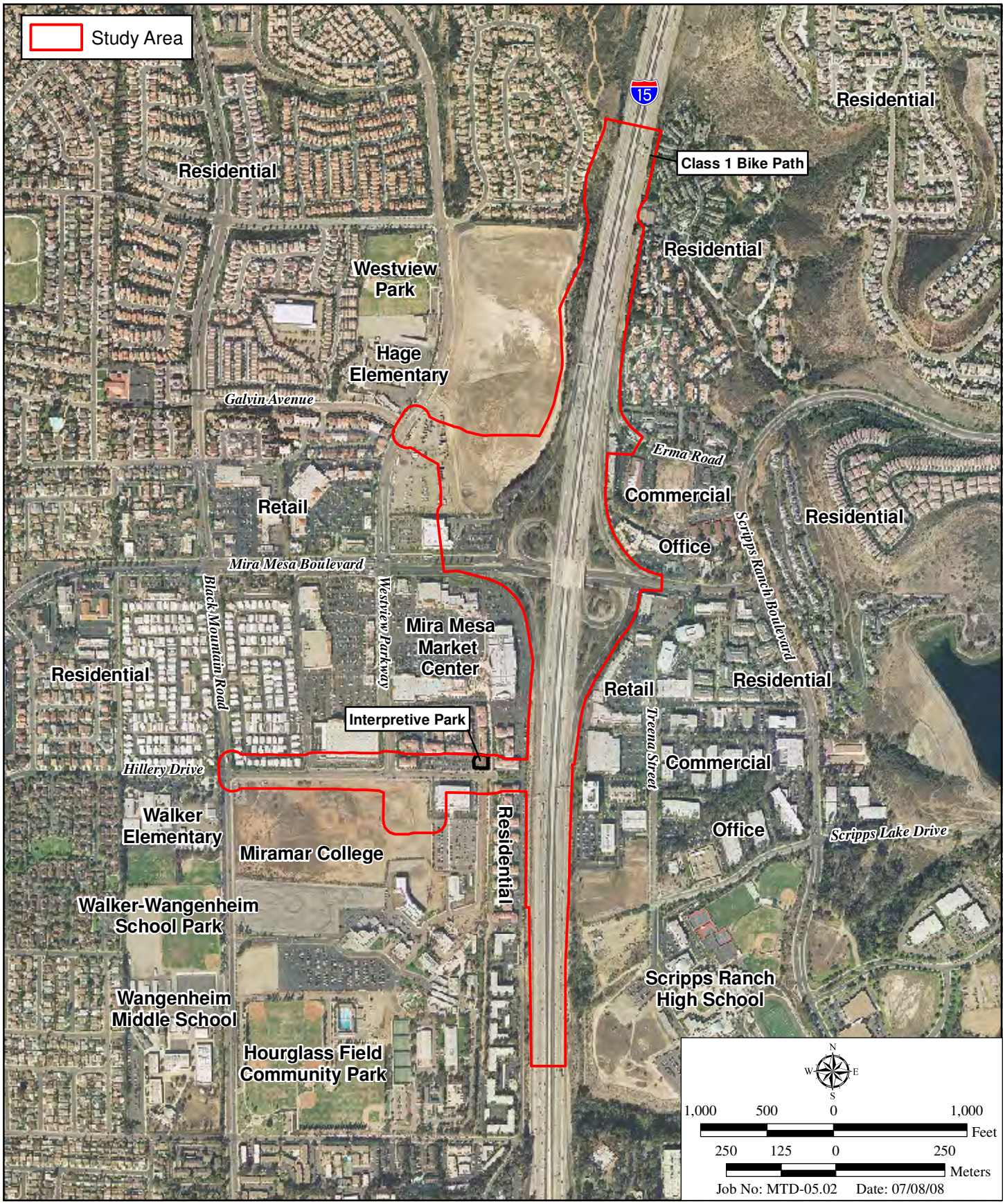

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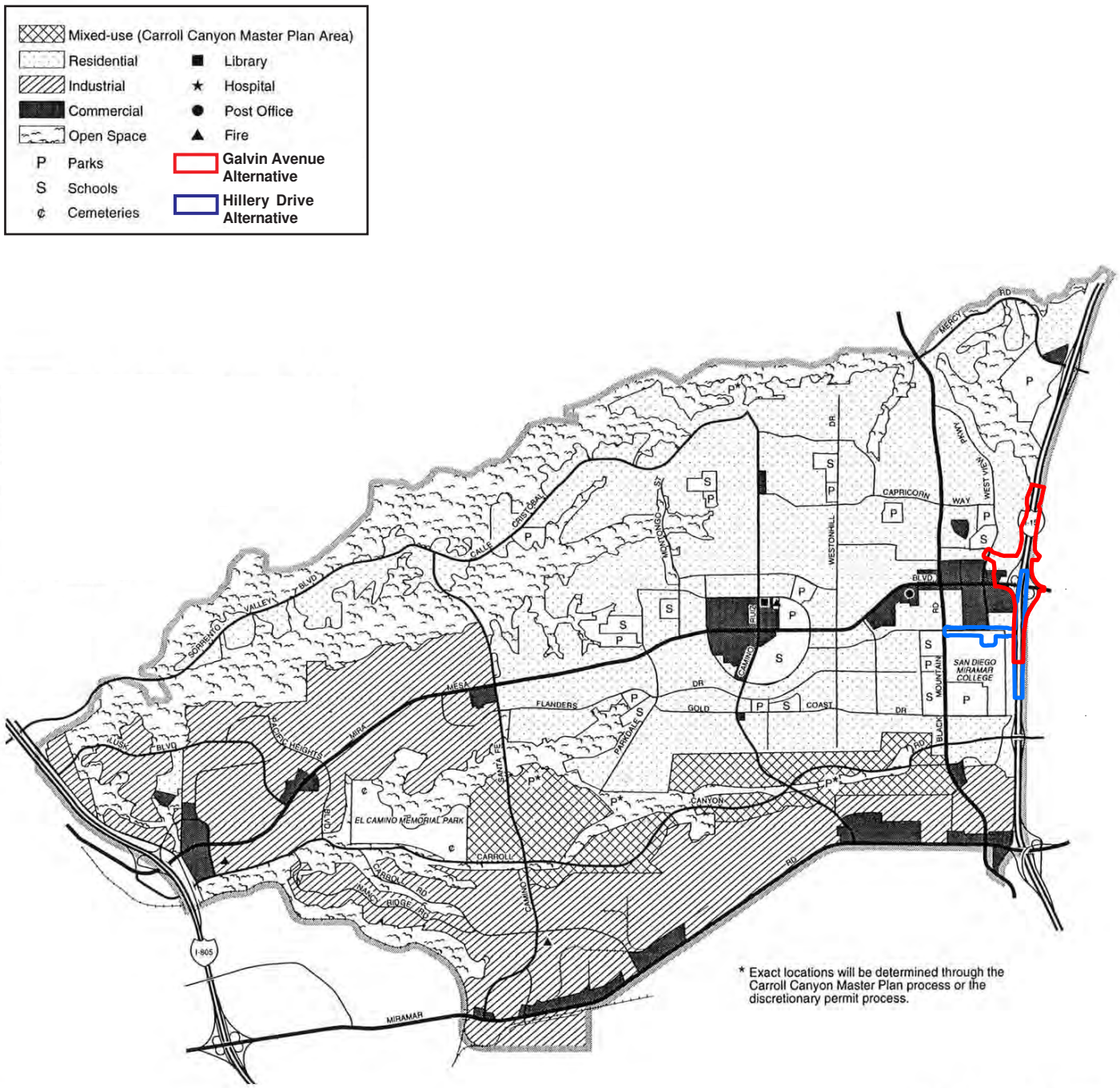
Existing Land Uses

MIRA MESA/SCRIPPS RANCH DAR PROJECT EIR/EA

Figure 2.1-1



Source: Mira Mesa Community Plan

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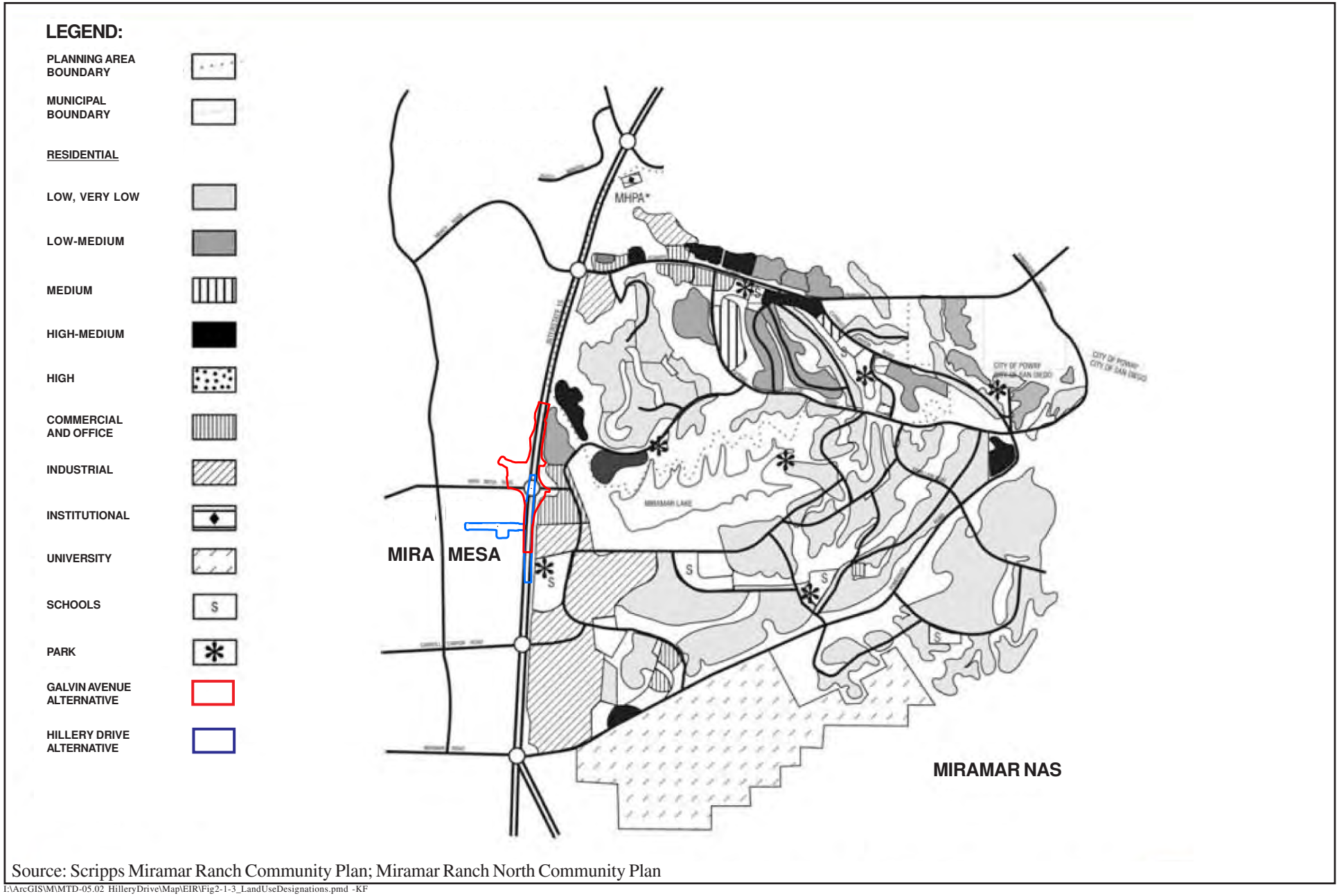
Mira Mesa Community Plan Land Use Designations

MIRA MESA/SCRIPPS RANCH DAR PROJECT EIR/EA

Figure 2.1-2



Source: Scripps Miramar Ranch Community Plan; Miramar Ranch North Community Plan

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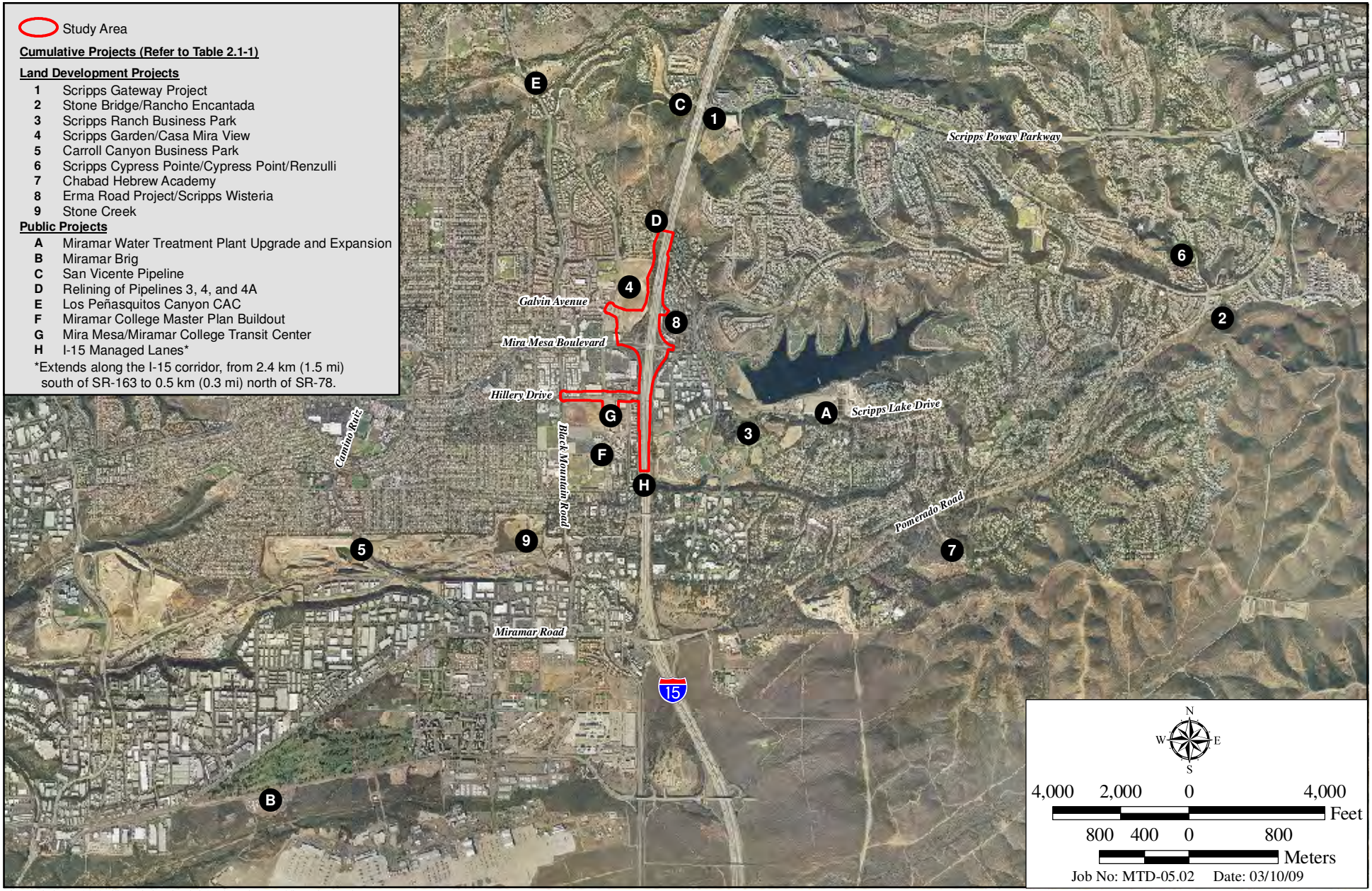
Scripps Miramar Ranch/Miramar Ranch North Community Plans Land Use Designations

MIRA MESA/SCRIPPS RANCH DAR PROJECT EIR/EA

Figure 2.1-3



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Land Development and Public Projects in the Project Area

MIRA MESA/SCRIPPS RANCH DAR PROJECT EIR/EA

Figure 2.1-4

2.2 GROWTH

2.2.1 Regulatory Setting

The Council on Environmental Quality (CEQ) regulations, which implement NEPA, require evaluation of the potential environmental consequences of all proposed federal activities and programs. This provision includes a requirement to examine indirect consequences, which may occur in areas beyond the immediate influence of a proposed action and at some time in the future. The CEQ regulations, 40 Code of Federal Regulations (CFR) 1508.8, refer to these consequences as secondary impacts. Secondary impacts may include changes in land use, economic vitality, and population density, which are all elements of growth.

CEQA also requires the analysis of a project's potential to induce growth. CEQA guidelines, Section 15126.2(d), require that environmental documents "…discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment…"

2.2.2 Affected Environment

The Project site is located within the Mira Mesa and Scripps Miramar Ranch communities, which contain a mixture of land uses at varying intensities. The Mira Mesa community (west of I-15) contains a substantial residential base, as well as major employment centers, shopping centers, diverse restaurants, and supporting public facilities. The Scripps Miramar Ranch community (east of I-15) primarily consists of single-family residential neighborhoods, with higher-density multi-family residential developments, industrial/business parks, and commercial retail centers near I-15.

The Project was evaluated at the regional level (i.e., San Diego County), sub-regional level (i.e., North City Major Statistical Area [MSA]) and local level (i.e., census tracts [CTs]) in the Community Impact Assessment (CIA) prepared for the project (*Community Impact Assessment for the Proposed Mira Mesa/Scripps Ranch Direct Access Ramp*, October 1, 2008). The CIA used CT 83.59 as the study area for the Hillery Drive Alternative and CT 83.54 as the study area for the Galvin Avenue Alternative.

The population of the Hillery Drive Alternative study area was 3,061 in the year 2000. By 2030, the Hillery Drive Alternative study area is expected to add 444 housing units and 1,153 residents (a 31-percent increase in housing units and a 38-percent increase in population), which represents much slower growth than that anticipated in the Galvin Avenue Alternative study area, the North City MSA and the County (*Community Impact Assessment for the Proposed Mira Mesa/Scripps Ranch Direct Access Ramp*, October 1, 2008).

For the Galvin Avenue Alternative study area, the population in 2000 was approximately 5,108 residents, and the population is projected to increase 113 percent, to almost 10,900 residents by 2030 (*Community Impact Assessment for the Proposed Mira Mesa/Scripps Ranch Direct Access Ramp*, October 1, 2008). The population increase is primarily attributable to the proposed multi-family residential development (Casa Mira View) on the vacant, graded parcels along Westview Parkway, between Mira Mesa Boulevard and Capricorn Way. These homes would provide more housing for the increasing population in the Mira Mesa area. The anticipated 113-percent population growth increase in the Galvin Avenue Alternative study area will be faster than the expected population growth in the North City MSA (32-percent increase) and the County (42-percent increase). Similarly, the number of housing units between the years

2000 and 2030 is expected to increase by 1,808 (98 percent), which is greater than the North City MSA (22 percent) and County (33 percent).

Table 2.2-1 presents a summary of growth forecasts within the Project build alternative study areas in comparison to the North City MSA and County.

Table 2.2-1
SUMMARY OF GROWTH FORECASTS

Economic Data	2000	2010	2030	Change Between 2000 and 2030	
				Number	Percent
Hillery Drive Alternative (Census Tract 83.59)					
Total Population	3,061	3,998	4,214	1,153	38
Total Housing Units	1,415	1,830	1,859	444	31
Total Employment	N/A	1,923	1,923	N/A	N/A
Galvin Avenue Alternative (Census Tract 83.54)					
Total Population	5,108	5,792	10,897	5,789	113
Total Housing Units	1,843	2,099	3,651	1,808	98
Total Employment	N/A	413	557	N/A	N/A
North City MSA					
Total Population	658,877	751,787	872,326	213,449	32
Total Housing Units	268,099	298,181	328,220	60,121	22
Total Employment	327,808	602,181	678,975	351,167	107
San Diego County					
Total Population	2,813,833	3,245,279	3,984,752	1,170,920	42
Total Housing Units	1,040,149	1,174,180	1,383,803	343,654	33
Total Employment	1,241,258	1,573,742	1,913,682	672,424	54

Sources: SANDAG's 2030 Regional Growth Forecast Update, September 2006
Community Impact Assessment for the Proposed Mira Mesa/Scripps Ranch Direct Access Ramp Project, October 1, 2008.
N/A = not available

2.2.3 Environmental Consequences

This section evaluates the potential for the Project build alternatives and No Build Alternative to result in impacts related to growth in the Project area. The assessment is based on the first-cut screening analysis in the Department's *Guidance for Preparers of Growth-related, Indirect Impact Analyses* (Department 2008). The first-cut screening analysis examines the Project's potential to change accessibility, as well as the type of transportation project, project location (e.g., urban, suburban or rural), and growth pressure, as factors influencing the likelihood of growth-related impacts.

Hillery Drive Alternative

Accessibility

Accessibility reflects both the attractiveness of potential destinations and ease of reaching them, which, in turn, are related to land use and circulation issues.

Construction of the Hillery Drive Alternative would not reduce or remove any physical barrier to growth. This alternative would improve access to the I-15 Managed Lanes facility for transit and

HOVs within the Project area, but would not provide access to previously inaccessible areas. Thus, although access would be modified, the Hillery Drive Alternative would not influence growth because it would redirect trips away from existing freeway interchanges.

Project Type

The type of transportation project is an important screening factor in determining whether a transportation project could cause growth-related impacts. Certain types of transportation projects are more apt to promote growth, such as a new road, interchange or bypass. Other transportation project types are not likely to influence growth, including widening existing lanes, pavement rehabilitation, and culvert work.

The Hillery Drive Alternative consists of the construction of a DAR to connect the I-15 Managed Lanes facility with the local street system and transit facilities in the Mira Mesa and Scripps Miramar Ranch communities. The proposed improvements would occur on existing transportation facilities and would help reduce traffic delays at I-15 on-ramps, roadway segments and intersections within the Project area (refer to Subchapter 2.5, Traffic and Transportation/Pedestrian and Bicycle Facilities).

Project Location

Project location (i.e., urban, urban/suburban fringe, suburban, or rural) is another screening factor that can be used in combination with other factors when considering whether a transportation project could cause growth-related impacts. The Hillery Drive Alternative site is located within a developed urban area. Transportation projects in these types of areas have a relatively low potential to cause growth-related impacts because of the area's built-out land use pattern and/or because resources of concern may not be present.

Growth Pressure

The Mira Mesa and Scripps Miramar Ranch communities near the Hillery Drive Alternative site are mostly developed. Major commercial, office, institutional (i.e., Miramar College and public schools), and residential developments have been built in the vicinity since construction of I-15. There are some undeveloped lands in the vicinity, most of which are planned for residential development and additional institutional uses (i.e., buildout of Miramar College), in accordance with applicable land use plans.

Overall Potential for Growth-related Impacts

Overall, consideration of factors such as changes in accessibility, type of transportation project, urban/suburban/rural project location, and growth pressure lead to the conclusion that there is little or no potential to influence growth and consequent reasonably foreseeable growth-related impacts. Moreover, this alternative supports SANDAG's RCP "Smart Growth" principles through provision of multi-modal transportation facilities to serve higher density, mixed-uses along a freeway corridor. As discussed earlier, land uses on the west of I-15 consist of major activity centers, such as the Mira Mesa Market Center, other shopping centers, Miramar College, and park-and-ride facilities, as well as multi-family residential developments. Consequently, the Hillery Drive Alternative would not be expected to influence the overall amount, type, location, or timing of reasonably foreseeable growth in the Project area.

Galvin Avenue Alternative

Accessibility

Construction of the Galvin Avenue Alternative would not reduce or remove any barriers to growth. As with the Hillery Drive Alternative, this alternative would improve access to the I-15 Managed Lanes facility for transit and HOVs within the Project area, but would not provide access to previously inaccessible areas. Changes in accessibility due to implementation of the Galvin Avenue Alternative would not influence growth for the same reasons discussed above for the Hillery Drive Alternative.

Project Type

The proposed DAR under the Galvin Avenue Alternative would also connect the I-15 Managed Lanes facility with the local street system and transit facilities in the Mira Mesa and Scripps Miramar Ranch communities. The proposed improvements would occur on vacant land planned for development and would help reduce traffic delays at I-15 on-ramps, roadway segments and intersections within the Project area.

Project Location

The Galvin Avenue Alternative site is located within a developed urban area. As discussed above, transportation projects in these types of areas have a relatively low potential to cause growth-related impacts because of the area's mostly built-out land use pattern and/or because resources of concern may not be present.

Growth Pressure

The Mira Mesa and Scripps Miramar Ranch communities near the Galvin Avenue Alternative site are mostly developed. Major commercial, office, institutional, and residential developments have been built in the vicinity since construction of I-15. There are some undeveloped lands in the vicinity, which are planned and designated in applicable land use plans for residential development. The Galvin Avenue Alternative would occur on three of these parcels planned for future residential development. Implementation of this alternative therefore could potentially inhibit planned growth within the Galvin Avenue Alternative site. Planned growth within the surrounding community would be expected to continue, pursuant to development controls within applicable land use plans. The Galvin Avenue Alternative, therefore, would not influence growth in the Project area.

Overall Potential for Growth-related Impacts

Given the changes in accessibility, type of transportation project, urban/suburban/rural project location, and growth pressure, the Galvin Avenue Alternative has little or no potential to influence growth and consequent reasonably foreseeable growth-related impacts. As with the Hillery Drive Alternative, this alternative supports SANDAG's RCP "Smart Growth" principles because it would provide a multi-modal transportation facility to serve higher density land uses along the I-15 corridor. The Galvin Avenue Alternative therefore would not be expected to influence the overall amount, type, location, or timing of reasonably foreseeable growth in the Project area.

No Build Alternative

Under the No Build Alternative, the proposed DAR and associated Project features would not be constructed. No changes to accessibility would occur, and therefore no growth-related impacts would result.

2.2.4 Avoidance, Minimization and/or Mitigation Measures

Because no growth-related impacts would occur under the Project build alternatives or No Build Alternative, no avoidance, minimization or mitigation measures would be required.

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2.3 COMMUNITY IMPACTS

2.3.1 Community Character and Cohesion

Regulatory Setting

NEPA established that the federal government use all practicable means to ensure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings [42 U.S.C. 4331(b)(2)]. The FHWA in its implementation of NEPA [23 U.S.C. 109(h)] directs that final decisions regarding projects are to be made in the best overall public interest. This requires taking into account adverse environmental impacts, such as destruction or disruption of human-made resources, community cohesion, and the availability of public facilities and services.

Under CEQA, an economic or social change by itself is not to be considered a significant effect on the environment. However, if a social or economic change results in a physical change, then social or economic change may be considered in determining whether the physical change is significant. Since this Project would result in physical change to the environment, it is appropriate to consider changes to community character and cohesion in assessing the significance of the Project's effects.

Affected Environment

A *Community Impact Assessment for the Proposed Mira Mesa/Scripps Ranch Direct Access Ramp Project* (CIA) was prepared for the Project (October 1, 2008) evaluating the current land use, social, economic, community facilities, and growth conditions within the Project area and the larger socioeconomic study area. The analysis presented in this subchapter is based on the CIA, along with other applicable data.

The Mira Mesa/Scripps Ranch DAR would serve the San Diego regional population, but community impacts would be more localized. To analyze the affected environment and potential impacts, the CIA relies on statistics from the 2000 U.S. Census, as well as SANDAG, the regional growth management agency for the San Diego area, which is responsible for preparing demographic and economic statistics and regional growth forecasts. SANDAG's demographic statistics are based on the 2000 U.S. Census, augmented by annual population and housing estimates that are developed in cooperation with local agencies and the California State Department of Finance. SANDAG data are available at the regional, sub-regional, community, and census tract level. The San Diego County region is divided into MSAs by SANDAG, which represent sub-regions within the County. The Project area is located within the North City MSA, which encompasses Del Mar, University, Mira Mesa, Miramar, Elliott-Navajo, Poway, North San Diego, and Kearny Mesa. At the community level, the Project area is located in the Mira Mesa Community Planning Area. Additionally, the Project site falls within CTs 83.54 and 83.59 (Figure 2.3-1).

Community Setting

The study areas of the Project alternatives are located within the Mira Mesa Community Planning Area, which encompasses an area of about 4,250 ha (10,500 ac). It is located in the north central portion of the City of San Diego, 26 km (16 mi) north of downtown San Diego, between the I-805 and I-15 corridors. It is bounded on the north by the City's designated Future Urbanizing Area, Los Peñasquitos Canyon and the surrounding communities of Torrey Hills,

Carmel Valley, Del Mar Mesa, and Rancho Peñasquitos; on the east by the Miramar Ranch North and Scripps Miramar Ranch communities; on the south by the Marine Corp Air Station (MCAS) Miramar; and on the west by the University and Torrey Pines communities. The study areas of the Project build alternatives are located on the eastern edge of the Mira Mesa Community Planning Area (refer to Figure 2.1-2).

The Mira Mesa community was established in the 1950s as a residential area for the nearby Naval Air Station at Miramar (subsequently realigned as MCAS Miramar). Since then, the community has been developed with a substantial base of industrial, commercial and residential land uses. The northern and central areas of the Mira Mesa community are generally residential, while the southern and southwestern areas of the community are more industrial in character. The western areas of the community (west of Camino Santa Fe) are developed with large commercial office and high-tech industrial land uses.

Mira Mesa Boulevard, a major thoroughfare, runs east to west, bisecting the community, and is lined with shopping, entertainment, restaurants, and office space uses. Relatively new commercial centers, including a movie theater complex and a number of popular stores and restaurants, are located near the I-15 intersection of Mira Mesa Boulevard. The community also has eight community parks, a teen center, a senior center, an ice arena, and an aquatic complex.

Hillery Drive Alternative Setting

The Hillery Drive Alternative site is located along Hillery Drive, between two buildings of the 427-unit Legacy Apartment complex. The 39-ha (97-ac) campus of Miramar College is located to the immediate southwest. A large community shopping center (Mira Mesa Market Center) is located to the north and northwest.

Galvin Avenue Alternative Setting

The Galvin Avenue Alternative site is characterized by graded, vacant land, and is immediately surrounded by graded, vacant land to the north and west, a Best Buy retail store and a park-and-ride lot to the south, and I-15 to the east. Single-family residential tract homes are located further north, and attached residential housing units are located along Galvin Avenue, west of Westview Parkway. A portion of the vacant land surrounding the Galvin Avenue Alternative site is currently used as a temporary construction storage yard for electrical utility equipment, power generators and large electrical utility construction trucks.

<u>Development Trends in the Project Area</u>

During the last 15 years, much commercial development has occurred along Mira Mesa Boulevard, near the two build alternative sites. The Mira Mesa Market Center, north of the proposed Hillery Drive Alternative site, includes the Home Depot/Albertsons center and the Mira Mesa Edwards Stadium Cinema center. The proposed Galvin Avenue Alternative site lies just north of a Best Buy store and east of a Ralphs shopping center.

<u>Demographic Characteristics</u>

From a demographic perspective, the study areas of the Project build alternatives differ in some respects from the San Diego region as a whole. Table 2.3-1 presents a demographic profile of the Project study areas, as well as the North City MSA and the entire San Diego region.

Demographic data was derived from the 2000 U.S. Census, and supplemented with recent and forecasted population growth through the year 2030, based on the most recent available data for CT 83.59 (the Hillery Drive Alternative study area) and CT 83.54 (the Galvin Avenue Alternative study area) (Figure 2.3-1).

Population

Based on the population data from the 2000 U.S. Census, there are 3,061 residents in the Hillery Drive Alternative study area and 5,108 residents in the Galvin Avenue Alternative study area. The North City MSA encompasses a large population of 658,877 residents, about 23 percent of the total 2,813,833 population of San Diego County.

Race and Ethnicity

In terms of race and ethnicity, approximately 42 percent of the residents in the Hillery Drive Alternative study area and 45 percent of the residents in the Galvin Avenue Alternative study area are White. By comparison, the North City MSA and the County of San Diego both record a higher proportion of White residents (68 percent and 55 percent, respectively). A notably higher percentage of the population is Asian and Pacific Islander in the Hillery Drive Alternative study area (30 percent) and the Galvin Avenue Alternative study area (39 percent), compared to the North City MSA and the County (15 percent and 12 percent, respectively). The Hillery Drive Alternative study area also reports more Black or African American residents (nine percent), compared to the Galvin Avenue Alternative study area (four percent), North City MSA (three percent) and County (six percent). The American Indian and Alaska Native population is a small percentage in the Hillery Drive Alternative study area (0.6 percent), the Galvin Avenue Alternative study area (0.1 percent) and North City MSA (0.3 percent), while representing 5.5 percent of the overall County population. Finally, the Hispanic population is a higher percentage of the Hillery Drive Alternative study area (13 percent) and lower percentage of the Galvin Avenue Alternative study area (seven percent), compared to the North City MSA and County (11 and 10 percent, respectively).

Table 2.3-1
PROJECT STUDY AREAS, NORTH CITY MSA AND SAN DIEGO COUNTY POPULATION, HOUSING AND EMPLOYMENT CHARACTERISTICS

Characteristic	Hillery Drive Alternative Study Area	Galvin Avenue Alternative Study Area	North City MSA	San Diego County
Total Population (2000 Census)	3,061	5,108	658,877	2,813,833
2010 Population Forecast (SANDAG)	3,998	5,792	751,787	3,245,279
Population percent change (2000-2010)	30.6%	13.4%	14.1%	15.3%
2030 Population Forecast (SANDAG)	4,214	10,897	872,326	3,984,753
Population percent change (2000-2030)	37.7%	113.3%	32.4%	41.6%
Gender (2000 Census)				
Male	51.6%	50.7%	49.7%	50.3%
Female	48.4%	49.3%	50.3%	49.7%
Age Distribution (2000 Census)				
Under 5 years	7.4%	8.7%	6.1%	7.1%
5 to 19	13.8%	17.8%	18.9%	21.8%
20 to 34	42.8%	32.1%	24.5%	24.0%
35 to 54	24.1%	32.8%	30.8%	28.8%

Table 2.3-1 (cont.)
PROJECT STUDY AREAS, NORTH CITY MSA AND SAN DIEGO COUNTY POPULATION, HOUSING AND EMPLOYMENT CHARACTERISTICS

Characteristic	Hillery Drive Alternative Study Area	Galvin Avenue Alternative Study Area	North City MSA	San Diego County
55 to 64	5.4%	7.5%	8.0%	7.3%
65+	6.6%	1.1%	11.7%	11.2%
Median Age (2000 Census)	28.8	31.9	35.3	33.2
Median Household Income (2000 Census)	$36,202	$82,723	$59,926	$47,067
Families Below Poverty Level (2000 Census)	10.3%	0.9%	4.0%	8.9%
Population 25+ yrs. College Grad (2000 Census)	25.6%	52.5%	54.6%	29.6%
Population 18-24 in College (2000 Census)	49.1%	40.4%	46.0%	29.2%
Population by Race & Ethnicity				
Non-Hispanic				
American Indian and Alaska Native	0.6%	0.1%	0.3%	5.5%
Asian and Pacific Islander	29.8%	38.9%	15.0%	11.8%
Black or African American	8.8%	4.3%	3.0%	5.5%
White	41.6%	45.3%	67.7%	55.0%
Other or Multiple Race	6.1%	4.4%	3.5%	12.6%
Hispanic	13.0%	7.0%	10.5%	9.6%
Language Spoken at Home (2000 Census)				
English only	57.9%	58.6%	74.0%	67.0%
Spanish	9.3%	3.0%	8.0%	21.9%
Asian Pacific Language	24.4%	30.3%	11.0%	7.1%
Other Languages	8.4%	8.1%	7.0%	4.0%
Total Housing Units (2000 Census)	1,415	1,843	268,099	1,040,149
Total Occupied Units	1,374	1,803	256,507	994,677
% Owner-Occupied Housing	17.9%	63.8%	60.0%	55.4%
% Renter-Occupied	82.1%	36.2%	40.0%	44.6%
2010 Housing Unit Forecast (SANDAG)	1,830	2,100	298,181	1,174,180
Housing units percent change (2000-2010)	29.3%	13.9%	11.2%	12.9%
2030 Housing Unit Forecast (SANDAG)	1,859	3,651	328,220	1,383,803
Housing units percent change (2000-2030)	31.4%	98.1%	22.4%	33.0%
Housing Unit Type (2000 Census)				
Single Family Residence (detached)	0.6%	56.1%	51.8%	51.0%
Attached Units	88.7%	43.9%	47.0%	44.5%
Mobile Homes and Other	10.7%	0.0%	1.2%	4.5%
Persons per Dwelling Unit (2000 Census)	2.2	2.8	2.6	2.8
Average Rent (2000 Census)-	$812	$1,306	$921	$710
Median Housing Value (2000 Census)	$75,000	$259,309	$267,911	$223,363
Housing Vacancy Rate (2000 Census)	2.9%	2.2%	4.3%	4.4%
Year Built (2000 Census)				
1990 to 2000	4.9%	82.3%	17.0%	13.8%
1980 to 1989	26.9%	15.7%	22.0%	21.9%
1960 to 1979	67.1%	1.7%	43.0%	41.3%
1940 to 1959	1.1%	0.3%	15.0%	17.8%
1939 or earlier	0.0%	0.0%	3.0%	5.2%

Table 2.3-1 (cont.)
PROJECT STUDY AREAS, NORTH CITY MSA AND SAN DIEGO COUNTY POPULATION, HOUSING AND EMPLOYMENT CHARACTERISTICS

Characteristic	Hillery Drive Alternative Study Area	Galvin Avenue Alternative Study Area	North City MSA	San Diego County
Unemployment Rate (2000 Census) (Persons 16 years or over)	7.4%	3.7%	4.1%	5.8%
Total Employment (Calif. Emp. Dev. Dept.)				
2000 Census	N/A	N/A	327,808	1,241,258
2010 Employment Forecast (SANDAG)	1,923	413	602,181	1,573,742
Employment percent change (2000-2010)	N/A	N/A	83.7%	26.8%
2030 Employment Forecast (SANDAG)	1,923	557	678,975	1,913,682
Employment percent change (2000-2030)	N/A	N/A	107.1%	54.2%
Occupation (2000 Census)				
Management, professional. and related occupations	37.8%	59.0%	50.9%	37.7%
Service occupations	14.5%	9.8%	11.5%	16.1%
Sales and office occupations	28.9%	21.4%	26.1%	27.2%
Farming, Forestry and Fishing	0.0%	0.0%	0.1%	0.5%
Construction, extraction and maintenance	3.2%	3.8%	5.0%	8.7%
Production, transportation and material	15.7%	6.0%	6.4%	9.9%

Source: CIA, October 1, 2008.

Age

The residents of the Project alternative study areas are generally younger than the residents of the North City MSA or San Diego County. The median age of study area residents is 29 for the Hillery Drive Alternative study area and 32 for the Galvin Avenue Alternative study area, compared to 35 for the North City MSA, and 33 for the County. A smaller proportion of people over the age of 55 reside in the two build alternative study areas, compared to the regional average. The predominant age group in the Hillery Drive Alternative study area is 20 to 34 years of age (43 percent), while the predominant age group is 35 to 54 in the Galvin Avenue Alternative study area (33 percent), North City MSA (31 percent) and throughout the region (29 percent.

Education

A higher percentage of the population over 25 years of age in the Galvin Avenue Alternative study area have completed a college degree (53 percent), compared to the Hillery Drive Alternative study area (26 percent). The Galvin Avenue Alternative study area is similar to the approximately 55 percent of residents over 25 years of age in the North County MSA who have completed a college degree, while the Hillery Drive Alternative study area is similar to the 30 percent within the larger County.

Employment

The percentage of unemployed residents is slightly higher in the Hillery Drive Alternative study area (seven percent) than the Galvin Avenue Alternative study area (four percent), North City MSA (four percent) or County (six percent). Overall, the data indicate that the residents in the Hillery Drive Alternative study area are more likely to be employed in service or sales occupations (43 percent), and are much less likely to be employed in management and

professional occupations (38 percent). In contrast, residents of the Galvin Avenue Alternative study area are employed more often in management and professional related occupations (59 percent).

Income and Poverty

The $36,202 median income for the Hillery Drive Alternative study area is lower than the $59,926 median income reported for the North City MSA and the $47,067 median income for the County. In contrast, Galvin Avenue Alternative study area residents have a higher median income ($82,723). The lower median income for residents in the Hillery Drive Alternative study area compared to the Galvin Avenue Alternative study area is consistent with the higher proportion of attached rental housing and mobile homes in the Hillery Drive project area (99 percent versus 44 percent). The percentage of families below the poverty level is less than one percent in the Galvin Avenue Alternative study area, much lower than the proportion reported for the Hillery Drive Alternative study area (10 percent), North City MSA (four percent) or County (nine percent). The U.S. Department of Health and Human Services poverty guideline for 2000 was $14,150 for a family of three people. For a two-person family, the 2000 poverty guideline was $11,250.

Housing

The household size in the Hillery Drive Alternative study area is 2.2 people and the household size in the Galvin Avenue Alternative study area is 2.8 people. The household size reported for the North City MSA was 2.6 people, and the County household size was 2.8 people. Housing vacancy information was three percent for the Hillery Drive Alternative study area and two percent for the Galvin Avenue Alternative study area. These housing vacancy rates are lower than the four percent vacancy rates for the North City MSA and County.

In 2000, the housing inventory consisted of 1,415 total units in the Hillery Drive Alternative study area and 1,843 dwelling units in the Galvin Avenue Alternative study area. Each of the Project alternative study areas represents less than eight percent of the 24,250 dwelling units in the Mira Mesa community and less than 0.2 percent of the 1,040,149 dwelling units in the County. A high proportion of the housing inventory in the Hillery Drive Alternative study area is multi-family, attached dwelling units (89 percent). The proportion of attached dwelling units is approximately half in the Galvin Avenue Alternative study area (44 percent), North City MSA (47 percent) and County (45 percent). Mobile homes also exist in the Hillery Drive Alternative study area (11 percent), but are not present in the Galvin Avenue area. These mobile homes are located on the east side of Black Mountain Road, north of Hillery Drive. Few single-family homes are reported in the Hillery Drive Alternative study area (less than 1 percent), but single-family homes represented 56 percent of the dwelling units in the Galvin Avenue Alternative study area, 52 percent of the dwelling units in the North City MSA, and 51 percent of the dwelling units in the County. Most of the homes in the Hillery Drive Alternative study area were built in the 1960s, 1970s, 1980s, and, to a lesser extent, the 1990s, while most of those in the Galvin Avenue Alternative study area were built in the 1990s (83 percent).

The median housing value (2000 Census) for the Hillery Drive Alternative study area is much lower ($75,000) compared to the Galvin Avenue Alternative study area ($259,309), North City MSA ($267,911) and County ($223,363).

Due to the high price of homes in the County, many of the residents choose to rent instead of own their home. The average monthly rent for a two-bedroom apartment in Mira Mesa was

$1,456 in 2006, or about equal to the City of San Diego average of $1,467. This was higher than Poway ($1,157), but lower than Tierrasanta ($1,492) and Rancho Bernardo ($1,566). The overall average monthly rental rate in San Diego County was $1,352 in 2006. Vacancy rates for apartment units are slightly higher in Mira Mesa (five percent) than in Scripps Miramar Ranch (four percent), Tierrasanta (four percent) and the City of San Diego (three percent).

Local Schools and Parks

Figure 2.3-2 illustrates the location of the schools and parks in the Project area. There are six elementary schools, one middle school, one high school, one community college, and other private schools in the Mira Mesa community. Schools within the Project area include Walker Elementary School, Hage Elementary School, Wangenheim Middle School, and Miramar College.

Walker Elementary School is located just west of the Hillery Drive Alternative study area at 9225 Hillery Drive, and has approximately 650 students and 36 full-time teachers. It is a public school and offers kindergarten through fifth grade.

Hage Elementary School is located just west of the Galvin Avenue Alternative study area at 9570 Galvin Avenue. It has 774 students and 45 full-time teachers.

Wangenheim Middle School is located to the south and west of the Hillery Drive Alternative study area at 9230 Gold Coast Drive, and has 1,435 students and 61 full-time teachers.

San Diego Miramar College is a semester-based, two-year community college, administered by the San Diego Community College District. Miramar College opened in 1969 and is located on a 56.7-ha (140-ac) parcel on Black Mountain Road, bounded by Hillery Drive, Gold Coast Drive, and Westview Parkway. Miramar College has five softball fields, one baseball field, two to four soccer fields, four volleyball courts, eight tennis courts, and two tee ball fields. Approximately 9,700 students (of which approximately 4,500 are enrolled full time) are enrolled at Miramar College. In addition, the college has approximately 90 staff members.

In the Mira Mesa community, there are three community parks and nine neighborhood parks. Westview Park, at 11278 Westview Parkway, is located within the Galvin Avenue Alternative study area, and contains two softball fields, a grassy area with benches and tables, and a tot lot. Adjacent to the Miramar College campus, within the Hillery Drive Alternative study area, is the 12.9 ha (32-ac) Hourglass Field Community Park (Figure 2.3-2), which contains five softball fields, one baseball field, two to four soccer fields, four volley ball courts, eight tennis courts, and two tee ball fields. Three more parks will be built in the Mira Mesa community between 2013 and 2024; one at the south end of Parkdale Avenue and two on Carroll Canyon Road.

Community Cohesion

Community cohesion is the degree to which residents have a “sense of belonging” to their neighborhood; a level of commitment of the residents to the community; or a strong attachment to neighbors, groups and institutions, usually as a result of continued association over time. Cohesion also refers to the degree of interaction among the individuals, groups and institutions that make up a community.

Methods for identifying and measuring the cohesiveness of a community may include evaluating the location of major activity centers used by residents (whether they are clustered nearby or

located out of the area), percentage and length of home ownership, percentage of single-family ownership, ethnic homogeneity, and percentage of residents who are elderly. A large elderly population, a high percentage of single-family ownership, long residential tenure, ethnic homogeneity, and the availability and centrality of nearby activity centers are all generally indicative of a high degree of community cohesion.

As noted in Subchapter 2.1, Land Use, land uses within the Project area include a mixture of commercial retail, office buildings, single-family and multi-family residential, school facilities, public parks, and open space. Nearby activity centers include the Mira Mesa Market Center, other shopping centers, Miramar College, park-and-ride facilities, four public schools (Hage Elementary School, Walker Elementary School, Wangenheim Middle School, and Scripps Ranch High School), and three public parks (Hourglass Field Community Park, Walker-Wangenheim School Park and Westview Park) (Figure 2.3-2).

Hillery Drive Alternative

The prevalence of Asian Pacific languages in the Project area may indicate some degree of ethnic homogeneity. Nevertheless, with its low percentage of elderly residents compared to the County average (seven and 11 percent, respectively), its small percentage of single-family housing (less than one percent), its median length of occupancy of one year, its smaller-than-average household size (2.2 persons per dwelling unit compared to 2.8 countywide), and its extremely high percentage of rental housing (82 percent compared to 45 percent countywide), the Hillery Drive Alternative study area would not be considered a highly cohesive community. Furthermore, the CIA reported that numerous field observations at various times of day and days of week indicated little resident social interaction, which further contributes to the low level of community cohesion within the Hillery Drive Alternative study area.

Galvin Avenue Alternative

In the Galvin Avenue Alternative study area, the percentage of single-family homes (56 percent) is more similar to the County average (51 percent), as is the percentage of rental housing (36 percent compared to the 45-percent County average), but this area has a low percentage of elderly residents (one percent). Similar to the Hillery Drive Alternative study area, the prevalence of Asian Pacific population may provide some ethnic homogeneity. Overall, these characteristics contribute to a moderate level of community cohesion within the Galvin Avenue Alternative study area.

Environmental Consequences

<u>Community Character and Cohesion Impacts</u>

Impacts to community character and cohesion, under Federal guidelines, are expected to occur when any of the following result:

- A disruption or division of the physical arrangement of an established community
- A conflict with established recreational, educational, religious, or scientific uses of the area

Impacts are based on the Project's effect on local residents' sense of belonging in relation to their neighborhood or the community at large, as well as anticipated changes in the physical character of the community. If access to activity or recreational areas of the community is

impacted by the Project, because the Project represents either a physical or psychological barrier to such activities, community impacts on local residents would occur.

Hillery Drive Alternative

As discussed above, the Hillery Drive Alternative study area is not considered a highly cohesive community. Therefore, it is unlikely that the Hillery Drive Alternative would impair or destroy residents' feelings of social or cultural affiliation with the community. The proposed Hillery Drive Alternative is consistent with the land use designations in the Mira Mesa Community Plan and would not conflict with established recreational, educational, religious, or scientific uses of the area. The Hillery Drive Alternative may enhance community cohesion by improving access to educational institutions, recreation facilities and shopping centers. Provision of a DAR would provide an additional access option to the Project area's major activity centers, including the Mira Mesa Market Center and other shopping centers, recreational areas and Miramar College. In addition to local roadways and freeway interchanges, access would be provided from the I-15 Managed Lanes facility via the proposed DAR. Additionally, the Hillery Drive Alternative study area contains a high proportion of rental housing (82 percent) and Miramar College, with a local and sub-regional student population. The proposed Hillery Drive Alternative, therefore, would improve public transit access to/from the Mira Mesa community and the larger region for transit-dependent students and lower-income renters. These benefits would not negatively affect the residents' and visitors' quality of life or degrade the community cohesion.

The Hillery Drive Alternative would not divide the community. Although two apartment buildings within the Legacy Apartment complex would be visually divided by the proposed overcrossing structure, access for Project area residents would not be impaired for travel by car, transit, bicycle, or foot to nearby educational institutions, recreational facilities and shopping centers. Access within the Legacy Apartment complex also would not be physically obstructed. The overcrossing would begin at grade within Hillery Drive and would transition to an elevated structure that would extend eastward over the Hillery Drive cul-de-sac and the access road and parking area within the Legacy Apartment complex (refer to Figure 1-5b). The overcrossing would be supported by columns that would allow continued access and internal circulation within the apartment complex (refer to Figure 1-7). Vehicles and pedestrians in the parking area of the apartment complex could travel under the overcrossing. Pedestrians using the pedestrian promenade that extends between the Mira Mesa Market Center and Miramar College also would pass under the proposed overcrossing. In addition, the access to the apartment complex at the Hillery Drive cul-de-sac would be maintained (during and following construction). During the construction period, a Traffic Management Plan (TMP) would be implemented to maintain this access to the Legacy Apartment complex. Residents of the Legacy Apartment complex could continue to use this access and Hillery Drive to get to other areas of the apartment complex during the construction period and upon completion of the proposed Hillery Drive overcrossing. No associated impacts to community cohesion would occur under the Hillery Drive Alternative.

Galvin Avenue Alternative

As discussed above, the Galvin Avenue Alternative study area is not considered a highly cohesive community, but is characterized by a moderate degree of cohesion. The proposed Galvin Avenue Alternative would not conflict with established recreational, educational, religious, or scientific uses of the area. The proposed DAR under this alternative would not negatively change the character or cohesion of the community. As in the case of the Hillary Drive Alternative, the Galvin Avenue Alternative may enhance community cohesion by

increasing access to educational facilities, recreational facilities and shopping centers, while improving transit access to/from the Mira Mesa community. As discussed above, the DAR would provide linkages from the I-15 Managed Lanes facility to the area's shopping centers and Miramar College. A new transit center also would be constructed under the Galvin Avenue Alternative, which would enhance transit service and public access to such services for community residents. These benefits would not negatively affect the residents' and visitors' quality of life or degrade the community cohesion.

The Galvin Avenue Alternative would not disrupt or divide the residents of the community. The Galvin Avenue Alternative site is located within graded, vacant land (a portion of which is temporarily used for construction equipment and materials storage) with commercial retail development and a park-and-ride facility to the south, and residential uses to the west. Since the site is mostly vacant, implementation of the Project features at this location would not physically divide an existing community, nor would it impede access to the surrounding commercial and/or residential uses. In fact, the Galvin Avenue Alternative would unify these uses by providing access roads connecting them (via the proposed Galvin Avenue extension and proposed transit center access road).

No Build Alternative

The No Build Alternative would have no permanent or temporary impacts to community character or cohesion.

Avoidance, Minimization and/or Mitigation Measures

No avoidance, minimization or mitigation measures are required for the Project build alternatives, or the No Build Alternative.

2.3.2 Parking

Affected Environment

Potential parking impacts were evaluated in the areas located within the boundaries of the Project study areas, as illustrated in Figure 2.3-1. The Project study area generally extends along a portion of the I-15 freeway, and encompasses the Mira Mesa Boulevard interchange, Hillery Drive between Black Mountain Road and I-15, commercial development and vacant graded land north of Mira Mesa Boulevard, and a portion of Erma Road. The Project study area is characterized by transportation facilities (i.e., freeways, roadways and a park-and-ride lot), multi-family residential developments, commercial retail uses, community college facilities, a temporary construction equipment and storage, and graded, vacant land.

Environmental Consequences

Hillery Drive Alternative

Implementation of the Hillery Drive Alternative would eliminate existing, on-street parking along Hillery Drive, and the existing park-and-ride lot would be reconfigured to accommodate the proposed Hillery Drive widening. Currently, the park-and-ride lot contains a total of 88 non-standard, 90-degree parking spaces with non-standard parking aisle widths. The reconfigured lot would include a total of 64 standard, angled (60-degree) parking spaces, with standard parking aisle widths. Access also would be reconfigured from the existing two

ingress/egress points to an ingress point at the western end of the lot with one-way, eastbound travel within the lot, and one egress point at the eastern end of the lot (refer to Figure 1-5b). The reconfigured lot would result in a net decrease of 24 parking spaces. On-street parking is currently provided along portions on both sides of Hillery Drive. Proposed improvements to Hillery Drive would displace approximately 32 on-street spaces along Hillery Drive, east of Westview Parkway. Parking along the street is primarily utilized by Miramar College students, who have other parking options within large surface lots on the campus. Although some of these existing surface parking lots are planned to be removed as part of Miramar College's Master Plan, other parking garages on the campus are planned. The loss of parking within the existing park-and-ride lot would be accommodated at other existing and planned park-and-ride facilities in the Project area, including existing park-and-ride lots (at the northwest corner of the I-15/ Mira Mesa Boulevard interchange, and at the southeastern corner of the Hillery Drive/Black Mountain Road intersection) and planned transit parking facilities.

Galvin Avenue Alternative

Implementation of the Galvin Avenue Alternative would remove approximately 10 existing parking spaces within the park-and-ride lot at the northwest corner of the I-15/Mira Mesa Boulevard interchange. However, this Project alternative would include construction of a transit center that would incorporate and expand the existing park-and-ride lot along Mira Mesa Boulevard. The expanded park-and-ride lot would retain 213 of the existing 223 spaces and would provide an additional 241 spaces, for a total of 451 spaces. No on-street parking would be displaced under the Galvin Avenue Alternative.

No Build Alternative

The No Build Alternative would have no parking impacts, because construction of the proposed Project would not occur.

Avoidance, Minimization and/or Mitigation Measures

No avoidance, minimization or mitigation measures are required for the Project build alternatives, or the No Build Alternative.

2.3.3 Environmental Justice

Regulatory Setting

All projects involving a federal action (funding, permit or land) must comply with Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, signed by President Clinton on February 11, 1994. This EO directs federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. Low income is defined based on the Department of Health and Human Services poverty guidelines. For 2007, this was $20,650 for a family of four.

All considerations under Title VI of the Civil Rights Act of 1964 and related statutes have also been included in this Project. The Department's commitment to upholding the mandates of Title VI is evidenced by its Title VI Policy Statement, signed by the Director (Appendix A).

Affected Environment

A *Community Impact Assessment for the Proposed Mira Mesa/Scripps Ranch Direct Access Ramp Project* (CIA) was prepared for the Project (October 1, 2008) evaluating the current land use, social, economic, community facilities, and growth conditions within the Project area and the larger socioeconomic study area. The analysis presented in this subchapter is based on the CIA, along with other applicable data.

As discussed in Section 2.3.1, the CIA used CT 83.59 as the study area for the Hillery Drive Alternative and CT 83.54 as the study area for the Galvin Avenue Alternative. Demographic data used to evaluate the potential for environmental justice impacts to occur from the Project were derived from the 2000 U.S. Census.

In accordance with Federal guidelines (CEQ's *Environmental Justice: Guidance Under the National Environmental Policy Act*, 1997), a minority population occurs when either (a) the minority population (i.e., American Indian or Alaska Native, Asian or Pacific Islander, Black, not of Hispanic origin, or Hispanic) of the affected area exceeds 50 percent, or (b) the minority population percentage of the affected area is meaningfully greater than the minority population of the general population or other appropriate unit of geographic analysis. For the purposes of this analysis, the affected area is comprised of the study area of each alternative (i.e., CTs 83.59 and 83.54), and the comparable unit of geographic analysis is the North City MSA. As stated above, low-income populations are identified from the statistical poverty guidelines.

<u>Hillery Drive Alternative Study Area</u>

According to the 2000 Census data, approximately 58 percent of the population within the Hillery Drive Alternative study area consists of minority residents, primarily of Asian and Pacific Islander descent (refer to Table 2.3-1). Because the minority population is greater than 50 percent, a minority population is identified within the Hillery Drive Alternative study area.

The percentage of families below the poverty level within the Hillery Drive Alternative study area was approximately 10 percent in 2000, which is notably larger than the four percent of the North City MSA, the geographic unit of comparison. Consequently, a low-income population is identified within the Hillery Drive Alternative study area.

<u>Galvin Avenue Alternative Study Area</u>

The Galvin Avenue Alternative study area also contains a minority population in excess of 50 percent. Approximately 55 percent of the residents within this alternative study area are considered minority residents. As with the Hillery Drive Alternative study area, most of the minority population consists of Asian and Pacific Islander ethnicity. Because the percentage of the minority population exceeds 50 percent, a minority population is identified within the Galvin Avenue Alternative study area.

The percentage of families below the poverty level, however, is lower than the North City MSA (approximately one percent versus four percent). As such, no low-income population is identified within the Galvin Avenue Alternative study area.

Environmental Consequences

Hillery Drive Alternative

Impacts related to traffic and visual resources for the Hillery Drive Alternative have the potential to contribute to community impacts. The potential for traffic impacts associated with large increases in diverted traffic to local residential streets, namely Hillery Drive west of Black Mountain Road, can be reduced with the avoidance, minimization and mitigation measures identified in Subchapter 2.5, Traffic and Transportation/Pedestrian and Bicycle Facilities. As discussed in Subchapter 2.6, Visual/Aesthetics, visual impacts resulting from the Hillery Drive Alternative would occur to viewers along Hillery Drive, the private college roadway, and residents of the Legacy Apartment complex. Avoidance, minimization and mitigation measures are identified in Subchapter 2.6, Visual/Aesthetics, which would reduce visual impacts. Furthermore, the residents of the Hillery Drive Alternative study area have a median length of occupancy of one year or less. As previously stated, the short term of residency and the high rate of transiency indicate a low level of community attachment for residents within the study area. Consequently, residents within the Hillery Drive Alternative study area are expected to have a low affinity for their visual environment. The visual impacts of this alternative would, therefore, not be considered sufficient to divide or disrupt the community or negatively impact the quality of life for the community.

The Hillery Drive Alternative would be beneficial to the existing residents (overall population and minority and low-income population) and businesses of the local community and the surrounding region, as it would provide improved access to the Project area's major activity centers, reduced traffic congestion at freeway on-ramps and roadway segments in the Project area (refer to Subchapter 2.5, Traffic and Transportation/ Pedestrian and Bicycle Facilities), and improved local and regional access to transit facilities and the I-15 Managed Lanes facility. No disproportionate impacts would occur to the minority and low-income populations under the Hillery Drive Alternative.

Galvin Avenue Alternative

Impacts related to traffic, noise and visual resources for the Galvin Avenue Alternative have the potential to contribute to community impacts. The potential for traffic impacts at local intersections can be reduced with the avoidance, minimization and mitigation measures identified in Subchapter 2.5, Traffic and Transportation/Pedestrian and Bicycle Facilities. Noise impacts from the Galvin Avenue Alternative also can be avoided through implementation of noise abatement identified in Subchapter 2.12, Noise. Visual impacts resulting from the Galvin Avenue Alternative would be reduced through avoidance, minimization and mitigation measures identified in Subchapter 2.6, Visual/Aesthetics. With implementation of the referenced avoidance, minimization and mitigation measures, the Galvin Avenue Alternative would not result in impacts to the social or economic character of the neighborhood.

Similar to the Hillery Drive Alternative, the Galvin Avenue Alternative would be beneficial to the existing residents (overall population and minority and low-income population) and businesses of the local community and the surrounding region. These benefits include improved access to the Project area's major activity centers, reduced traffic congestion (refer to Subchapter 2.5, Traffic and Transportation/Pedestrian and Bicycle Facilities), and improved local and regional access to transit facilities and the I-15 Managed Lanes facility. No disproportionate impacts would occur to the minority populations under the Galvin Avenue Alternative.

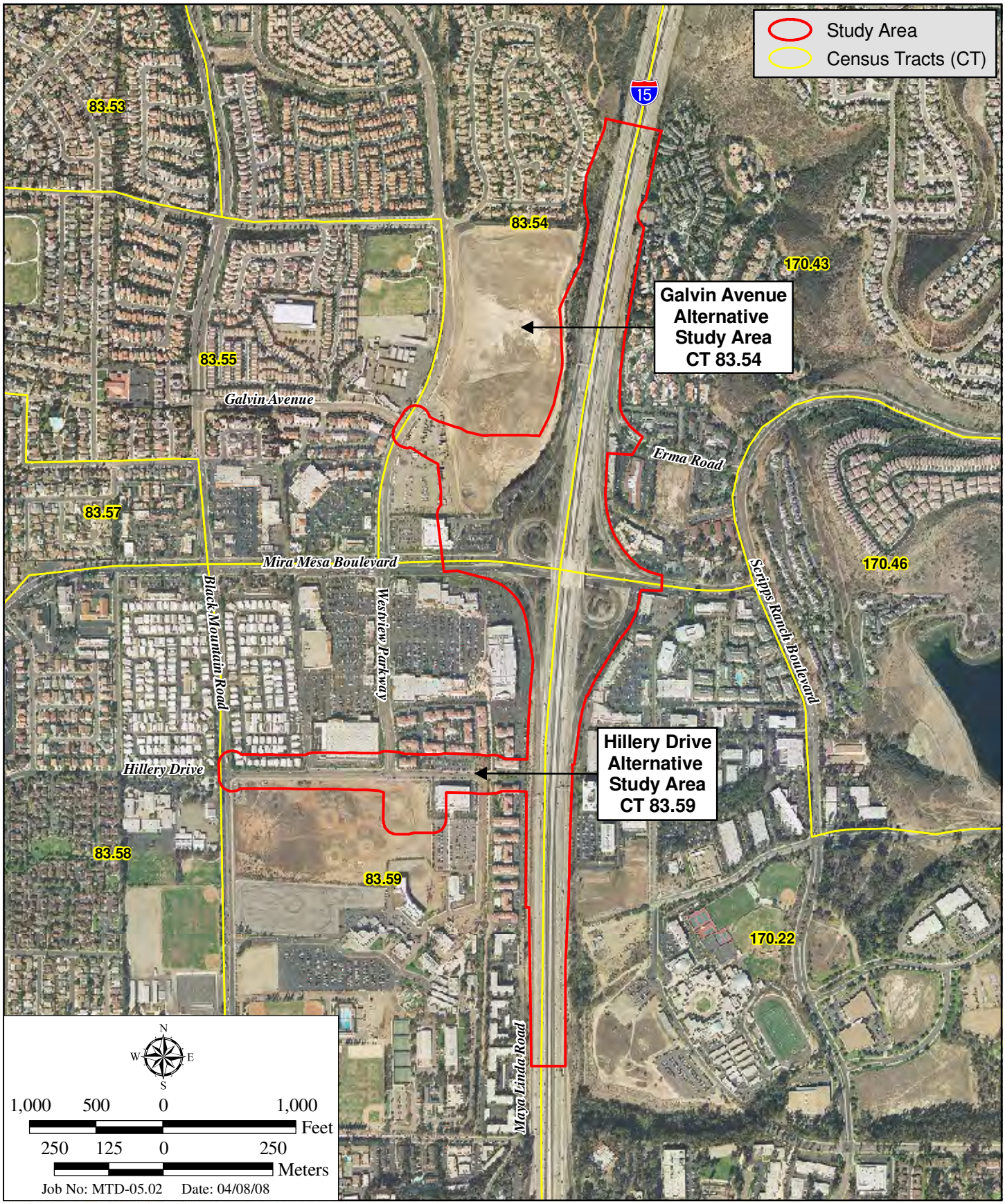
Although no environmental justice impacts would occur, the Galvin Avenue Alternative may result in the loss of 23 to 95 planned affordable housing units. These planned affordable units would be included as part of the Casa Mira View residential development. The Casa Mira View project would construct 1,848 multi-family units on six graded, vacant parcels that encompass the Galvin Avenue Alternative site. Implementation of the Galvin Avenue Alternative could result in a reduction of 23 to 95 affordable housing units from the overall affordable housing inventory of San Diego County.

No Build Alternative

The No Build Alternative would not result in disproportionate impacts to minority or low-income populations, because no construction would occur.

2.3.4 Avoidance, Minimization and/or Mitigation Measures

Based on the above discussion and analysis, the Project build alternatives and No Build Alternative would not cause disproportionately high and adverse effects on minority or low-income populations, as per EO 12898 regarding environmental justice.



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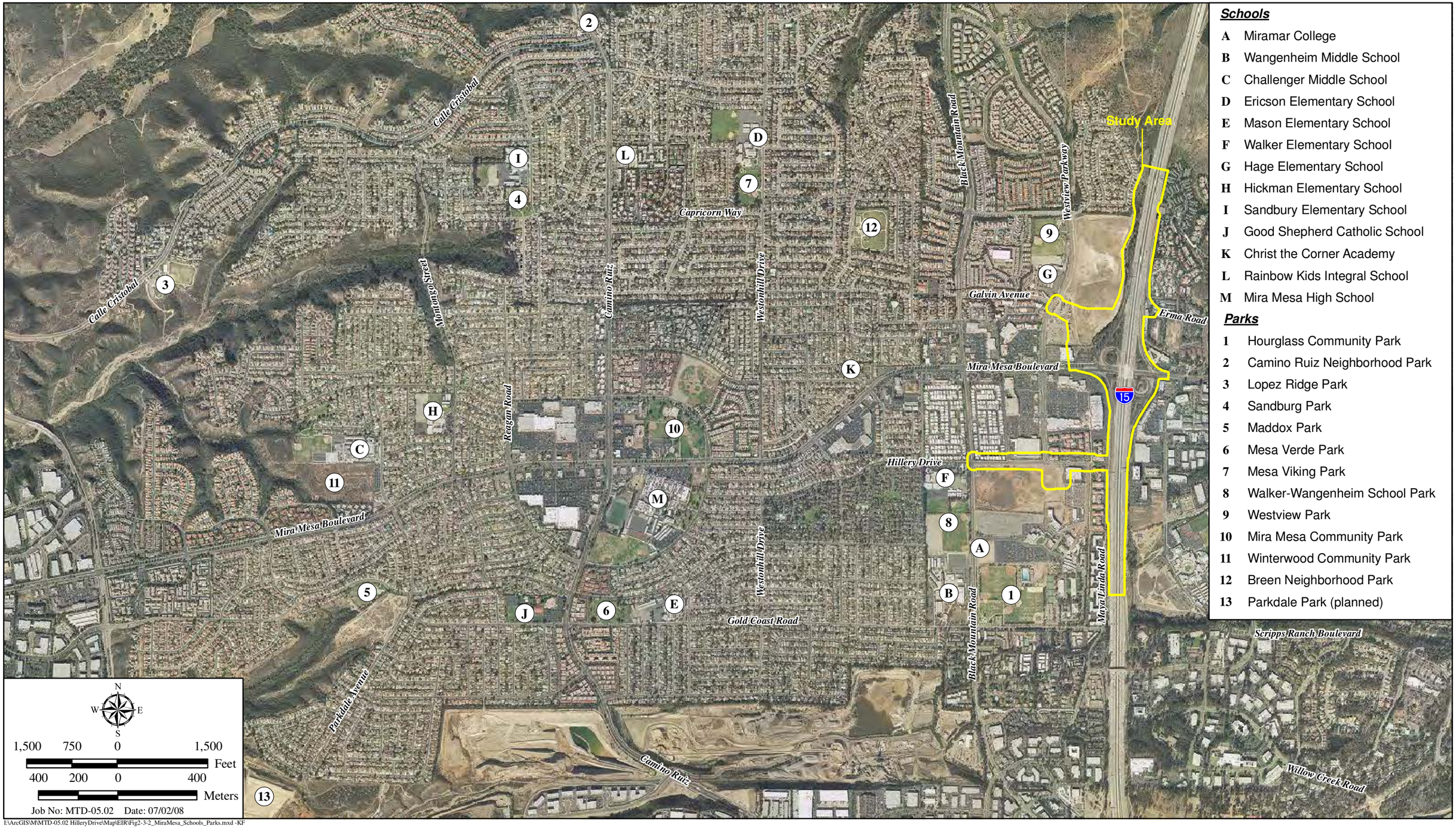
Study Area Census Tracts

MIRA MESA/SCRIPPS RANCH DAR PROJECT EIR/EA

Figure 2.3-1



Schools

- **A** Miramar College
- **B** Wangenheim Middle School
- **C** Challenger Middle School
- **D** Ericson Elementary School
- **E** Mason Elementary School
- **F** Walker Elementary School
- **G** Hage Elementary School
- **H** Hickman Elementary School
- **I** Sandbury Elementary School
- **J** Good Shepherd Catholic School
- **K** Christ the Corner Academy
- **L** Rainbow Kids Integral School
- **M** Mira Mesa High School

Parks

- **1** Hourglass Community Park
- **2** Camino Ruiz Neighborhood Park
- **3** Lopez Ridge Park
- **4** Sandburg Park
- **5** Maddox Park
- **6** Mesa Verde Park
- **7** Mesa Viking Park
- **8** Walker-Wangenheim School Park
- **9** Westview Park
- **10** Mira Mesa Community Park
- **11** Winterwood Community Park
- **12** Breen Neighborhood Park
- **13** Parkdale Park (planned)

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Mira Mesa Schools and Parks

MIRA MESA/SCRIPPS RANCH DAR PROJECT EIR/EA

Figure 2.3-2

2.4 UTILITIES/EMERGENCY SERVICES

2.4.1 Affected Environment

Utilities

Numerous utility facilities are located in the Project area within the I-15 R/W, Hillery Drive, Mira Mesa Boulevard, Erma Road, and Galvin Avenue Alternative site. Mapped utilities are listed below.

Utilities Within I-15

- The Second San Diego Aqueduct traverses generally northwest-southeast across the northern portion of the Project area.
- A 2,438-mm (96-in)-diameter, 14-mm (9/16-in)-thick welded steel pipe, in dual steel pipe, and concrete-grouted tunnel, water line runs east-west from the commercial center between Mira Mesa Boulevard and Hillery Drive.
- A 150-mm (six-in)-diameter high-pressure natural gas line runs generally east-west, between Hillery Drive and Gold Coast Drive, from the private college driveway.
- A 69-kV and a 12-kV overhead electric lines run generally east-west, between Hillery Drive and Maya Linda Road, from the private college driveway.
- A 1,675-mm (66-in)-diameter pre-stressed concrete cylinder pipe (PCCP) water line in a 19-mm (0.75-in)-thick steel encasement runs generally east-west between Hillery Drive and Maya Linda Road, from the private college driveway.
- A 900-mm (36-in)-diameter cement mortar lined (CML) and dielectric-coated steel pipe water line in a 1,372-mm (54-in)-diameter, 19-mm (0.75-in)-thick steel casing runs generally east-west, between Hillery Drive and Maya Linda Road.
- A 300-mm (12-in)-diameter concrete encased VC sewer line runs generally east-west across I-15, just north of Gold Coast Drive.

Utilities Within Hillery Drive

- A 1,524-mm (60-in)-diameter ACP water line
- A 305-mm (12-in)-diameter DIP water line
- A 150-mm (six-in)-diameter PVC reclaimed water line
- A gas service line running perpendicular to Hillery Drive, between Westview Parkway and the private college driveway
- A 400-mm (16-in)-diameter high-pressure natural gas line running perpendicular to Hillery Drive along the private college driveway
- A telephone services line on the northern side of Hillery Drive
- An electric services line on the northern side of Hillery Drive
- A sewer line in the intersection of Hillery Drive and Westview Parkway

Utilities Within Mira Mesa Boulevard

- A PacBell fiber optic (FO) line
- A PacBell underground telephone line
- An underground FO television line
- A 150-mm (six-in)-diameter PVC reclaimed water line
- A 100-mm (four-in)-diameter high-pressure natural gas line
- A 300-mm (12-in)-diameter ACP water line
- A 450-mm (18-in)-diameter PVC sewer line
- A 1,220-mm (48-in)-diameter water line
- An underground electric line

Utilities Within Erma Road

- A 600-mm (24-in)-diameter DIP water line adjacent to the eastern R/W boundary of I-15
- A 300-mm (12-in)-diameter AC water line adjacent to the eastern R/W boundary of I-15
- A television services line

Utilities Within the Proposed Galvin Avenue Alternative Site

- A 250-mm (10-in)-diameter VC sewer line located along the western I-15 R/W boundary and extending southwestward into the proposed transit center site
- A 300-mm (12-in)-diameter ACP water line located along the western I-15 R/W boundary and extending southwestward into the proposed transit center site
- A 100-mm (four-in)-wide natural gas line that extends into the proposed transit center site from Mira Mesa Boulevard

Emergency Services

Police Protection Services

The Northeastern Division of the City of San Diego Police Department provides police protection services in the neighborhoods of Carmel Mountain, Miramar, Miramar Ranch North, Mira Mesa, Rancho Bernardo, Rancho Encantada, Rancho Peñasquitos, Sabre Springs, and Scripps Miramar Ranch. The Northeastern Division station is located at 13396 Salmon River Road, approximately five km (three mi) (driving distance) north of the Project site. The closest storefront, the Mira Mesa/Scripps Miramar Ranch Storefront, is located at 8450 Mira Mesa Boulevard, Suite A, approximately three km (two mi) (driving distance) west of the Project site.

The California Highway Patrol (CHP) is responsible for the administration and enforcement of the laws, and the investigation of traffic accidents on all toll highways and state highways constructed as freeways, including transit-related facilities located on or along the R/W of those toll highways or freeways. Law enforcement activities on I-15 would be provided by the CHP.

Fire Protection and Emergency Medical Services

The City of San Diego Fire-Rescue Department provides fire and paramedic services to the Project area. Stations 38 and 44 are the closest fire stations to the Project site within the Mira Mesa community. Station 38 is located at 8441 New Salem Street, to the west of the Project site, and Station 44 is located at 10011 Black Mountain Road, to the south of the Project site. Both stations are approximately three km (two mi) away. Station 38 is equipped with an engine, brush vehicle, and medic vehicle. Station 44 is equipped with a battalion, engine, truck and two Hazardous Materials (HazMat) vehicles, and is responsible for identifying, containing, and removing hazardous materials, as well as providing fire protection.

Within Scripps Miramar Ranch, Station 37 is located at 10750 Scripps Lake Drive, approximately 5.5 km (3.5 mi) (driving distance) east of the Project site. This station is equipped with an engine, brush vehicle, and medic vehicle.

2.4.2 Environmental Consequences

Utilities

Hillery Drive Alternative

The Hillery Drive Alternative would not place increased permanent or temporary demands on water, wastewater, or other utility services in the area. Proposed improvements under this alternative consist of hardscape roadway elements that would not require the use of utility services.

Temporary construction-related impacts to utilities would potentially occur during construction of the Hillery Drive Alternative. Such impacts would be avoided by relocating existing utility lines.

Galvin Avenue Alternative

Because the Galvin Avenue Alternative proposes to construct a transit center, incremental increases in water, wastewater, solid waste, and electric services may be required, depending on the design of the transit center. If the proposed transit center would include features such as restrooms, landscaping, trash receptacles, and/or lighting, then a need for corresponding utility services would be created. The resulting increase in demand for such services associated with the transit center would be nominal.

Temporary construction-related impacts to utilities would potentially occur during construction of the Galvin Avenue Alternative. Such impacts would be avoided by relocating existing utility lines.

No Build Alternative

Under the No Build Alternative, no construction would take place, and therefore, no impacts to utilities would occur.

Emergency Services

Build Alternatives

Construction of either build alternative could require temporary detours or lane closures that could temporarily disrupt travel along existing roadways within the construction zone, potentially affecting emergency response times. Upon completion of the DAR, emergency response times to accidents within the I-15 Managed Lanes facility would be reduced, which would benefit public safety. Implementation of traffic calming along Hillery Drive (refer to Subchapter 2.5, Traffic and Transportation/Pedestrian and Bicycle Facilities) would not impede emergency vehicle travel along Hillery Drive or reduce response times to the surrounding streets.

No Build Alternative

Because construction would not occur under the No Build Alternative, no disruptions of emergency vehicle travel would occur. However, emergency response times to accidents within the Managed Lanes facility would not be improved, because no DAR would be constructed to provide direct access.

2.4.3 Avoidance, Minimization and/or Mitigation Measures

Hillery Drive Alternative

The following utilities would be relocated during construction of the Hillery Drive Alternative to avoid disruptions in utility service:

- A 1,524-mm (60-in)-diameter AC water line, due to widening of Hillery Drive and DAR column construction
- A 300-mm (12-in)-diameter DIP water line, due to widening of Hillery Drive
- A 150-mm (six-in)-diameter PVC reclaimed water line, due to widening of Hillery Drive

A 406-mm (16-in)-wide, high-pressure natural gas line and telephone services within Hillery Drive would be sleeved, protected in place, or relocated.

Acquisition of R/W or easements would not be necessary to relocate these utilities. Coordination with each service company that owns or operates the existing utility facilities, along with notices to relocate such utilities, would be required.

TMP would be implemented to provide passage for emergency vehicles on roadways that would be temporarily affected during Project construction. In addition, construction plans generally require the contractor to coordinate with local emergency services so that public safety is not threatened.

Galvin Avenue Alternative

The following utilities would be relocated during construction of the Galvin Avenue Alternative to avoid disruptions in utility service:

- A 600-mm (24-in)-diameter DIP water line located within Erma Road and adjacent to the eastern R/W boundary of I-15, due to construction of a retaining wall and the realignment of Erma Road
- A 250-mm (10-in)-diameter VC sewer line located along the western I-15 R/W boundary and extending southwestward into the proposed transit center site, due to construction of a retaining wall and the proposed transit center
- A 300-mm (12-in)-diameter ACP water line located along the western I-15 R/W boundary and extending southwestward into the proposed transit center site, due to construction of a retaining wall and the transit center
- A 100-mm (four-in)-wide natural gas line that extends into the proposed transit center site from Mira Mesa Boulevard, due to construction of the transit center

As discussed above under the Hillery Drive Alternative, acquisition of R/W or easements would not be necessary to relocate or connect to these utilities. Coordination with the respective service companies and applicable notices to relocate such utilities would be required, as well as encroachment permits to enter State and/or City operating R/W.

A TMP would be implemented to provide passage for emergency vehicles on roadways that would be temporarily affected during Project construction. In addition, construction plans generally require the contractor to coordinate with local emergency services so that public safety is not threatened.

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2.5 TRAFFIC AND TRANSPORTATION/PEDESTRIAN AND BICYCLE FACILITIES

2.5.1 Regulatory Setting

The Department, as assigned by the FHWA, directs that full consideration be given to the safe accommodation of pedestrians and bicyclists during the development of federal-aid highway projects (see 23 CFR 652). It further directs that the special needs of the elderly and the disabled must be considered in all federal-aid projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

The Department is committed to carrying out the Americans with Disabilities Act by building transportation facilities that provide equal access for all persons. The same degree of convenience, accessibility, and safety available to the general public will be provided to persons with disabilities.

2.5.2 Affected Environment

The analysis and findings presented in this subchapter are based on a traffic report prepared for the Project (*Mira Mesa/Scripps Ranch Direct Access Ramp Traffic Impact Study*, July 2008) that analyzed traffic conditions on local roadways and intersections in the Project area under existing and future conditions.

Traffic Study Area

The traffic study area for the proposed Project includes local roadway segments and intersections that are likely to be affected by the Project, as listed below in Tables 2.5-1 and 2.5-2, and shown in Figure 2.5-1.

Table 2.5-1
ROADWAY SEGMENTS ANALYZED IN THE TRAFFIC STUDY

Roadway	Segment
Mira Mesa Boulevard	I-15 northbound ramps to I-15 southbound ramp
	I-15 southbound ramps to Westview Parkway
	Westview Parkway to Black Mountain Road
Hillery Drive	Greenford Drive to Marbury Avenue
	Marbury Avenue to Black Mountain Road
	Black Mountain Road to Westview Parkway
	Westview Parkway to Miramar College driveway
	Miramar College driveway to proposed DAR at Hillery Drive
Black Mountain Road	Westview Parkway to Capricorn Way
	Capricorn Way to Galvin Avenue
	Galvin Avenue to Mira Mesa Boulevard
	Mira Mesa Boulevard to Hillery Drive
	Hillery Drive to Miramar College driveway
	Miramar College driveway to Gold Coast Drive
	Gold Coast Drive to Carroll Canyon Road

Table 2.5-1 (cont.)
ROADWAY SEGMENTS ANALYZED IN THE TRAFFIC STUDY

Roadway	Segment
Westview Parkway	Black Mountain Road to Capricorn Way
	Capricorn Way to Galvin Avenue
	Galvin Avenue to Mira Mesa Boulevard
	Mira Mesa Boulevard to Hillery Drive
Marbury Avenue	Mira Mesa Boulevard to Hillery Drive
Greenford Drive	Mira Mesa Boulevard to Hillery Drive
	Hillery Drive to Flanders Drive
Galvin Avenue	Black Mountain Road to Westview Parkway
	Westview Parkway to proposed DAR at Galvin Avenue
Capricorn Way	Black Mountain Road to Westview Parkway
Carroll Canyon Road	Maya Linda Road to I-15 southbound ramp
	I-15 southbound ramps to I-15 northbound ramps

Table 2.5-2
INTERSECTIONS ANALYZED IN THE TRAFFIC STUDY

Number[1]	Intersection
1	Mira Mesa Boulevard/Greenford Drive
2	Mira Mesa Boulevard/Marbury Avenue
3	Mira Mesa Boulevard/Black Mountain Road
4	Mira Mesa Boulevard/Westview Parkway
5	Mira Mesa Boulevard/I-15 southbound ramps
6	Mira Mesa Boulevard/I-15 northbound ramps
7	Hillery Drive/Greenford Drive
8	Hillery Drive/Marbury Avenue
9	Hillery Drive/Black Mountain Road
10	Hillery Drive/Westview Parkway
11	Flanders Drive/Greenford Drive
12	Miramar College Driveway/Black Mountain Road
13	Gold Coast Drive/Black Mountain Road
14	Carroll Canyon Road/Black Mountain Road
15	Carroll Canyon Road/Maya Linda Road
16	Carroll Canyon Road/I-15 southbound ramps
17	Carroll Canyon Road/I-15 northbound ramps
18	Black Mountain Road/Galvin Avenue
19	Black Mountain Road/Capricorn Way
20	Black Mountain Road/Westview Parkway
21	Galvin Avenue/Westview Parkway
22	Westview Parkway/Capricorn Way
23	Hillery Drive/southbound DAR at Hillery Drive
24	Hillery Drive/northbound DAR at Hillery Drive
25	Galvin Avenue/southbound DAR at Galvin Avenue
26	Galvin Avenue/northbound DAR at Galvin Avenue

[1] Number corresponds to intersection location on Figure 2.5-1.

Roadway Network

Existing roadways analyzed in the Project area are briefly described below.

Mira Mesa Boulevard

Mira Mesa Boulevard runs east-west and connects I-805 to I-15. This roadway has a functional classification of prime arterial with three lanes in each direction from I-805 to Black Mountain Road, and four lanes in each direction from Black Mountain Road to the I-15 northbound ramps. The Mira Mesa Community Plan recommends an ultimate classification of six-lane prime arterial from I-805 to Black Mountain Road, and eight-lane prime arterial from Black Mountain Road to the I-15 northbound ramps. Mira Mesa Boulevard has a paved roadway width ranging from 35.5 to 41.1 m (116.5 to 135 ft). The roadway also contains raised medians with median breaks, bike lanes, bus stops, and sidewalks. The posted speed limit is 72 km/h (45 mph).

Black Mountain Road

Black Mountain Road runs north-south and connects SR-56 to Miramar Road. This roadway has a functional classification of prime arterial with two lanes in each direction. The Mira Mesa Community Plan recommends an ultimate classification of six-lane prime arterial. Black Mountain Road has a paved roadway width of 21 m (68 ft). The roadway also contains a raised median with median breaks, bike lanes, bus stops, and sidewalks. The posted speed limit is 64 km/h (40 mph).

Hillery Drive

Hillery Drive extends east to west between Reagan Road and its terminus as a cul-de-sac at the Legacy Apartments complex adjacent to I-15. It has a functional classification of two-lane collector, but the Mira Mesa Community Plan designates the road as a four-lane collector east of Black Mountain Road, and a two-lane collector west of Black Mountain Road. Between Reagan Road and Rickert Road, Hillery Drive is lined with single-family homes on both sides of the roadway. The segment between Rickert Road and Black Mountain Road contains mobile homes on the north side and Walker Elementary School on the south side. East of Black Mountain Road, land uses include mobile homes, Miramar College, Mira Mesa Market Center, and the Legacy Apartments. Hillery Drive from Reagan Road to the western Home Depot driveway consists of a two-lane roadway with sidewalks on both sides. Within the Project limits (i.e,. Westview Parkway to its cul-de-sac at the apartment complex), Hillery Drive consists of a two-lane roadway with a center two-way, left-turn lane. Sidewalks occur on both sides of the street, and on-street parking is provided on portions of both sides of the roadway. The posted speed limit is 56 km/h (35 mph).

Most of Hillery Drive has a pavement width of 12.2 m (40 ft), including the segment between Reagan Road and the western driveway to the Home Depot within the Mira Mesa Market Center. From the Home Depot driveway eastward to approximately the driveway to the Distribution and Computing Center within Miramar College, the pavement width increases to 19.5 m (64 ft). Hillery Drive then tapers eastward to a pavement width of 15.2 m (50 ft).

Westview Parkway

Westview Parkway runs north-south and connects Black Mountain Road to Hillery Drive. This roadway has a functional classification of major arterial south of Galvin Avenue and collector

north of Galvin Avenue, with two lanes in each direction. The Mira Mesa Community Plan recommends an ultimate classification of four-lane major arterial south of Galvin Avenue and four-lane collector north of Galvin Avenue. Westview Parkway has a paved roadway width of 26 m (85 ft) south of Galvin Avenue and 21 m (70 ft) north of Galvin Avenue. The roadway also contains a raised/painted median with median breaks, bike lanes, bus stops, and sidewalks. The posted speed limit is 64 km/h (40 mph) north of Galvin Avenue and 72 km/h (45 mph) south of Galvin Avenue.

Marbury Avenue

Marbury Avenue runs north-south and connects Mira Mesa Boulevard to Hillery Drive. This roadway has a functional classification of local collector with two lanes. The Mira Mesa Community Plan recommends an ultimate classification of two-lane collector. Marbury Avenue has a paved roadway width of 12 m (38 ft). The posted speed limit is 40 km/h (25 mph).

Greenford Drive

Greenford Drive runs north-south and connects Westmore Road to Gold Coast Drive. This roadway has a functional classification of local collector with two lanes. The Mira Mesa Community Plan recommends an ultimate classification of two-lane collector. Greenford Drive has a paved roadway width of 12 m (38 ft) and has sidewalks along both sides. The posted speed limit is 40 km/h (25 mph).

Galvin Avenue

Galvin Avenue runs east-west and connects Black Mountain Road to Westview Parkway. This roadway has a functional classification of four-lane collector. Galvin Avenue has a paved roadway of 22.0 m (72 ft) with a painted median and has a sidewalk. The posted speed limit is 64 km/h (40 mph).

Capricorn Way

Capricorn Way runs east-west and connects Dauntless Street to Teresa Drive. This roadway has a functional classification of two-lane collector with a two-way left-turn lane. The Mira Mesa Community Plan recommends an ultimate classification of four-lane collector east of Black Mountain Road, two-lane collector west of Black Mountain Road. Capricorn Way currently has a paved roadway of 21 m (70 ft). The posted speed limit is 64 km/h (40 mph).

Carroll Canyon Road

Carroll Canyon Road runs east/west and has a functional classification of a four-lane collector with a two-way, left-turn lane between Black Mountain Road and Maya Linda Road. The Mira Mesa Community Plan recommends that Carroll Canyon Road be extended west to Camino Santa Fe, with an ultimate classification of four-lane major. Carroll Canyon Road has a paved roadway width of approximately 20 m (65 ft). The posted speed limit is 64 km/h (40 mph).

Pedestrian and Bicycle Facilities

Pedestrian facilities in the Project area primarily consist of sidewalks along local roadways. Additionally, a north-south pedestrian promenade is located at the end of Hillery Drive that provides a connection between the Mira Mesa Market Center and Miramar College.

Several designated bicycle facilities are located in the Project area. A Class I bikeway is located adjacent to the eastern side of I-15 that extends northward from Erma Road. A Class I bikeway is an exclusive bike path within its own R/W and completely separated from vehicular travel lanes. Class II bike lanes, which consist of 1.5-m (5-ft)-wide lanes that are striped on the outside of the roadway and identified with signs or pavement markings, are located along segments of Mira Mesa Boulevard, Black Mountain Road, Erma Road, and Scripps Ranch Boulevard. Class III bike routes, consisting of a shared R/W designated by signs only, are located along segments of Gold Coast Drive, Maya Linda Road and Carroll Canyon Road.

Transit

Transit service and facilities are provided in the Project area. Several local and express bus routes operate in the Project vicinity along Mira Mesa Boulevard, Black Mountain Road, Galvin Avenue, Westview Parkway, Carroll Canyon Road, and Scripps Ranch Boulevard. Regional routes are also provided that utilize I-15. In addition, three park-and-ride facilities are located in the Project area, including one at the northwest corner of the I-15/Mira Mesa Boulevard interchange, one on the north side of Hillery Drive, adjacent to a multi-family residential development (Legacy Apartments), and one at the southeast corner of the Hillery Drive/Black Mountain Road intersection, within Miramar College.

Approved transit/transportation facilities in the Project area include a transit center at Miramar College and the I-15 Managed Lanes project. SANDAG will construct the Mira Mesa/Miramar College Transit Center immediately south of the intersection of Hillery Drive and Westview Parkway, in the northeastern portion of the Miramar College campus. The approved I-15 Managed Lanes project includes improvements to the general purpose and HOV lanes along the I-15 corridor within the Project area.

Existing Conditions of Roadway Segments

LOS is a professional industry standard by which the operating conditions of a given roadway segment are measured. LOS is defined on a scale of A to F, where LOS A represents the best operating conditions, and LOS F represents the worst operating conditions. LOS A facilities are characterized as having free-flowing traffic conditions with no restrictions on maneuvering and little or no delays. LOS F facilities are characterized as having highly unstable, congested conditions with long delays. Delays are measured in seconds and determine the LOS at intersections. Refer to Figure 1-3, which illustrates LOS and the effects that delay have on the LOS designation.

The volume-to-capacity ratio (V/C) is another important parameter that determines LOS for roadway segments. V/C is a measure of traffic demand on a roadway segment (expressed as volume) compared to its traffic-carrying capacity. Roadway segment LOS definitions, determined by V/C ratios, are provided in Table 2.5-3.

Table 2.5-3
ROADWAY SEGMENT LOS AND V/C DEFINITIONS

LOS	V/C	Congestion/Delay	Traffic Description
Used for freeways, expressways, and conventional highways			
A	<0.42	None	Free flow
B	0.42 – 0.62	None	Free to stable flow, light to moderate volumes
C	0.63 – 0.80	None to minimal	Stable flow, moderate volumes, freedom to maneuver noticeably restricted
D	0.81 – 0.92	Minimal to substantial	Approaches unstable flow, heavy volumes, very limited freedom to maneuver
E	0.93 – 1.00	Significant	Extremely unstable flow, maneuverability and psychological comfort extremely poor
F	>1.00	Considerable	Forced or breakdown flow

Table 2.5-4 shows the existing average daily trips (ADT) for roadway segments within the Project study area. Under existing conditions, the following roadway segments operate at LOS E or F:

- Mira Mesa Boulevard, between the I-15 northbound ramps and the I-15 southbound ramps (LOS E)
- Mira Mesa Boulevard, between the I-15 southbound ramps and Westview Parkway (LOS F)
- Mira Mesa Boulevard, between Westview Parkway and Black Mountain Road (LOS F)
- Mira Mesa Boulevard, between Black Mountain Road and Marbury Avenue (LOS F)
- Mira Mesa Boulevard, between Marbury Avenue and Greenford Drive (LOS E)
- Hillery Drive, between Greenford Drive and Marbury Avenue (LOS F)
- Hillery Drive, between Marbury Avenue and Black Mountain Road (LOS F)
- Hillery Drive, between Black Mountain Road and Westview Parkway (LOS F)
- Greenford Drive, between Hillery Drive and Flanders Drive (LOS F)
- Carroll Canyon Road, between the I-15 southbound ramps and I-15 northbound ramps (LOS E)

Table 2.5-4
EXISTING ROADWAY SEGMENT CONDITIONS

Roadway Segment	Lanes/Classification	ADT	V/C	LOS
Mira Mesa Boulevard				
I-15 northbound ramps to I-15 southbound ramps	6/Prime Arterial	59,395	0.99	E
I-15 southbound ramps to Westview Pkwy	8/Prime Arterial	78,431	1.18	F
Westview Pkwy to Black Mountain Rd	6/Prime Arterial	61,144	1.02	F
Black Mountain Rd to Marbury Ave	6/Prime Arterial	61,743	1.03	F
Marbury Ave to Greenford Dr	6/Prime Arterial	55,229	0.92	E
Hillery Drive				
Greenford Dr to Marbury Ave	2/Collector	11,906	1.49	F
Marbury Ave to Black Mountain Rd	2/Collector	12,029	1.50	F
Black Mountain Rd to Westview Pkwy	2/Collector	22,437	1.50	F
Westview Pkwy to Miramar College driveway	2/Collector	4,211	0.42	B
Miramar College driveway to Hillery Dr DAR	NA	NA	NA	NA
Black Mountain Road				
Westview Pkwy to Capricorn Wy	6/Prime Arterial	24,274	0.41	A
Capricorn Wy to Galvin Ave	6/Prime Arterial	24,047	0.40	A
Galvin Ave to Gemini Ave	4/Major Arterial	23,162	0.58	C
Gemini Ave to Mira Mesa Blvd	4/Major Arterial	23,162	0.58	C
Mira Mesa Blvd to Hillery Dr	4/Major Arterial	16,110	0.40	B
Hillery Dr to Miramar College driveway	4/Major Arterial	23,362	0.58	C
Miramar College driveway to Gold Coast Dr	4/Major Arterial	26,420	0.66	C
Gold Coast Dr to Carroll Canyon Rd	4/Major Arterial	26,177	0.65	C
Westview Parkway				
Black Mountain Rd to Capricorn Wy	4/Collector	6,898	0.23	A
Capricorn Wy to Galvin Ave	4/Collector	13,715	0.46	B
Galvin Ave to Mira Mesa Blvd	4/Collector	18,009	0.60	C
Mira Mesa Blvd to Hillery Dr	4/Collector	9,021	0.30	A
Marbury Avenue				
Mira Mesa Blvd to Hillery Dr	2/Collector	5,272	0.66	D
Greenford Drive				
Mira Mesa Blvd to Hillery Dr	2/Collector	5,087	0.64	D
Hillery Dr to Flanders Dr	2/Collector	8,875	1.11	F
Galvin Avenue				
Black Mountain Rd to Westview Pkwy	4/Collector	4,511	0.15	A
Westview Pkwy to Galvin Ave DAR	NA	NA	NA	NA
Capricorn Way				
Black Mountain Rd to Westview Pkwy	2/Collector	4,043	0.27	A
Carroll Canyon Road				
Black Mountain Rd to Maya Linda Rd	4/Collector	17,196	0.57	C
Maya Linda Rd to I-15 southbound ramps	4/Collector	24,231	0.81	D
I-15 southbound ramps to I-15 northbound ramps	4/Collector	28,470	0.95	E

NA = not applicable
Source: *Mira Mesa/Scripps Ranch Direct Access Ramp Traffic Impact Study*, July 2008.

Existing Conditions of Intersections

Table 2.5-5 shows the existing conditions for intersections within the Project study area. As shown in Table 2.5-6, the following study area intersections currently operate at LOS E or F:

- Mira Mesa Boulevard/ Black Mountain Road (LOS E during AM peak period and LOS F during PM peak period)
- Hillery Drive/Greenford Drive (LOS E during PM peak period)
- Hillery Drive/Marbury Avenue (LOS F during PM peak period)
- Gold Coast Drive/Black Mountain Road (LOS E during AM peak period and LOS F during PM peak period)
- Carroll Canyon Road/I-15 southbound ramps (LOS E during AM peak period)
- Black Mountain Road/Capricorn Way (LOS F during PM peak period)

Table 2.5-5
EXISTING INTERSECTION CONDITIONS

Number[1]	Intersection	AM Peak Hour		PM Peak Hour	
		Delay[2]	LOS	Delay[2]	LOS
1	Mira Mesa Blvd/Greenford Dr	20.3	C	15.5	B
2	Mira Mesa Blvd/Marbury Ave	26.1	B	22.8	C
3	Mira Mesa Blvd/Black Mountain Rd	65.0	E	111.8	F
4	Mira Mesa Blvd/Westview Prkwy	41.4	D	44.8	D
5	Mira Mesa Blvd/I-15 southbound ramps	39.6	D	22.4	C
6	Mira Mesa Blvd/I-15 northbound ramps	18.0	B	21.5	C
7	Hillery Dr/Greenford Dr	20.5	C	42.6	E
8	Hillery Dr/Marbury Ave	15.2	C	55.3	F
9	Hillery Dr/Black Mountain Rd	47.0	D	45.1	D
10	Hillery Dr/Westview Prkwy	16.4	B	17.5	B
11	Flanders Dr/Greenford Dr	13.1	B	10.9	B
12	Miramar College Driveway/Black Mountain Rd	7.4	A	9.8	A
13	Gold Coast Dr/Black Mountain Rd	74.7	E	113.7	F
14	Carroll Canyon Rd/Black Mountain Rd	25.5	C	39.8	D
15	Carroll Canyon Rd/Maya Linda Rd	18.3	B	14.1	B
16	Carroll Canyon Rd/I-15 southbound ramps	79.4	E	38.1	D
17	Carroll Canyon Rd/I-15 northbound ramps	28.5	C	42.9	D
18	Black Mountain Rd/Galvin Ave	14.2	B	22.0	C
19	Black Mountain Rd/Capricorn Wy	25.3	C	85.4	F
20	Black Mountain Rd/Westview Prkwy	13.7	B	16.7	B
21	Galvin Ave/Westview Prkwy	11.2	B	16.3	B
22	Westview Prkwy/Capricorn Wy	14.9	B	14.6	B
23	Hillery Dr/southbound DAR at Hillery Dr	NA	NA	NA	NA
24	Hillery Dr/northbound DAR at Hillery Dr	NA	NA	NA	NA
25	Galvin Ave/southbound DAR at Galvin Ave	NA	NA	NA	NA
26	Galvin Ave/northbound DAR at Galvin Ave	NA	NA	NA	NA

[1] Number corresponds to intersection location on Figure 2.5-1.
[2] Delay measured in seconds.
NA = not applicable
Source: *Mira Mesa/Scripps Ranch Direct Access Ramp Traffic Impact Study*, July 2008.

2.5.3 Environmental Consequences

The Project is not expected to generate any new traffic in the surrounding area; however, it would change existing traffic patterns. Some of the existing traffic accessing I-15 via the Mira Mesa Boulevard ramps from Black Mountain Road, Miramar Road, Carroll Canyon Road, and other nearby surface streets would divert and use the proposed DAR for freeway access instead.

The local transportation network was analyzed for both Project build alternatives under years 2015 and 2030 conditions with and without the Project based on traffic models provided by the Department and SANDAG. The Year 2015 represents traffic conditions for opening day of the Project, and the Year 2030 denotes future buildout traffic conditions.

Hillery Drive Alternative

2015 Conditions

Under Year 2015 conditions, it is assumed that Carroll Canyon Road would extend west of Black Mountain Road, and the Hillery Drive/Westview Parkway intersection would be reconfigured to include a southern leg.

Roadway Segments. Table 2.5-6 shows the roadway segments under Year 2015 conditions without and with the Project under the Hillery Drive Alternative. Figure 2.5-2 shows the ADT for each analyzed roadway segment. As shown in the table, five segments of Mira Mesa Boulevard between the I-15 northbound ramps and Greenford Drive, three segments of Hillery Drive between Greenford Drive and Westview Parkway, one segment of Greenford Drive between Hillery Drive and Flanders Drive, and two segments of Carroll Canyon Road between Maya Linda Road and I-15 northbound ramps would operate at LOS E or F under the Year 2015 without Project conditions. With the proposed Project, all of these roadway segments would continue to operate at LOS E or F, except for Mira Mesa Boulevard between Marbury Avenue and Greenford Drive. The LOS on this segment of Mira Mesa Boulevard would improve from E to D as a result of the Hillery Drive Alternative. Although the remaining segments of Mira Mesa Boulevard and Carroll Canyon Road would continue to operate at LOS E or F, the Project would reduce daily traffic volumes on these segments. Accordingly, no traffic impacts to Mira Mesa Boulevard or Carroll Canyon Road would occur under the Hillery Drive Alternative for 2015 conditions.

The Hillery Drive Alternative would divert traffic trips from Mira Mesa Boulevard to Hillery Drive and Greenford Drive (Table 2.5-6). The three segments of Hillery Drive between Greenford Drive and Westview Parkway would continue to operate at LOS F with the Project, but with much higher volumes.

Greenford Drive, between Mira Mesa Boulevard and Flanders Drive, also would experience increased traffic under the Hillery Drive Alternative due to trips diverting from the north and south to access Hillery Drive via Greenford Drive. The LOS on the segment from Mira Mesa Boulevard to Hillery Drive would degrade from D to F, and the segment from Hillery Drive to Flanders Drive would continue to operate at LOS F but with much higher volumes.

Table 2.5-6
ROADWAY SEGMENT CONDITIONS UNDER THE HILLERY DRIVE ALTERNATIVE – YEAR 2015 AND 2030

Roadway Segment	Year 2015							Year 2030						
	Year 2015 No Build			Year 2015 Build			Δ V/C	Year 2030 No Build			Year 2030 Build			Δ V/C
	ADT	V/C	LOS	ADT	V/C	LOS		ADT	V/C	LOS	ADT	V/C	LOS	
Mira Mesa Boulevard														
I-15 northbound ramps to I-15 southbound ramps	62,685	1.05	F	57,275	0.96	E	-0.09	64,467	1.07	F	58,249	0.97	E	-0.10
I-15 southbound ramps to Westview Pkwy	85,850	1.29	F	75,030	1.13	F	-0.16	86,456	1.30	F	74,020	1.11	F	-0.19
Westview Pkwy to Black Mountain Rd	64,688	1.08	F	58,587	0.98	E	-0.10	65,475	0.98	E	58,462	0.88	D	-0.11
Black Mountain Rd to Marbury Ave	65,749	1.10	F	61,925	1.03	F	-0.06	67,102	1.12	F	62,707	1.05	F	-0.07
Marbury Ave to Greenford Dr	58,514	0.98	E	54,835	0.91	D	-0.06	59,672	1.00	E	55,443	0.92	E	-0.07
Hillery Drive														
Greenford Dr to Marbury Ave	12,144	1.52	F	16,114	2.01	F	0.50	12,144	1.52	F	16,707	2.09	F	0.57
Marbury Ave to Black Mountain Rd	13,184	1,65	F	17,740	2.22	F	0.57	13,184	1.65	F	18,421	2.30	F	0.66
Black Mountain Rd to Westview Pkwy	24,823	1.66	F	36,519	2.44	F	0.78	24,823	0.83	D	38,267	1.28	F	0.45
Westview Pkwy to Miramar College driveway	4,295	0.14	A	18,395	0.61	C	0.47	4,295	0.14	A	20,595	0.69	D	0.54
Miramar College driveway to Hillery Dr DAR	NA	NA	NA	14,100	0.71	C	0.71	NA	NA	NA	16,300	0.82	D	0.82
Black Mountain Road														
Mira Mesa Blvd to Hillery Dr	19,568	0.49	B	22,674	0.57	C	0.08	20,580	0.34	A	24,150	0.40	A	0.06
Hillery Dr to Miramar College driveway	27,198	0.68	C	29,618	0.74	C	0.06	28,836	0.48	B	31,618	0.53	B	0.05
Miramar College driveway to Gold Coast Dr	32,765	0.82	D	34,828	0.87	D	0.05	34,708	0.58	B	37,079	0.62	C	0.04
Gold Coast Dr to Carroll Canyon Rd	30,706	0.77	D	32,561	0.81	D	0.05	33,323	0.56	B	35,455	0.59	C	0.04
Westview Parkway														
Mira Mesa Blvd to Hillery Dr	13,831	0.46	B	16,315	0.54	C	0.08	14,462	0.48	C	17,318	0.58	C	0.10
Marbury Avenue														
Mira Mesa Blvd to Hillery Dr	5,377	0.67	D	5,965	0.75	D	0.07	5,377	0.67	D	6,052	0.76	D	0.08
Greenford Drive														
Mira Mesa Blvd to Hillery Dr	5,189	0.65	D	8,868	1.11	F	0.46	5,189	0.65	D	9,418	1.18	F	0.53
Hillery Dr to Flanders Dr	9,053	1.132	F	9,633	1.20	F		9,053	1.13	F	9,720	1.22	F	0.08
Carroll Canyon Road														
Black Mountain Rd to Maya Linda Rd	20,867	0.70	D	19,134	0.64	C	-0.06	23,274	0.58	C	21,283	0.53	C	-0.05
Maya Linda Rd to I-15 southbound ramp	28,464	0.95	E	26,775	0.89	E	-0.06	31,857	0.80	D	29,915	0.75	C	-0.05
I-15 southbound ramps to I-15 northbound ramps	30,748	1.03	F	29,903	1.00	E	-0.03	34,733	0.87	D	33,762	0.84	D	-0.02

NA = not applicable; Δ V/C = change in volume to capacity ratio
Source: *Mira Mesa/Scripps Ranch Direct Access Ramp Traffic Impact Study*, July 2008.

Intersections. Table 2.5-7 shows the intersections under Year 2015 conditions without and with the Project under the Hillery Drive Alternative. Figure 2.5-3 shows the vehicle trips for each analyzed intersection during AM and PM peak hours. As shown in the table, the following nine intersections would operate at LOS E or F under the Year 2015 without Project conditions:

- Mira Mesa Boulevard/Black Mountain Road (LOS E in AM peak hour and LOS F in PM peak hour)
- Mira Mesa Boulevard/Westview Parkway (LOS E in AM peak hour and LOS F in PM peak hour)
- Mira Mesa Boulevard/I-15 southbound ramps (LOS E in AM peak hour)
- Hillery Drive/Greenford Drive (LOS E in PM peak hour)
- Hillery Drive/Marbury Avenue (LOS F in PM peak hour)
- Hillery Drive/Black Mountain Road (LOS F in AM peak hour and LOS E in PM peak hour)
- Carroll Canyon Road/Black Mountain Road (LOS E in PM peak hour)
- Gold Coast Drive/Black Mountain Road (LOS F in AM and PM peak hours)
- Carroll Canyon Road/I-15 southbound ramps (LOS F in AM peak hour)

Implementation of the Hillery Drive Alternative would reduce the delay at Mira Mesa Boulevard's intersections with Black Mountain Road (AM peak hour), Westview Parkway (AM and PM peak hours) and the I-15 southbound ramps (AM peak hour), and Carroll Canyon Road's intersections at the I-15 southbound ramps (AM peak hour) and Black Mountain Road (PM peak hour). The remaining intersections listed above, however, would continue to operate at LOS E or F with increased delays (Table 2.5-7). These intersections include:

- Mira Mesa Boulevard/Black Mountain Road (PM peak hour)
- Hillery Drive/Greenford Drive (AM and PM peak hours)
- Hillery Drive/Marbury Avenue (AM and PM peak hours)
- Hillery Drive/Black Mountain Road (AM and PM peak hours)
- Gold Coast Drive/Black Mountain Road (AM and PM peak hours)

Additionally, the Hillery Drive Alternative would cause the following intersections to operate at LOS E or F:

- Hillery Drive/Greenford Drive (LOS F in AM peak hour)
- Hillery Drive/Marbury Avenue (LOS E in the AM peak hour)

Implementation of the identified avoidance, minimization and mitigation measures in Section 2.5.4 of this subchapter would reduce traffic impacts, but it also would divert traffic trips along Hillery Drive, west of Black Mountain Road, back to Mira Mesa Boulevard. As a result, eastbound diverted trips would travel along Mira Mesa Boulevard and turn south at Black Mountain Road, to ultimately access the DAR on Hillery Drive. These diverted trips would cause increased delays at the Mira Mesa Boulevard/Black Mountain Road intersection during the AM peak period.

Year 2030 Conditions

Under Year 2030 conditions, it is assumed that Carroll Canyon Road would extend west of Black Mountain Road, the Hillery Drive/Westview Parkway intersection would be reconfigured to include a southern leg, and roadways in the Project study area would be improved to their ultimate recommended street classifications in the Mira Mesa Community Plan.

Roadway Segments. Table 2.5-6 shows the roadway segments under Year 2030 conditions without and with the Project under the Hillery Drive Alternative. Figure 2.5-4 shows the ADT for each analyzed roadway segment. As shown in the table, all five segments of Mira Mesa Boulevard between the I-15 northbound ramps and Greenford Drive, two segments of Hillery Drive between Greenford Drive and Black Mountain Road, and the segment of Greenford Drive between Hillery Drive and Flanders Drive would operate at LOS E or F under the Year 2030 without Project conditions. Under the Hillery Drive Alternative, these roadway segments would continue to operate at LOS E or F; however, the number of traffic trips on all five segments of Mira Mesa Boulevard would decrease.

The two segments of Hillery Drive between Greenford Drive and Westview Parkway would continue to operate at LOS F with the Project, but with much higher volumes. Additionally, this Project alternative would cause Hillery Drive, between Black Mountain Road and Westview Parkway, to degrade from LOS D to F.

Similarly, Greenford Drive, between Mira Mesa Boulevard and Flanders Drive, also would experience increased traffic under the Hillery Drive Alternative. The LOS on the segment from Mira Mesa Boulevard to Hillery Drive would degrade from D to F, and the segment from Hillery Drive to Flanders Drive would continue to operate at LOS F but with much higher volumes.

Intersections. Table 2.5-7 shows the intersections under Year 2030 conditions without and with the Project under the Hillery Drive Alternative. Figure 2.5-5 shows the vehicle trips for each analyzed intersection during AM and PM peak hours. As shown in the table, the following eight intersections would operate at LOS E or F under the Year 2030 without Project conditions:

- Mira Mesa Boulevard/Black Mountain Road (LOS F in AM and PM peak hours)
- Mira Mesa Boulevard/Westview Parkway (LOS F in AM and PM peak hours)
- Mira Mesa Boulevard/I-15 southbound ramps (LOS E in AM peak hour)
- Hillery Drive/Greenford Drive (LOS E in PM peak hour)
- Hillery Drive/Marbury Avenue (LOS F in PM peak hour)
- Gold Coast Drive/Black Mountain Road (LOS E in AM and LOS F in PM peak hours)
- Carroll Canyon Road/I-15 southbound ramps (LOS F in AM peak hour and LOS E in PM peak hour)
- Carroll Canyon Road/I-15 southbound ramps (LOS F in PM peak hour)

Except for the Mira Mesa Boulevard/I-15 southbound ramps, these same intersections would continue to operate at LOS E or F under Year 2030 with Project conditions (Table 2.5-7). The LOS at the Mira Mesa Boulevard/I-15 southbound ramps would improve from E to D, and delays would decrease at Mira Mesa Boulevard/Black Mountain Road (AM peak hour), Mira Mesa Boulevard/Westview Parkway (AM and PM peak hours), Carroll Canyon Road/I-15 southbound ramps (AM and PM peak hours), and Carroll Canyon Road/I-15 northbound ramps (PM peak).

Table 2.5-7
INTERSECTION CONDITIONS UNDER THE HILLERY DRIVE ALTERNATIVE – YEAR 2015 AND 2030

Number[1]	Intersection	Year 2015					Year 2030				
		Year 2015 No Build		Year 2015 Build		Δ Delay[2]	Year 2030 No Build		Year 2030 Build		Δ Delay[2]
		Delay[2]	LOS	Delay[2]	LOS		Delay[2]	LOS	Delay[2]	LOS	
AM Peak											
1	Mira Mesa Blvd/Greenford Dr	22.2	C	43.6	D	21.4	23.1	C	50.6	D	27.5
2	Mira Mesa Blvd/Marbury Ave	32.9	C	26.2	C	-6.7	37.3	D	28.3	C	-9.0
3	Mira Mesa Blvd/Black Mountain Rd	78.5	E	71.4	E	-7.1	89.2	F	80.0	F	-9.2
4	Mira Mesa Blvd/Westview Pkwy	69.4	E	50.0	D	-19.4	82.9	F	56.3	E	-26.6
5	Mira Mesa Blvd/I-15 southbound ramp	60.3	E	45.1	D	-15.2	67.6	E	49.4	D	-18.2
6	Mira Mesa Blvd/I-15 northbound ramp	19.6	B	18.5	B	-1.1	20.5	C	19.2	B	-1.3
7	Hillery Dr/Greenford Dr	22.0	C	82.0	F	60.0	22.0	C	97.4	F	75.4
8	Hillery Dr/Marbury Ave	15.4	C	35.1	E	19.7	15.4	C	41.9	E	26.6
9	Hillery Dr/Black Mountain Rd	81.1	F	130.2	F	49.1	28.7	C	36.9	D	8.2
10	Hillery Dr/Westview Pkwy	20.8	C	35.3	D	14.5	19.0	B	41.8	D	22.8
11	Flanders Dr/Greenford Dr	13.5	B	14.2	B	0.7	13.5	B	14.4	B	0.9
12	Miramar College driveway/Black Mountain Rd	13.3	B	13.7	B	0.4	10.5	B	10.5	B	0.0
13	Gold Coast Dr/Black Mountain Rd	98.6	F	104.3	F	5.7	64.4	E	67.9	E	3.5
14	Carroll Canyon Rd/Black Mountain Rd	30.5	C	32.4	C	1.9	30.1	C	28.9	C	-1.2
15	Carroll Canyon Rd/Maya Linda Road	20.1	C	19.9	B	-0.2	24.4	C	23.9	C	-0.5
16	Carroll Canyon Rd/I-15 southbound ramps	101.3	F	91.4	F	-9.9	146.8	F	131.7	F	-15.1
17	Carroll Canyon Rd/I-15 northbound ramps	31.6	C	29.4	C	-2.2	43.7	D	38.1	D	-5.6
23	Hillery Dr/southbound Hillery Dr DAR	NA	NA	16.3	B	NA	NA	NA	17.7	B	NA
24	Hillery Dr/northbound Hillery Dr DAR	NA	NA	15.7	B	NA	NA	NA	16.2	B	NA
PM Peak											
1	Mira Mesa Blvd/Greenford Dr	16.3	B	33.7	C	17.4	16.6	B	40.1	D	23.5
2	Mira Mesa Blvd/Marbury Ave	25.5	C	27.4	C	1.9	27.0	C	29.4	C	2.4
3	Mira Mesa Blvd/Black Mountain Rd	146.3	F	151.3	F	5.0	110.9	F	109.7	F	-1.2
4	Mira Mesa Blvd/Westview Pkwy	80.9	F	65.9	E	-15.0	93.7	F	74.9	E	-18.8
5	Mira Mesa Blvd/I-15 southbound ramp	26.7	C	21.7	C	-5.0	25.6	C	20.4	C	-5.2
6	Mira Mesa Blvd/I-15 northbound ramp	23.2	C	21.6	C	-1.6	23.9	C	22.2	C	-1.7
7	Hillery Dr/Greenford Dr	48.2	E	169.3	F	121.1	48.2	E	192.1	F	143.9
8	Hillery Dr/Marbury Ave	61.8	F	350.7	F	288.9	61.8	F	426.2	F	364.4
9	Hillery Dr/Black Mountain Rd	72.9	E	161.4	F	88.5	30.2	C	62.3	E	32.1
10	Hillery Dr/Westview Pkwy	26.2	C	37.4	C	11.2	20.0	B	44.4	D	24.4
11	Flanders Dr/Greenford Dr	11.1	B	11.6	B	0.5	11.1	B	11.7	B	0.6
12	Miramar College driveway/Black Mountain Rd	19.6	B	20.3	B	0.7	14.9	B	14.7	B	-0.2
13	Gold Coast Dr/Black Mountain Rd	157.4	F	166.6	F	9.2	115.5	F	121.9	F	6.4
14	Carroll Canyon Rd/Black Mountain Rd	68.6	E	64.6	E	-4.0	50.7	D	47.9	D	-2.8
15	Carroll Canyon Rd/Maya Linda Road	14.5	B	14.9	B	0.4	15.3	B	15.5	B	0.2
16	Carroll Canyon Rd/I-15 southbound ramps	49.0	D	44.6	D	-4.4	75.3	E	68.3	E	-7.0
17	Carroll Canyon Rd/I-15 northbound ramps	53.8	D	47.7	D	-6.1	80.5	F	71.1	E	-9.4
23	Hillery Dr/southbound Hillery Dr DAR	NA	NA	18.2	B	NA	NA	NA	19.4	B	NA
24	Hillery Dr/northbound Hillery Dr DAR	NA	NA	14.0	B	NA	NA	NA	14.5	B	NA

[1] Number corresponds to intersection location in Figure 2.5-1. [2] Delay measured in seconds. NA = not applicable; Δ Delay = change in delay
Source: *Mira Mesa/Scripps Ranch Direct Access Ramp Traffic Impact Study*, July 2008.

Delays at the remaining intersections that would continue to operate at LOS E or F, however, would increase with the Project. These intersections include:

- Hillery Drive/Greenford Drive (PM peak hour)
- Hillery Drive/Marbury Avenue (PM peak hour)
- Gold Coast Drive/Black Mountain Road (AM and PM peak hours)

Additionally, the Project would cause the LOS to degrade to E or F at the intersections of Hillery Drive/Greenford Drive (AM and PM peak hours), Hillery Drive/Marbury Avenue (AM peak hour) and Hillery Drive/Black Mountain Road (PM peak hour).

Implementation of the identified avoidance, minimization and mitigation measures in Section 2.5.4 of this subchapter would reduce traffic impacts, but it also would divert traffic trips along Hillery Drive, west of Black Mountain Road, back to Mira Mesa Boulevard, which would cause increased delays at the Mira Mesa Boulevard/Black Mountain Road intersection during the AM peak period.

Freeway Operations

Implementation of the Hillery Drive Alternative would not impact freeway operations along the I-15 corridor in the Project area. The I-15 Managed lanes project will construct intermediate access points, located north of Mira Mesa Boulevard and south of Carroll Canyon Road, that would provide access between the Managed Lanes facility and general purpose lanes. The Hillery Drive Alternative would not affect the use of these intermediate access points or associated weaving movements.

The Hillery Drive Alternative would reduce delays at I-15 interchanges at Mira Mesa Boulevard and Carroll Canyon Road by redirecting trips to the proposed DAR (Table 2.5-7).

Construction Impacts

While the Hillery Drive Alternative would generally result in beneficial impacts to traffic and transportation, temporary impacts would result during Project construction. During Project construction, temporary detours may be required, resulting in diversion of through traffic to alternate routes in the Project area. Any associated impacts would be minimized through implementation of a TMP, which would provide additional measures to reduce construction related traffic impacts. Given the temporary nature of the detours, the availability of alternate routes and the implementation of a TMP, traffic impacts during Project construction are expected to be relatively minor.

Pedestrian and Bicycle Facilities

Implementation of the Hillery Drive Alternative would not result in long-term effects on existing pedestrian and bicycle circulation patterns in the Project area. The proposed Hillery Drive bridge would not impede access to the north-south pedestrian promenade, located at the Hillery Drive cul-de-sac that connects the Mira Mesa Market Center with Miramar College. Project implementation also would not permanently remove the bicycle lanes along Hillery Drive. Temporary disruptions may occur during construction activities, but alternate routes or detours would be provided. Any temporary impacts would be minimized by implementation of the TMP.

Transit

The Hillery Drive Alternative would facilitate BRT and regional transit operations along the I-15 corridor. Construction of a DAR at Hillery Drive would provide a direct connection for transit vehicles to the I-15 Managed Lanes facility. Transit vehicles that would otherwise use existing access routes and freeway interchanges would be redirected to the proposed DAR, resulting in reduced congestion along Mira Mesa Boulevard, and at some Project area intersections and I-15 interchanges. Moreover, the DAR would be located adjacent to an approved Transit Center (Mira Mesa/Miramar College Transit Center), which would further enhance transit operations. The Hillery Drive Alternative, therefore, would provide a benefit to transit service in the Project area.

Galvin Avenue

Year 2015 Conditions

Under Year 2015 conditions, it is assumed that Carroll Canyon Road would extend west of Black Mountain Road, and the Hillery Drive/Westview Parkway intersection would be reconfigured to include a southern leg.

Roadway Segments. Table 2.5-8 shows the roadway segments under Year 2015 conditions without and with the Project under the Galvin Avenue Alternative. Figure 2.5-6 shows the ADT for each analyzed roadway segment. As shown in the table, five segments of Mira Mesa Boulevard, between the I-15 northbound ramps and Greenford Drive, and two segments of Carroll Canyon Road, between Maya Linda Road and the I-15 northbound ramps, would operate at LOS E or F under the Year 2015 without Project conditions. With the Project, these roadway segments would continue to operate at LOS E or F; however, traffic volumes on these segments of Mira Mesa Boulevard and Carroll Canyon Road would decrease under this alternative.

Intersections. Table 2.5-9 shows the intersections under Year 2015 conditions without and with the Project under the Galvin Avenue Alternative. Figure 2.5-7 show the vehicle trips for each analyzed intersection during AM and PM peak hours. As shown in the table, the following eight intersections would operate at LOS E or F under the Year 2015 without Project conditions:

- Mira Mesa Boulevard/Black Mountain Road (LOS E in AM peak hour and LOS F in PM peak hour)
- Mira Mesa Boulevard/Westview Parkway (LOS E in AM peak hour and LOS F in PM peak hour)
- Mira Mesa Boulevard/I-15 southbound ramps (LOS E in AM peak hour)
- Hillery Drive/Black Mountain Rd (LOS F in AM peak hour and LOS E in PM peak hour)
- Gold Coast Drive/Black Mountain Road (LOS F in AM and PM peak hours)
- Carroll Canyon Road/Black Mountain Road (LOS E in PM peak hour)
- Carroll Canyon Road/I-15 SB ramps (LOS F in AM peak hour)
- Black Mountain Road/Capricorn Way (LOS F in PM peak hour)

With the Galvin Avenue Alternative, delays would decrease at the intersections of Mira Mesa Boulevard/Black Mountain Road (PM peak hour), Mira Mesa Boulevard/Westview Parkway (AM and PM peak hours), Mira Mesa Boulevard/I-15 southbound ramps (AM peak hour), and Carroll

Canyon Road/I-15 southbound ramps (AM and PM peak hours). No increase in delay would occur at the Black Mountain Road/Capricorn Way intersection (PM peak hour).

With the Project, the intersection of Mira Mesa Boulevard/Black Mountain Road (AM peak hour) would degrade to LOS F, and the intersections of Hillery Drive/Black Mountain Road (AM and PM peak hours), and Gold Coast Drive/Black Mountain Road (PM peak hour) would experience an increase in delay (Table 2.5-9).

Year 2030 Conditions

Similar to Year 2030 conditions under the Hillery Drive Alternative, it is assumed that Carroll Canyon Road would extend west of Black Mountain Road, the Hillery Drive/Westview Parkway intersection would be reconfigured to include a southern leg, and roadways in the Project study area would be improved to their ultimate recommended street classifications in the Mira Mesa Community Plan.

Roadway Segments. Table 2.5-8 shows the roadway segments under Year 2030 conditions without and with the Project under the Galvin Avenue Alternative. Figure 2.5-8 shows the ADT for each analyzed roadway segment. As shown in the table, five segments of Mira Mesa Boulevard between the I-15 northbound ramps and Greenford Drive would operate at LOS E or F under the Year 2030 without Project conditions. With the Project, these roadway segments would continue to operate at LOS E or F; however, traffic volumes on these segments of Mira Mesa Boulevard would decrease under this alternative. The Galvin Avenue Alternative would not cause any other roadway segment to operate at LOS E or F.

Intersections. Table 2.5-9 shows the intersections under Year 2030 conditions without and with the Project under the Galvin Avenue Alternative. Figure 2.5-9 depicts the vehicle trips for each analyzed intersection during AM and PM peak hours. As shown in the table, the following seven intersections would operate at LOS E or F under the Year 2030 without Project conditions:

- Mira Mesa Boulevard/Black Mountain Road (LOS F in AM and PM peak hours)
- Mira Mesa Boulevard/Westview Parkway (LOS F in AM and PM peak hours)
- Mira Mesa Boulevard/I-15 southbound ramps (LOS E in AM peak hour)
- Gold Coast Drive/Black Mountain Rd (LOS E in AM peak hour and LOS F in PM peak hour)
- Carroll Canyon Road/I-15 southbound ramps (LOS F in AM peak hour and LOS E in PM peak hour)
- Carroll Canyon Road/I-15 northbound ramps (LOS F in PM peak hour)
- Black Mountain Road/Capricorn Way (LOS F in PM peak hour)

With the Galvin Avenue Alternative, delays at the intersections of Mira Mesa Boulevard/Black Mountain Road (PM peak hour), Mira Mesa Boulevard/Westview Parkway (AM and PM peak hours), Mira Mesa Boulevard/I-15 southbound ramps (AM and PM peak hours), Carroll Canyon Road/I-15 southbound ramps (AM and PM peak hours), and Carroll Canyon Road/I-15 northbound ramps (PM peak hour) would decrease. No increase in delay would occur at the Black Mountain Road/Capricorn Way intersection (PM peak hour). The intersections of Mira Mesa Boulevard/Black Mountain Road (AM peak hour) and Gold Coast Drive/Black Mountain Road (AM and PM peak hours) would continue to operate at LOS E or F, and would experience an increase in delay. The Galvin Avenue Alternative would not cause any other intersections to operate at LOS E or F.

Freeway Operations

Implementation of the Galvin Avenue Alternative would not impact freeway operations along the I-15 corridor in the Project area. The I-15 Managed lanes project will construct intermediate access points, located north of Mira Mesa Boulevard and south of Carroll Canyon Road, that would provide access between the Managed Lanes facility and general purpose lanes. The Galvin Avenue Alternative would not affect the use of these intermediate access points or associated weaving movements.

The Hillery Drive Alternative would reduce delays at I-15 interchanges at Mira Mesa Boulevard and Carroll Canyon Road by redirecting trips to the proposed DAR (Table 2.5-9).

Construction Impacts

Construction impacts associated with the Galvin Avenue Alternative would be similar to those discussed for the Hillery Drive Alternative. Temporary detours may occur during Project construction. Any associated impacts would be minimized through implementation of a TMP. Given the temporary nature of the detours, the availability of alternate routes and the implementation of a TMP, traffic impacts during Project construction are expected to be relatively minor.

Pedestrian and Bicycle Facilities

Implementation of the Galvin Avenue Alternative would not result in long-term effects on existing pedestrian and bicycle circulation patterns in the Project area. Access to existing sidewalks and bicycle lanes would not be affected. Temporary disruptions may occur during construction activities, but alternate routes or detours would be provided. Any temporary impacts would be minimized by implementation of the TMP.

The Galvin Avenue Alternative would provide additional pedestrian and bicycle facilities that would connect with existing facilities. Specifically, sidewalks would be provided along portions of the proposed access road extending from Galvin Avenue and the proposed transit center access road, and bicycle facilities would be provided at the proposed transit center.

Transit

Similar to the Hillery Drive Alternative, the Galvin Avenue Alternative would facilitate BRT and regional transit operations along the I-15 corridor. The proposed DAR would provide a direct connection for transit vehicles to the I-15 Managed Lanes facility, which would redirect trips along existing access routes and freeway interchanges to the DAR. The result would reduce congestion along Mira Mesa Boulevard and Black Mountain Road, as well as at some Project area intersections and I-15 interchanges. A BRT Center also would be constructed under this alternative, which would further enhance transit operations. The Galvin Avenue Alternative, therefore, would provide a benefit to transit service in the Project area.

Table 2.5-8
ROADWAY SEGMENT CONDITIONS UNDER THE GALVIN AVENUE ALTERNATIVE – YEAR 2015 AND 2030

Roadway Segment	Year 2015							Year 2030						
	Year 2015 No Build			Year 2015 Build			Δ V/C	Year 2030 No Build			Year 2030 Build			Δ V/C
	ADT	V/C	LOS	ADT	V/C	LOS		ADT	V/C	LOS	ADT	V/C	LOS	
Mira Mesa Boulevard														
I-15 northbound ramps to I-15 southbound ramps	62,685	1.05	F	56,819	0.95	E	-0.10	64,467	1.07	F	57,725	0.96	E	-0.11
I-15 southbound ramps to Westview Pkwy	85,850	1.29	F	74,119	1.11	F	-0.18	86,456	1.30	F	72,972	1.10	F	-0.20
Westview Pkwy to Black Mountain Rd	64,688	1.09	F	64,565	1.08	F	-0.01	65,475	0.98	E	65,334	0.98	E	0.00
Black Mountain Rd to Marbury Ave	65,749	1.10	F	65,749	1.10	F	0.00	67,102	1.12	F	67,102	1.12	F	0.00
Marbury Ave to Greenford Dr	58,514	0.98	E	58,514	0.98	E	0.00	59,672	1.00	E	59,672	1.00	E	0.00
Black Mountain Road														
Westview Pkwy to Capricorn Wy	25,973	0.43	B	25,973	0.43	B	0.00	28,158	0.47	B	28,158	0.47	B	0.00
Capricorn Wy to Galvin Ave	25,745	0.43	B	25,745	0.43	B	0.00	27,895	0.47	B	27,895	0.47	B	0.00
Galvin Ave to Gemini Ave	25,083	0.63	C	25,283	0.63	C	0.00	26,868	0.45	B	27,099	0.45	B	0.00
Gemini Ave to Mira Mesa Blvd	25,997	0.65	C	25,141	0.63	C	-0.02	27,782	0.46	B	26,798	0.45	B	-0.01
Mira Mesa Blvd to Hillery Dr	19,568	0.49	B	20,391	0.51	B	0.02	20,580	0.34	A	21,527	0.36	A	0.02
Hillery Dr to Miramar College	27,198	0.68	C	28,022	0.70	C	0.02	34,708	0.48	B	29,782	0.50	B	0.02
Miramar College to Gold Coast Dr	32,765	0.82	D	33,400	0.84	D	0.02	34,708	0.58	B	35,438	0.59	C	0.01
Gold Coast Dr to Carroll Canyon Rd	30,706	0.77	D	31,308	0.78	D	0.02	33,323	0.56	B	34,015	0.57	B	0.01
Westview Parkway														
Black Mountain Rd to Capricorn Wy	8,355	0.28	A	8,355	0.28	A	0.00	9,105	0.30	A	9,105	0.30	A	0.00
Capricorn Wy to Galvin Ave	16,172	0.54	C	16,172	0.54	C	0.00	18,104	0.60	C	18,104	0.60	C	0.00
Galvin Ave to Mira Mesa Blvd	24,596	0.62	C	28,702	0.72	C	0.10	24,686	0.62	C	29,405	0.74	C	0.12
Mira Mesa Blvd to Hillery Dr	13,831	0.46	B	13,928	0.46	B	0.00	14,462	0.48	C	14,574	0.49	C	0.01
Galvin Avenue														
Black Mountain Rd to Westview Pkwy	4,737	0.16	A	9,457	0.32	A	0.16	5,052	0.17	A	10,478	0.35	B	0.18
Westview Pkwy to Galvin Avenue DAR	NA	NA	NA	13,400	0.67	C	NA	NA	NA	NA	10,500	0.78	D	NA
Capricorn Way														
Black Mountain Rd to Westview Pkwy	4,649	0.31	A	4,649	0.31	A	0.00	5,701	0.19	A	5,701	0.19	A	0.00
Carroll Canyon Road														
Black Mountain Rd to Maya Linda Rd	20,867	0.706	D	19,134	0.64	C	-0.06	23,274	0.58	C	21,283	0.53	C	-0.05
Maya Linda Rd to I-15 southbound ramp	28,464	0.95	E	26,775	0.89	E	-0.06	31,857	0.80	D	29,915	0.75	C	-0.05
I-15 southbound ramps to I-15 northbound ramps	30,748	1.03	F	29,903	1.00	E	-0.03	34,733	0.87	D	33,762	0.84	D	-0.02

NA = not applicable; Δ V/C = change in volume to capacity ratio
Source: *Mira Mesa/Scripps Ranch Direct Access Ramp Traffic Impact Study*, July 2008.

Table 2.5-9
INTERSECTION CONDITIONS UNDER THE GALVIN AVENUE ALTERNATIVE – YEAR 2015 AND 2030

Number[1]	Intersection	Year 2015					Year 2030				
		Year 2015 No Build		Year 2015 Build		Δ Delay[2]	Year 2030 No Build		Year 2030 Build		Δ Delay[2]
		Delay[2]	LOS	Delay[2]	LOS		Delay[2]	LOS	Delay[2]	LOS	
AM Peak											
3	Mira Mesa Blvd/Black Mountain Rd	78.5	E	71.4	E	-7.1	89.2	F	80.0	F	-9.2
4	Mira Mesa Blvd/Westview Pkwy	69.4	E	50.0	D	-19.4	82.9	F	56.3	E	-26.6
5	Mira Mesa Blvd/I-15 southbound ramp	60.3	E	45.1	D	-15.2	67.6	E	49.4	D	-18.2
6	Mira Mesa Blvd/I-15 northbound ramp	19.6	B	18.5	B	-1.1	20.5	C	19.2	B	-1.3
9	Hillery Dr/Black Mountain Rd	81.1	F	130.2	F	49.1	28.7	C	36.9	D	8.2
12	Miramar College driveway/Black Mountain Rd	13.3	B	13.7	B	0.4	10.5	B	10.5	B	0.0
14	Carroll Canyon Rd/Black Mountain Rd	30.5	C	32.4	C	1.9	30.1	C	28.9	C	-1.2
15	Carroll Canyon Rd/Maya Linda Road	20.1	C	19.9	B	-0.2	24.4	C	23.9	C	-0.5
16	Carroll Canyon Rd/I-15 southbound ramps	101.3	F	91.4	F	-9.9	146.8	F	131.7	F	-15.1
17	Carroll Canyon Rd/I-15 northbound ramps	31.6	C	29.4	C	-2.2	43.7	D	38.1	D	-5.6
18	Black Mountain Rd/Galvin Ave	15.3	B	20.7	C	5.4	24.2	C	37.2	D	13.0
19	Black Mountain Rd/Capricorn Wy	29.7	C	29.7	C	0.0	115.6	F	115.6	F	0.0
20	Black Mountain Rd/Westview Pkwy	15.0	B	15.0	B	0.0	19.6	B	19.6	B	0.0
21	Galvin Ave/ Westview Pkwy	11.6	B	30.5	C	18.9	16.6	B	35.3	D	18.7
22	Westview Pkwy/Capricorn Way	15.7	B	15.7	B	0.0	15.2	B	15.2	B	0.0
25	Galvin Ave/southbound Galvin Ave DAR	NA	NA	16.0	B	NA	NA	NA	17.9	B	NA
26	Galvin Ave/northbound Galvin Ave DAR	NA	NA	15.5	B	NA	NA	NA	13.8	B	NA
PM Peak											
3	Mira Mesa Blvd/Black Mountain Rd	146.3	F	151.3	F	5.0	110.9	F	109.7	F	-1.2
4	Mira Mesa Blvd/Westview Pkwy	80.9	F	65.9	E	-15.0	93.7	F	74.9	E	-18.8
5	Mira Mesa Blvd/I-15 southbound ramp	26.7	C	21.7	C	-5.0	25.6	C	20.4	C	-5.2
6	Mira Mesa Blvd/I-15 northbound ramp	23.2	C	21.6	C	-1.6	23.9	C	22.2	C	-1.7
9	Hillery Dr/Black Mountain Rd	72.9	E	161.4	F	88.5	30.2	C	62.3	E	32.1
12	Miramar College driveway/Black Mountain Rd	19.6	B	20.3	B	0.7	14.9	B	14.7	B	-0.2
14	Carroll Canyon Rd/Black Mountain Rd	68.6	E	64.6	E	-4.0	50.7	D	47.9	D	-2.8
15	Carroll Canyon Rd/Maya Linda Road	14.5	B	14.9	B	0.4	15.3	B	15.5	B	0.2
16	Carroll Canyon Rd/I-15 southbound ramps	49.0	D	44.6	D	-4.4	75.3	E	68.3	E	-7.0
17	Carroll Canyon Rd/I-15 northbound ramps	53.8	D	47.7	D	-6.1	80.5	F	71.1	E	-9.4
18	Black Mountain Rd/Galvin Ave	14.4	B	18.7	B	4.3	21.3	C	27.0	C	5.7
19	Black Mountain Rd/Capricorn Wy	30.5	C	30.5	C	0.0	129.7	F	129.7	F	0.0
20	Black Mountain Rd/Westview Pkwy	15.1	B	12.7	B	-2.4	21.8	B	17.7	B	-4.1
21	Galvin Ave/ Westview Pkwy	12.2	B	35.9	D	23.7	17.5	B	45.3	D	27.8
22	Westview Pkwy/Capricorn Way	16.1	B	16.1	B	0.0	15.7	B	15.7	B	0.0
25	Galvin Ave/southbound Galvin Ave DAR	NA	NA	17.1	B	NA	NA	NA	18.9	B	NA
26	Galvin Ave/northbound Galvin Ave DAR	NA	NA	16.0	B	NA	NA	NA	14.3	B	NA

[1] Number corresponds to intersection location in Figure 2.5-1. [2] Delay measured in seconds.
NA = not applicable; Δ Delay = change in delay
Source: *Mira Mesa/Scripps Ranch Direct Access Ramp Traffic Impact Study*, July 2008.

No Build Alternative

Year 2015 Conditions

Under 2015 conditions, the No Build Alternative assumes no roadway improvements would be made with regard to the Project (i.e., no DAR would be constructed). Traffic volumes, however, would continue to increase on local streets. Previously referenced Tables 2.5-6 through 2.5-9 show projected impacts for the No Build Alternative under Year 2015 conditions, as described below.

Roadway Segments

Tables 2.5-6 and 2.5-8 present the roadway segments under the No Build Alternative. As shown in the tables and as discussed above, the five segments of Mira Mesa Boulevard between the I-15 northbound ramps and Greenford Drive, three segments of Hillery Drive between Greenford Drive and Westview Parkway, Greenford Drive between Hillery Drive and Flanders Drive, and two segments of Carroll Canyon Road between Maya Linda Road and I-15 northbound ramps would operate at LOS E or F.

Intersections

Tables 2.5-7 and 2.5-9 present the intersections under the No Build Alternative. As shown in the tables and as discussed above, the following intersections would operate at LOS E or F under the No Build Alternative:

- Mira Mesa Boulevard/Black Mountain Road (LOS E in AM peak hour and LOS F in PM peak hour)
- Mira Mesa Boulevard/Westview Parkway (LOS E in AM peak hour and LOS F in PM peak hour)
- Mira Mesa Boulevard/I-15 southbound ramps (LOS E in AM peak hour)
- Hillery Drive/Greenford Drive (LOS E in PM peak hour)
- Hillery Drive/Marbury Avenue (LOS F in PM peak hour)
- Hillery Drive/Black Mountain Road (LOS F in AM peak hour and LOS E in PM peak hour)
- Gold Coast Drive/Black Mountain Road (LOS F in AM and PM peak hours)
- Carroll Canyon Road/Black Mountain Road (LOS E in PM peak hour)
- Carroll Canyon Road/I-15 southbound ramps (LOS F in AM peak hour)
- Black Mountain Road/Capricorn Way (LOS F in PM peak hour)

Year 2030 Conditions

Roadway Segments

As shown in Tables 2.5-6 and 2.5-8 and as discussed above, the five segments of Mira Mesa Boulevard, between the I-15 northbound ramps and Greenford Drive, two segments of Hillery Drive between Greenford Drive and Black Mountain Road, and Greenford Drive between Hillery Drive and Flanders Drive would operate at LOS E or F.

Intersections

As shown in Tables 2.5-7 and 2.5-9 and as discussed above, the following intersections would operate at LOS E or F under the No Build Alternative:

- Mira Mesa Boulevard/Black Mountain Road (LOS F in AM and PM peak hours)
- Mira Mesa Boulevard/Westview Parkway (LOS F in AM and PM peak hours)
- Mira Mesa Boulevard/I-15 southbound ramps (LOS E in AM peak hour)
- Hillery Drive/Greenford Drive (LOS E in PM peak hour)
- Hillery Drive/Marbury Avenue (LOS F in PM peak hour)
- Gold Coast Drive/Black Mountain Road (LOS F in AM peak hour and LOS E in the PM peak hour)
- Carroll Canyon Road/I-15 southbound ramps (LOS F in AM peak hour and LOS E in PM peak hour)
- Carroll Canyon Road/I-15 northbound ramps (LOS F in PM peak hour)
- Black Mountain Road/Capricorn Way (LOS F in PM peak hour)

2.5.4 Avoidance, Minimization and/or Mitigation Measures

Hillery Drive Alternative

Year 2015 Conditions

Implementation of the following avoidance, minimization and mitigation measures would avoid or reduce traffic impacts of the Hillery Drive Alternative for year 2015 conditions:

- Traffic calming should be implemented along Hillery Drive, between Greenford Drive and Black Mountain Road.

Traffic calming would reduce Project impacts to the segments of Hillery Drive, between Greenford Drive and Black Mountain Road, and Greenford Drive. As shown in Table 2.5-10, traffic calming also would reduce Project impacts to Hillery Drive's intersections with Greenford Drive and Marbury Avenue.

The Department/SANDAG conducted a Series 11 model run for the Hillery Drive Alternative Build scenario with the implementation of traffic calming along Hillery Drive, west of Black Mountain Road. The model run concluded that, with the implementation of traffic calming on Hillery Drive, vehicular traffic trying to access the DAR would begin diverting off Mira Mesa Boulevard onto Hillery Drive at Black Mountain Road rather than diverting at Greenford Drive. The implementation of traffic calming would discourage drivers from taking shortcuts through residential areas to access the DAR. Traffic calming methods that could be implemented to those streets where traffic is being diverted include, but are not limited to, narrow travel lanes, curb extensions (also called bulbouts), and all-way stop traffic control. Determination of the appropriate traffic calming methods would occur during design of the facility. Implementation of these measures would be subject to development of a cooperative agreement with the City of San Diego and public input on the proposal.

- A northbound right-turn lane should be provided at the intersection of Mira Mesa Boulevard/Black Mountain Road. This improvement is proposed to be constructed as part of the proposed Casa Mira View project. If, however, it is not constructed in conjunction with the Casa Mira View project, then the Department should implement this improvement.

This improvement would avoid Project impacts at this intersection. With this improvement, the delay at the intersection with the Project would be reduced below 2015 without Project volumes, as shown in Table 2.5-10.

- A northbound right-turn lane should be provided at the intersection of Hillery Drive/Black Mountain Road. This improvement is proposed to be constructed as part of the proposed Casa Mira View project. If, however, it is not constructed in conjunction with the Casa Mira View project, then the Department should implement this improvement.

- The signal at the intersection of Hillery Drive/Black Mountain Road should be modified to allow for northbound right-turn overlap.

With these improvements, delays at the intersection under 2015 conditions with the Hillery Drive Alternative would be reduced by approximately 60 percent during the AM peak hour, and by approximately 70 percent during the PM peak hour. These intersection improvements also would reduce Project impacts to Hillery Drive, between Black Mountain Road and Westview Parkway.

- The signal at the Gold Coast Drive/Black Mountain Road intersection should be modified to allow for eastbound right-turn overlap.

With this improvement, Project impacts would be avoided, as delays at this intersection with the Project would be reduced to below 2015 without Project volumes (Table 2.5-10).

Year 2030 Conditions

Implementation of the avoidance, minimization and mitigation measures identified above would avoid or reduce traffic impacts of the Hillery Drive Alternative for year 2030 conditions. Specifically, traffic calming would reduce Project impacts on Hillery Drive, between Greenford Drive and Black Mountain Road, and Greenford Drive. Traffic calming also would reduce impacts to Hillery Drive's intersections with Greenford Drive and Marbury Avenue to less than substantial as shown in Table 2.5-10.

The identified improvements to the Hillery Drive/Black Mountain Road intersection would reduce the delay at the intersection with the Project to 2030 without Project (i.e., No Build) volumes, as shown in Table 2.5-10. It also would reduce Project impacts to Hillery Drive, between Black Mountain Road and Westview Parkway.

The signal improvements at the Gold Coast Drive/Black Mountain Road intersection would avoid Project impacts because delays at this intersection would be reduced to below 2030 without Project volumes, as shown in Table 2.5-10.

Galvin Avenue Alternative

Year 2015 Conditions

Implementation of the avoidance, minimization and mitigation measures identified above under the Hillery Drive Alternative, Year 2015 Conditions, would avoid or reduce traffic impacts of the Galvin Avenue Alternative for year 2015 conditions. Since no impacts would occur to Hillery Drive, the proposed traffic calming measure would not be required under the Galvin Avenue Alternative. The identified improvements to the Mira Mesa Boulevard/Black Mountain Road intersection would reduce delays and improve the LOS at this intersection from F to E, as shown in Table 2.5-11. The improvements to the intersection of Hillery Drive/Black Mountain Road also would reduce delays in the AM peak hours (Table 2.5-11). Additionally, the noted improvements to the Gold Coast Drive/Black Mountain Road intersection would avoid Project impacts, as delays at this intersection would be reduced to below 2015 without Project volumes (Table 2.5-11).

Year 2030 Conditions

Because no traffic impacts were identified under the Galvin Avenue Alternative in 2030, no avoidance, minimization or mitigation measures are required.

No Build Alternative

Traffic impacts would occur under the No Build Alternative, as discussed above. However, because no construction would occur, no avoidance, minimization or mitigation measures are required.

Table 2.5-10
INTERSECTION CONDITIONS WITH IMPROVEMENTS – HILLERY DRIVE ALTERNATIVE

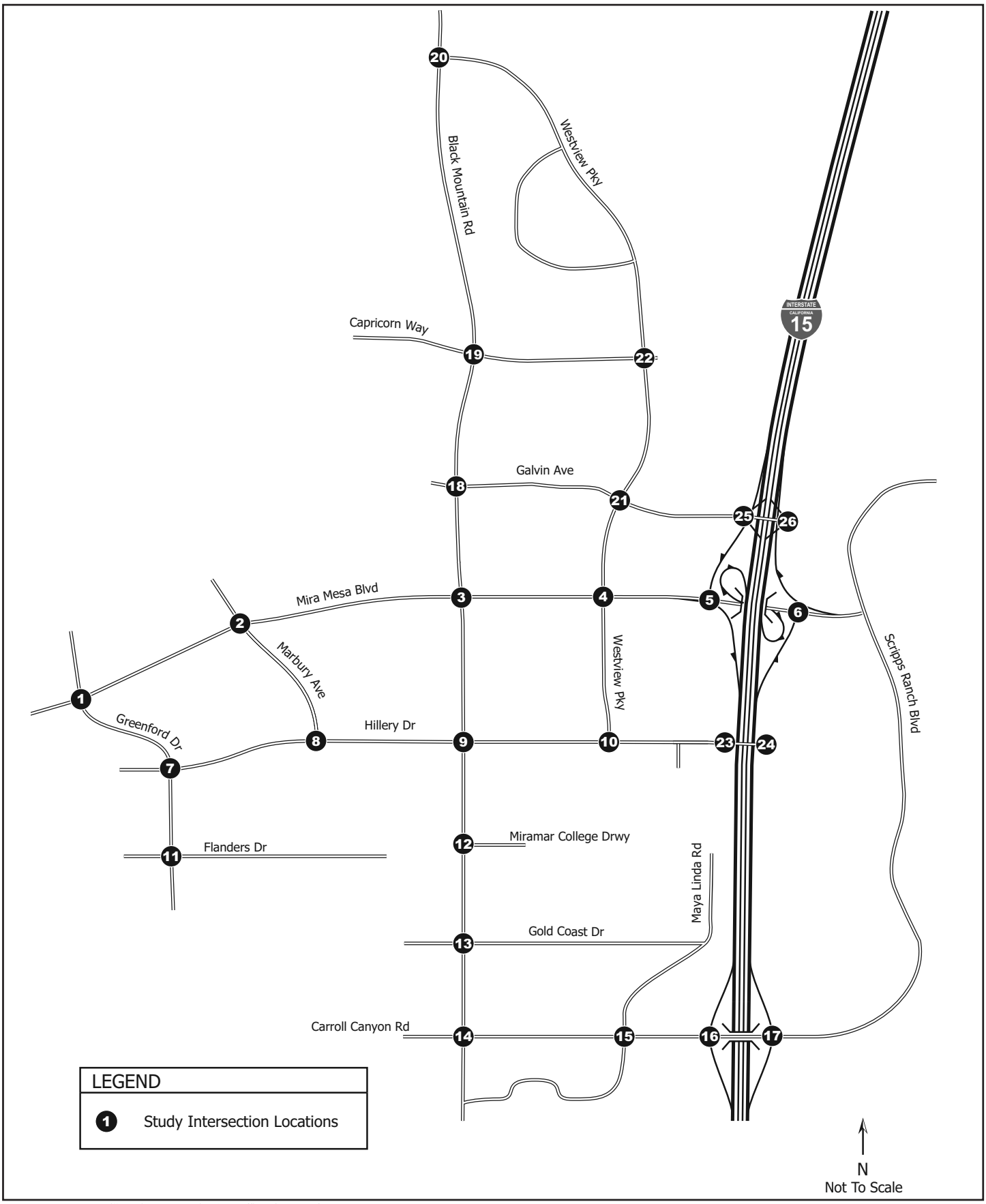
Number[1]	Intersection	Year 2015 Conditions						Year 2030 Conditions					
		No Build		Build		Build with Improvements		No Build		Build		Build with Improvements	
		Delay[2]	LOS	Delay[2]	LOS	Delay[2]	LOS	Delay[2]	LOS	Delay[2]	LOS	Delay[2]	LOS
AM Peak													
7	Hillery Dr/Greenford Dr	22.0	C	82.0	F	22.0	C	22.0	C	97.4	F	22.0	C
8	Hillery Dr/Marbury Ave	15.4	C	35.1	E	15.4	C	15.4	C	41.9	E	15.4	C
9	Hillery Dr/Black Mountain Rd	81.1	F	130.2	F	100.1	F	28.7	C	36.9	D	32.7	C
13	Gold Coast Dr/Black Mountain Rd	98.6	F	104.3	F	95.3	F	64.4	E	67.9	E	62.1	E
PM Peak													
3	Mira Mesa Blvd/Black Mountain Rd	146.3	F	151.3	F	116.8	F	110.9	F	109.7	F	90.6	F
7	Hillery Dr/Greenford Dr	48.2	E	169.3	F	48.2	F	48.2	E	192.1	F	48.2	E
8	Hillery Dr/Marbury Ave	61.8	F	350.7	F	61.8	F	61.8	F	426.2	F	61.8	F
9	Hillery Dr/Black Mountain Rd	72.9	E	161.4	F	100.7	F	30.2	C	62.3	E	32.8	C
13	Gold Coast Dr/Black Mountain Rd	157.4	F	166.6	F	94.9	F	115.5	F	121.9	F	69.9	E

[1] Number corresponds to intersection location on Figure 2.5-1.
[2] Delay measured in seconds.
Source: *Mira Mesa/Scripps Ranch Direct Access Ramp Traffic Impact Study*, July 2008.

Table 2.5-11
INTERSECTION CONDITIONS WITH IMPROVEMENTS – GALVIN AVENUE ALTERNATIVE

Number[1]	Intersection	Year 2015 Conditions					
		No Build		Build		Build with Improvements	
		Delay[2]	LOS	Delay[2]	LOS	Delay[2]	LOS
AM Peak							
3	Mira Mesa Blvd/Black Mountain Rd	78.5	E	80.1	F	79.9	E
9	Hillery Dr/Black Mountain Rd	81.1	F	83.5	F	82.6	F
PM Peak							
13	Gold Coast Drive/Black Mountain Rd	157.4	F	159.4	F	84.4	F

[1] Number corresponds to intersection location on Figure 2.5-1. [2] Delay measured in seconds.
Source: *Mira Mesa/Scripps Ranch Direct Access Ramp Traffic Impact Study*, July 2008.

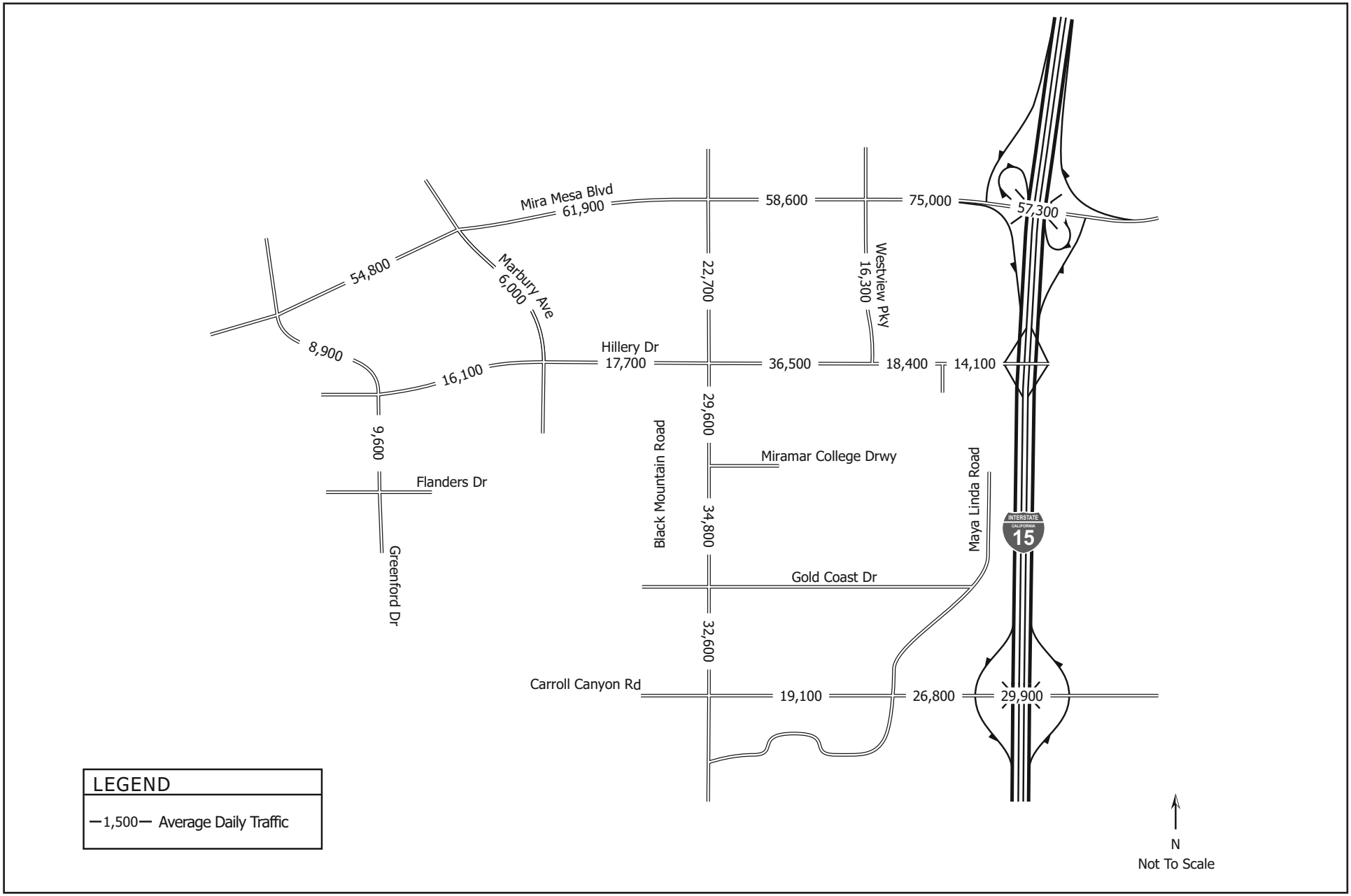


I:\ArcGIS\M\MTD-05.02 HilleryDrive\Map\EIR\Fig2-5-1_TrafficStudyArea.pmd -JP

Traffic Study Area

MIRA MESA/SCRIPPS RANCH DAR PROJECT EIR/EA

Figure 2.5-1

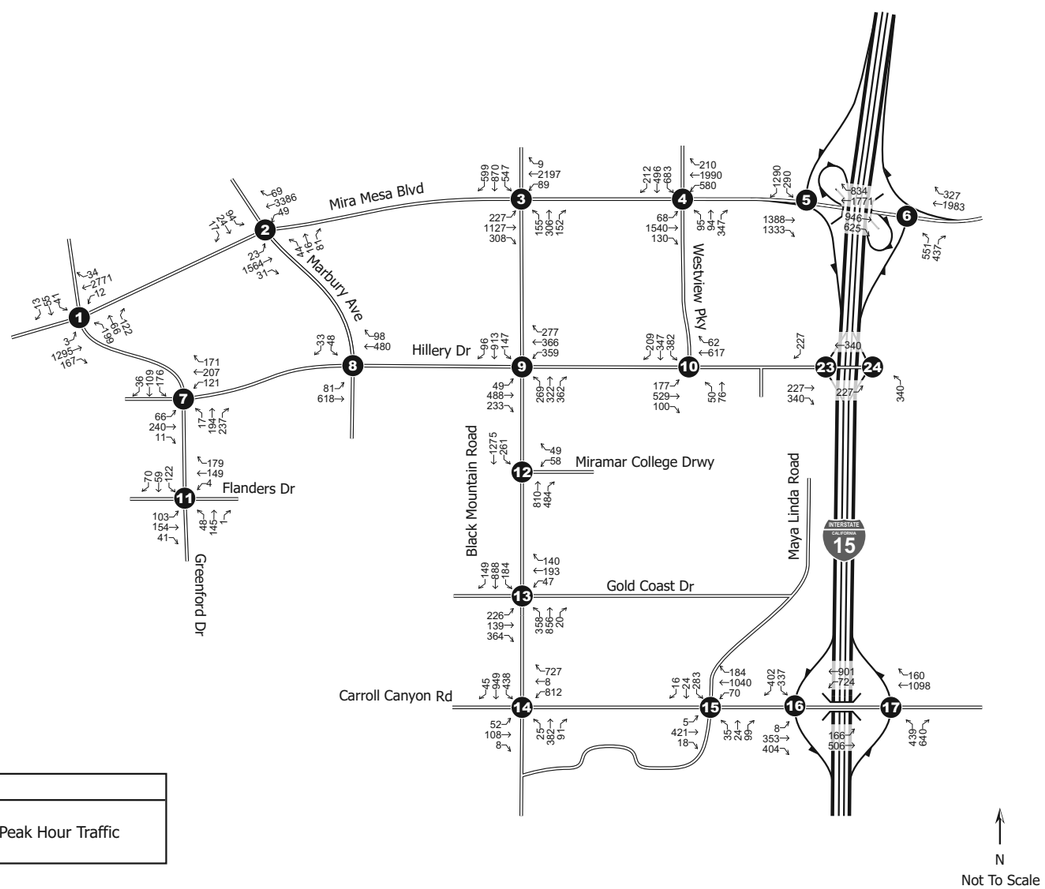


I:\ArcGIS\M\MTD-05.02 HilleryDrive\Map\EIR\Fig2-5-2_2015Roadway_Hillery.pmd -JP

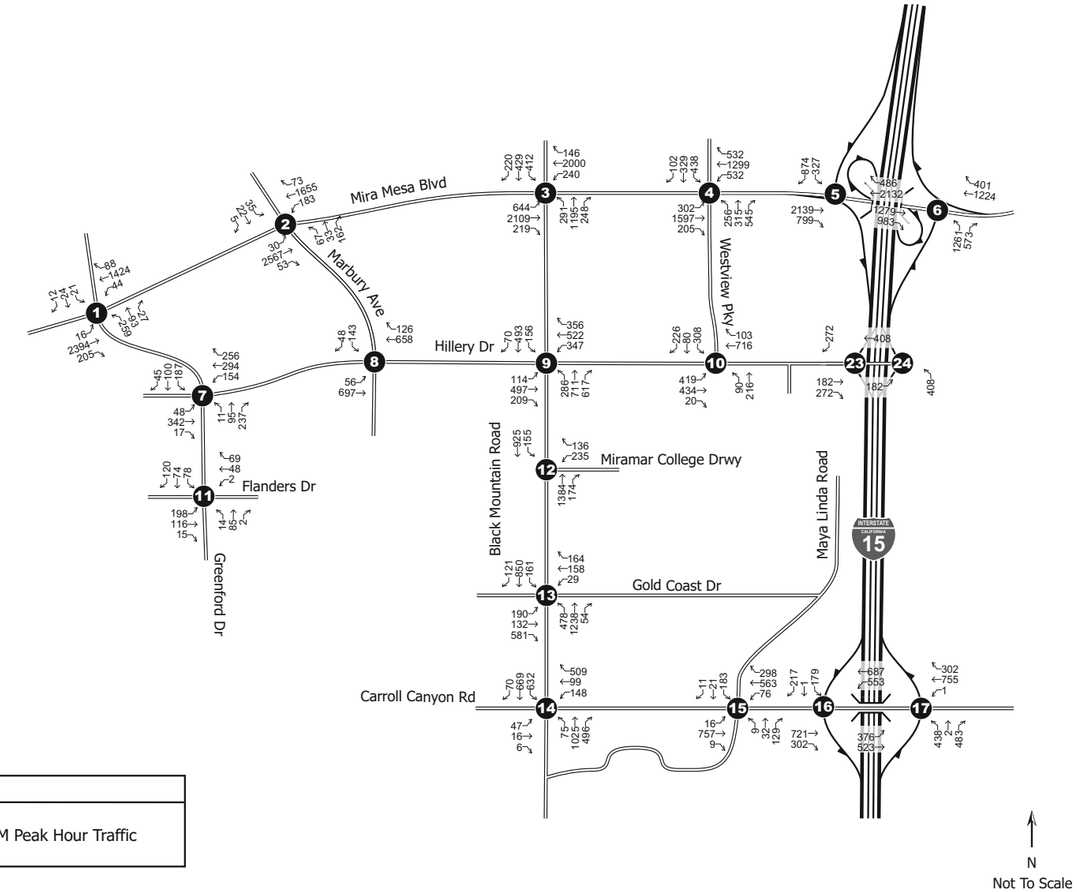
2015 Roadway Segment Conditions Under the Hillery Drive Alternative

MIRA MESA/SCRIPPS RANCH DAR PROJECT EIR/EA

Figure 2.5-2



AM Peak Hour



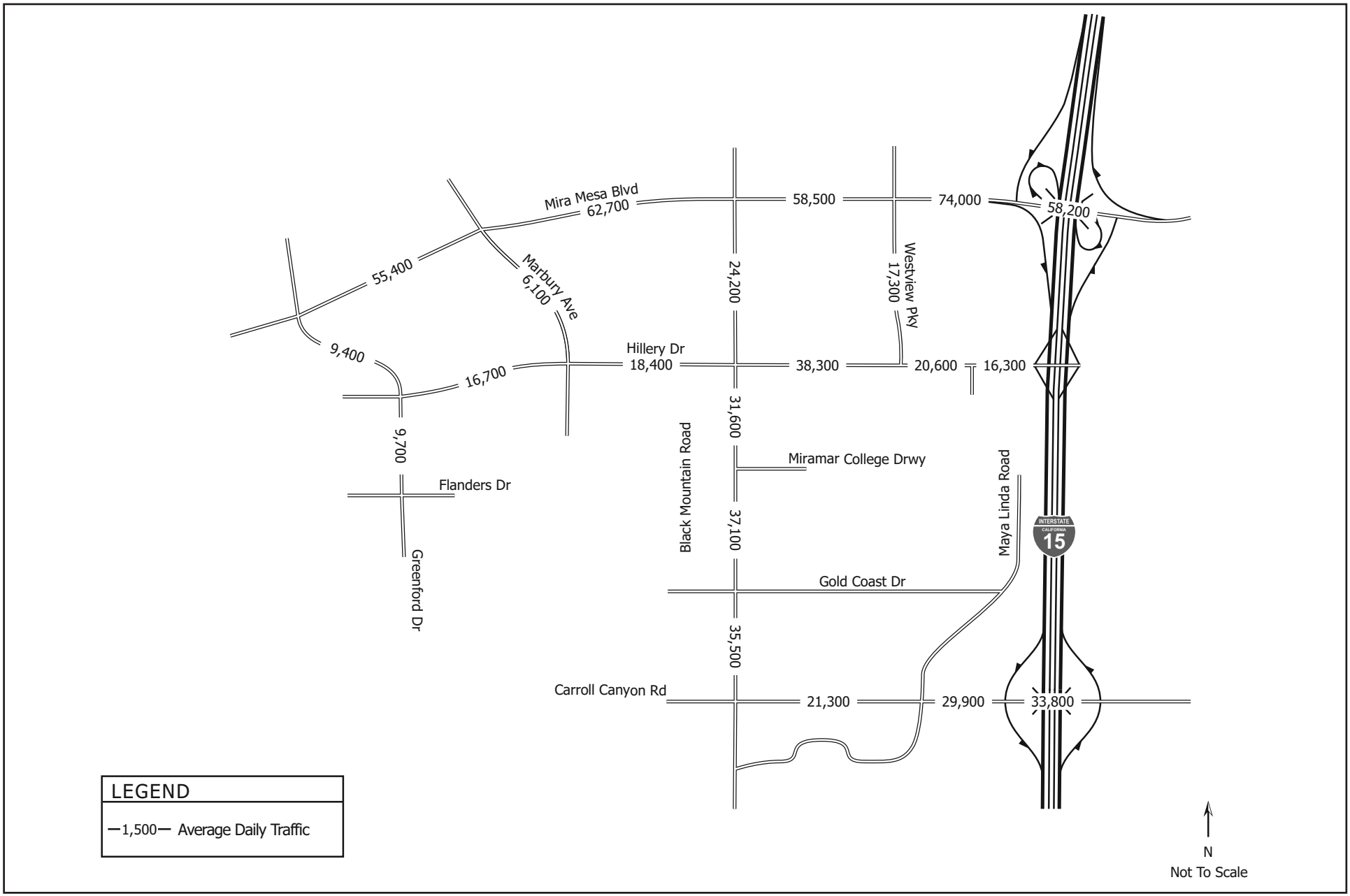
PM Peak Hour

I:\ArcGIS\M\MTD-05.02 HilleryDrive\Map\EIR\Fig2-5-3_2015AMPMPeakHour_Hillery.pmd -JP

2015 Peak Hour Intersection Conditions Under the Hillery Drive Alternative

MIRA MESA/SCRIPPS RANCH DAR PROJECT EIR/EA

Figure 2.5-3

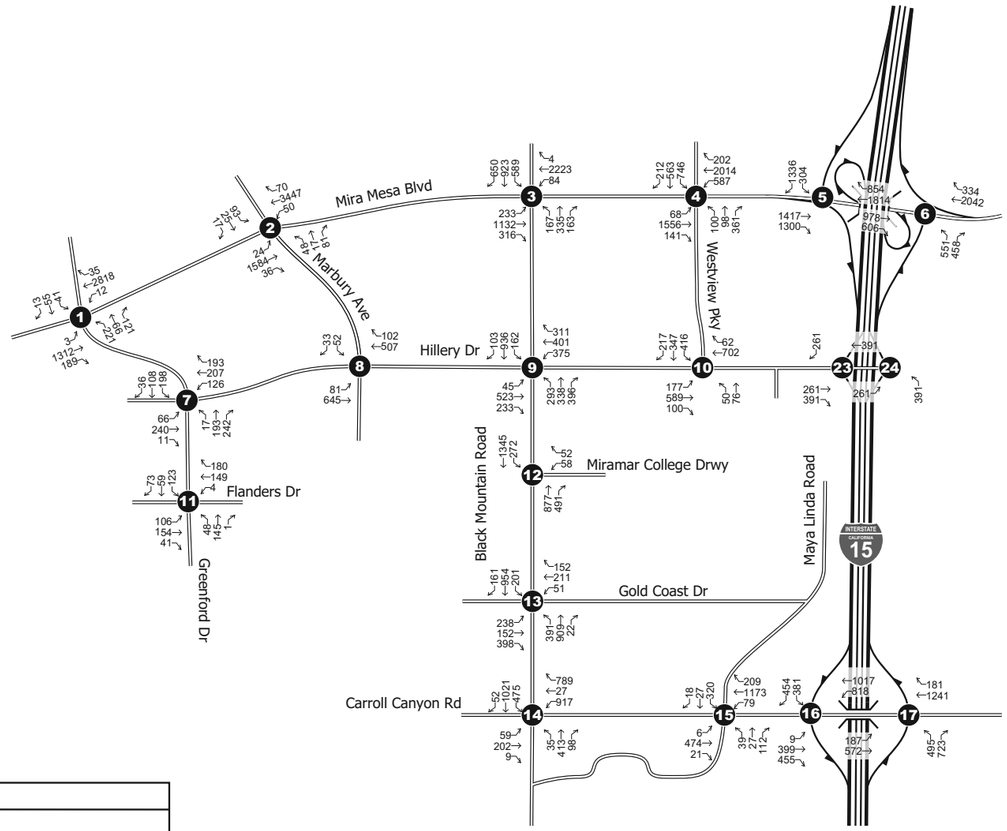


I:\ArcGIS\M\MTD-05.02 HilleryDrive\Map\EIR\Fig2-5-4_2030Roadway_Hillery.pmd -JP

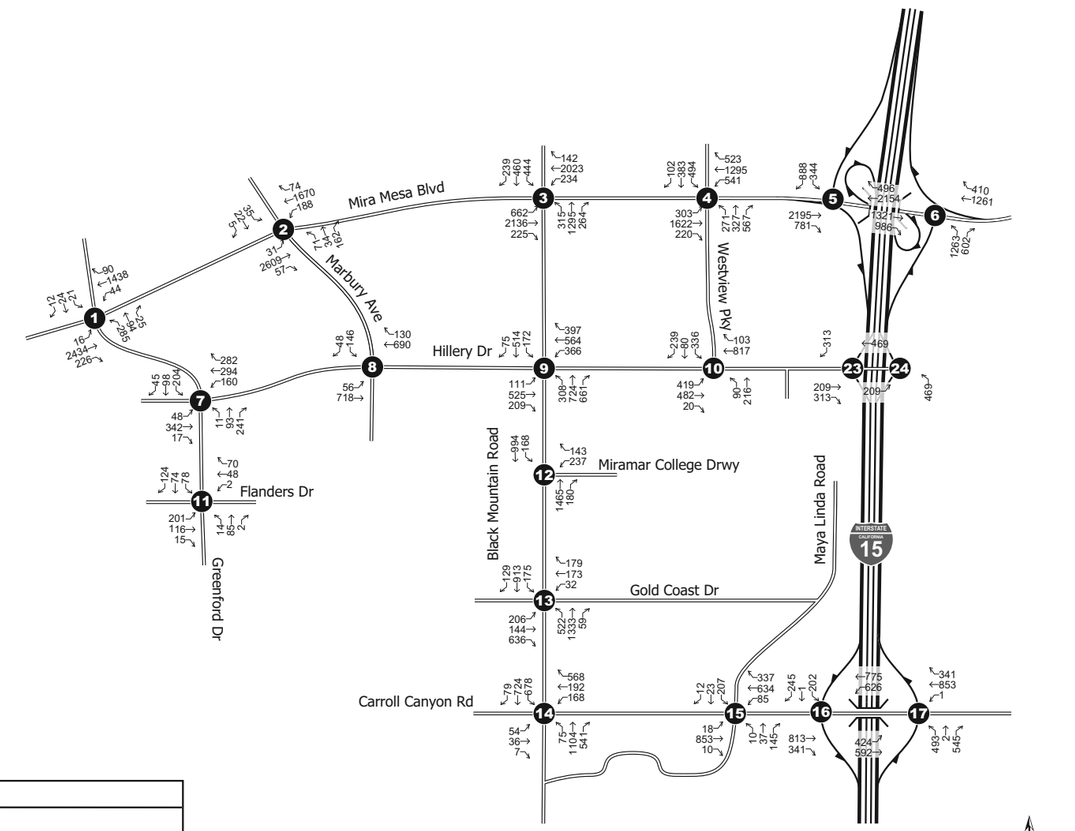
2030 Roadway Segment Conditions Under the Hillery Drive Alternative

MIRA MESA/SCRIPPS RANCH DAR PROJECT EIR/EA

Figure 2.5-4



AM Peak Hour



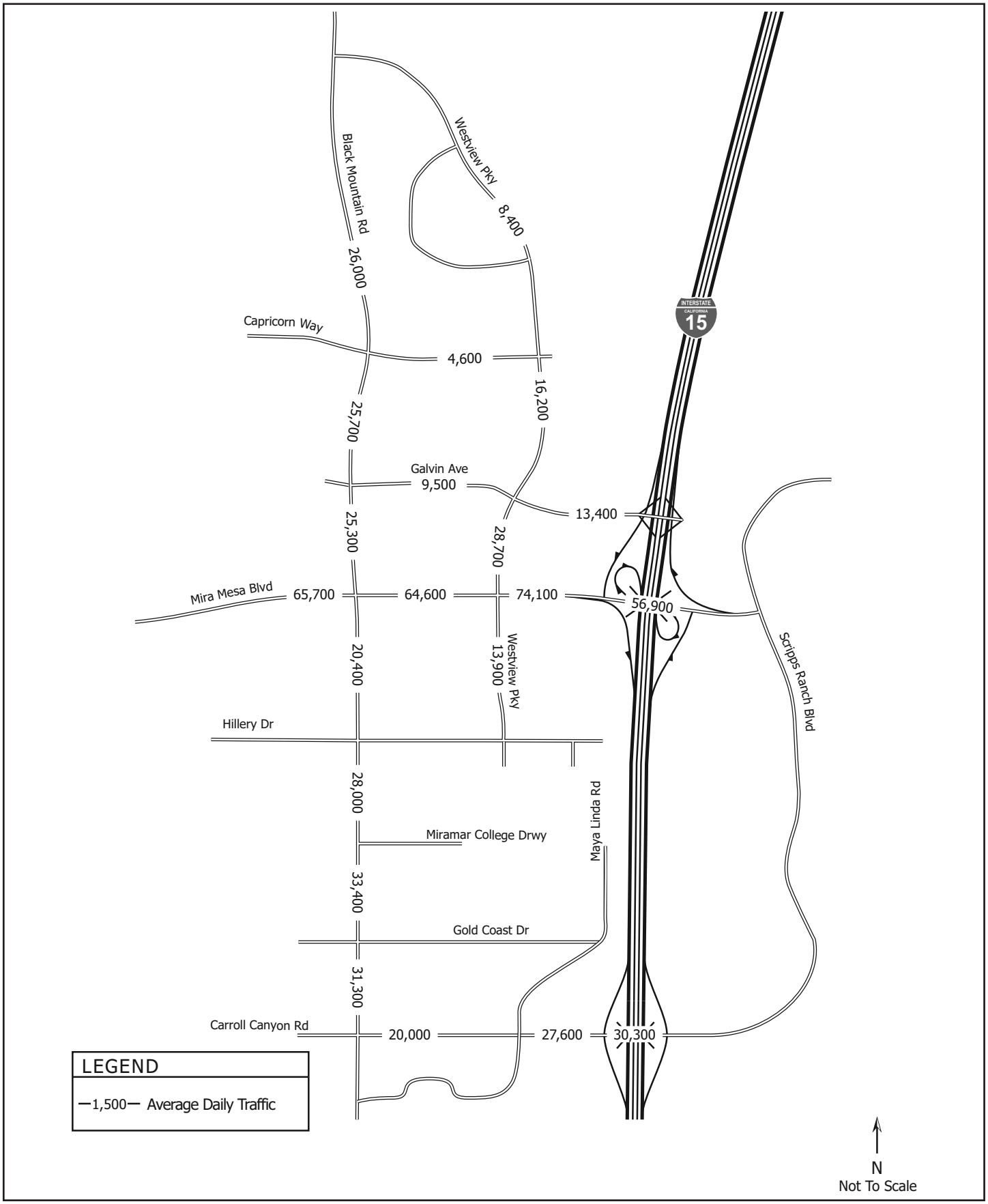
PM Peak Hour

I:\ArcGIS\M\MTD-05.02 HilleryDrive\Map\EIR\Fig2-5-5_2030PeakHour_Hillery.pmd -JP

2030 Peak Hour Intersection Conditions Under the Hillery Drive Alternative

MIRA MESA/SCRIPPS RANCH DAR PROJECT EIR/EA

Figure 2.5-5

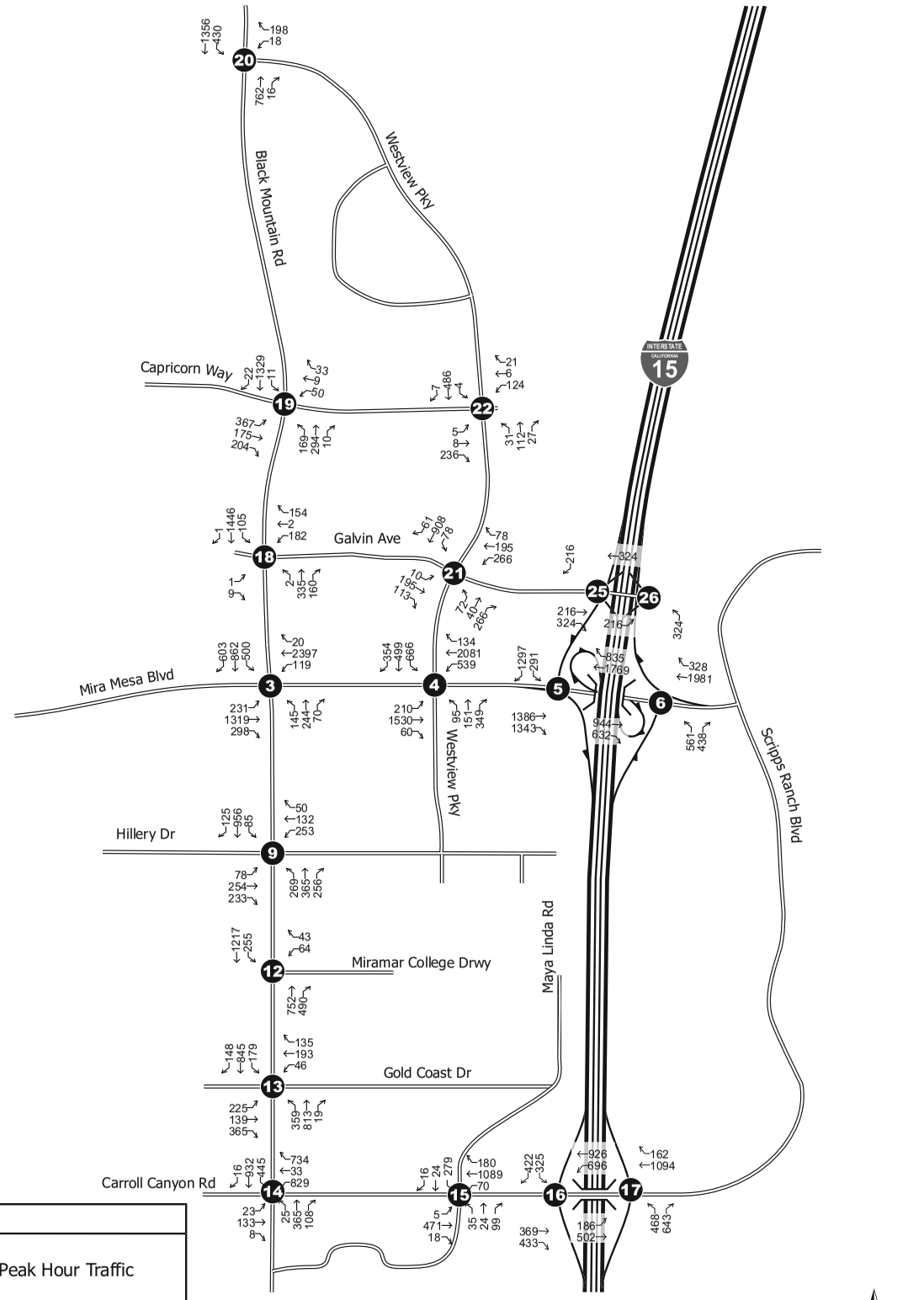


I:\ArcGIS\M\MTD-05.02 HilleryDrive\Map\EIR\
Fig2-5-6_2015Roadway_Galvin.pmd -JP

2015 Roadway Segment Conditions Under the Galvin Avenue Alternative

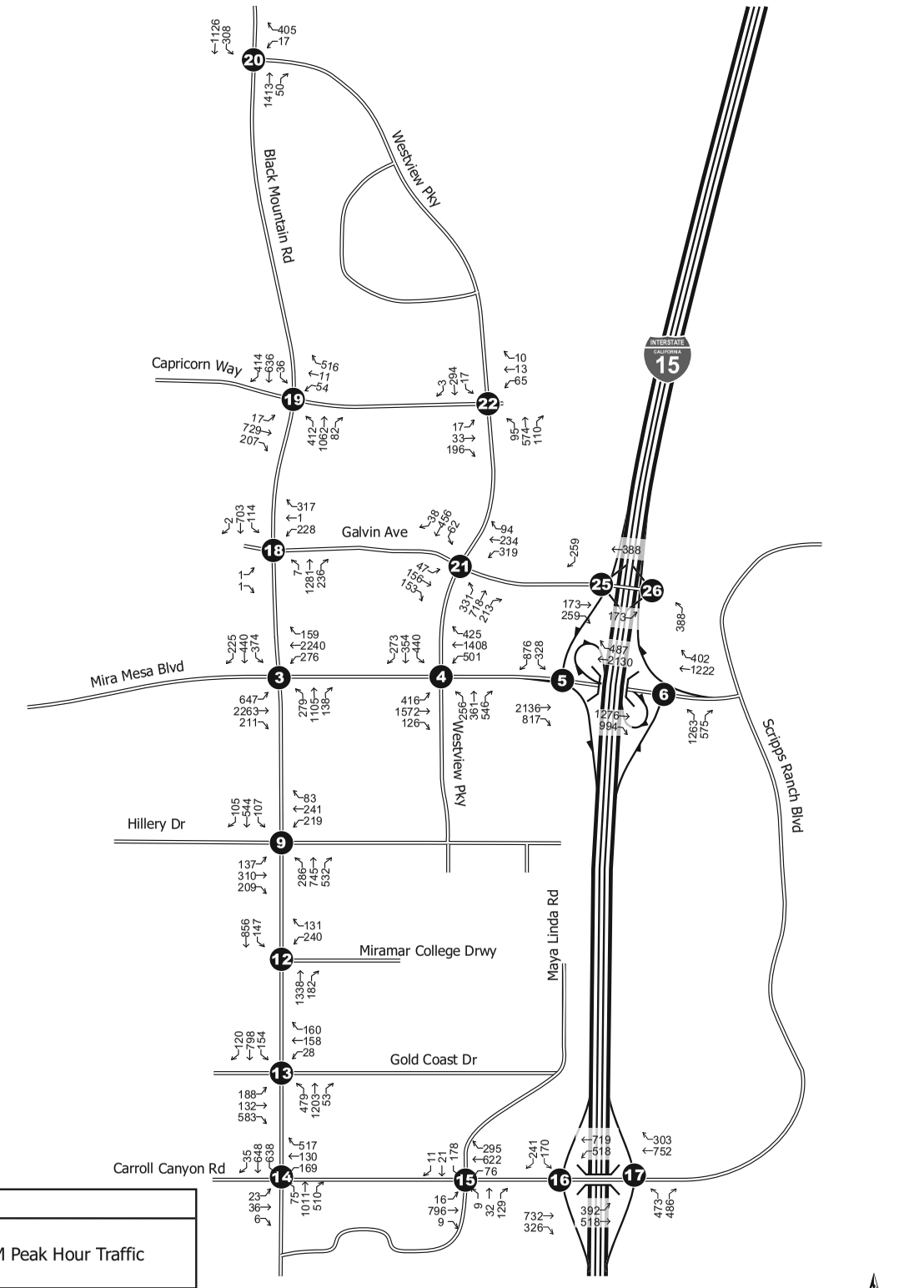
MIRA MESA/SCRIPPS RANCH DAR PROJECT EIR/EA

Figure 2.5-6



AM Peak Hour

N
Not To Scale



PM Peak Hour

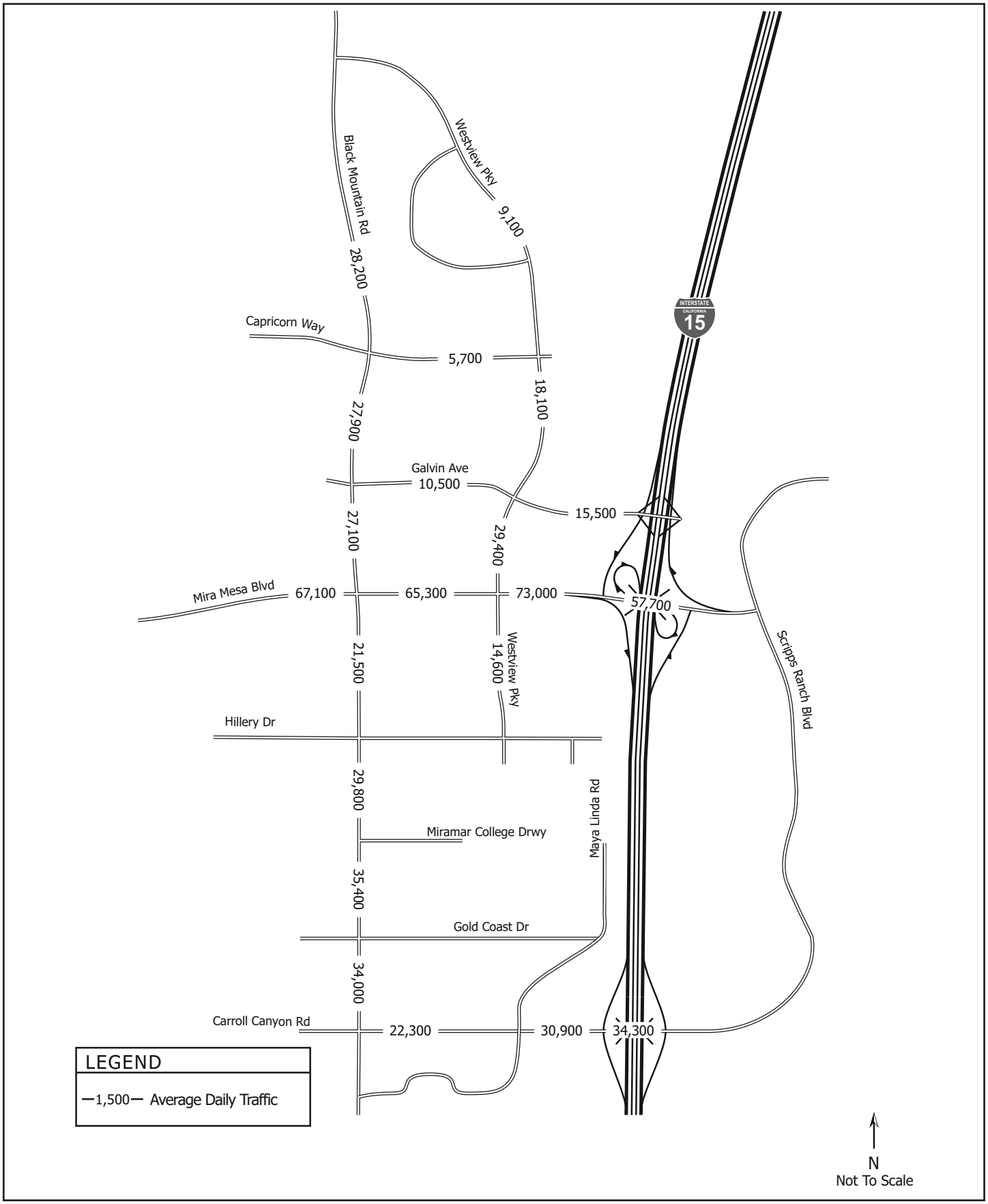
N
Not To Scale

I:\ArcGIS\M\MTD-05.02 HilleryDrive\Map\EIR\Fig2-5-7_2015PeakHour_Galvin.pmd -JP

2015 Peak Hour Intersection Conditions Under the Galvin Avenue Alternative

MIRA MESA/SCRIPPS RANCH DAR PROJECT EIR/EA

Figure 2.5-7

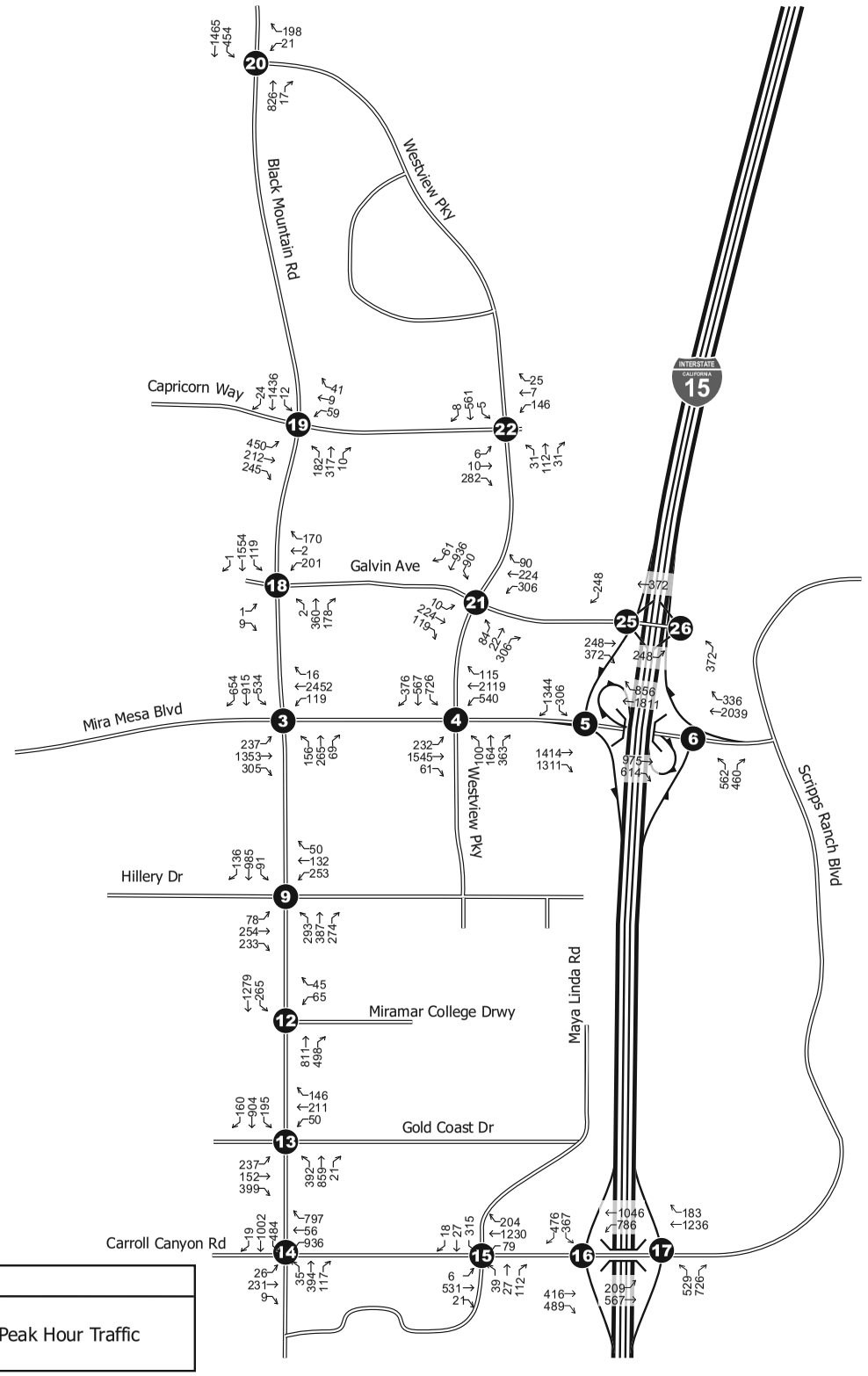


I:\ArcGIS\M\MTD-05.02 HilleryDrive\Map\EIR\
Fig2-5-8_2030Roadway_Galvin.pmd -JP

2030 Roadway Segment Conditions Under the Galvin Avenue Alternative

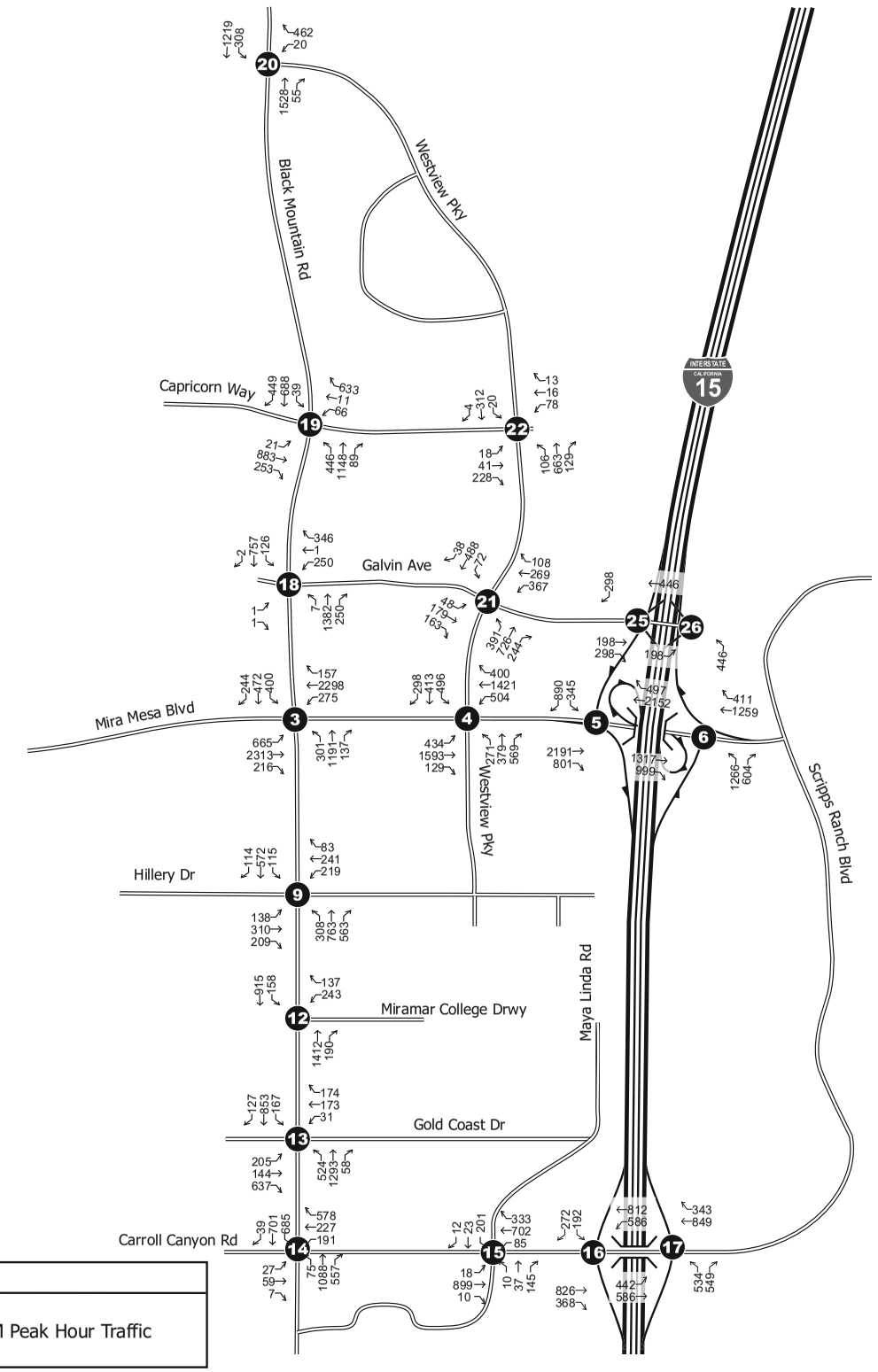
MIRA MESA/SCRIPPS RANCH DAR PROJECT EIR/EA

Figure 2.5-8



AM Peak Hour

N
Not To Scale



PM Peak Hour

N
Not To Scale

I:\ArcGIS\M\MTD-05.02 HilleryDrive\Map\EIR\Fig2-5-9_2030PeakHour_Galvin.pmd -JP

2030 Peak Hour Intersection Conditions Under the Galvin Avenue Alternative

MIRA MESA/SCRIPPS RANCH DAR PROJECT EIR/EA

Figure 2.5-9

2.6 VISUAL/AESTHETICS

2.6.1 Regulatory Setting

NEPA establishes that the federal government use all practicable means to ensure all Americans safe, healthful, productive, and *aesthetically* (emphasis added) and culturally pleasing surroundings (42 U.S.C. 4331(b)(2)). To further emphasize this point, the FHWA in its implementation of NEPA (23 U.S.C. 109(h)) directs that final decisions regarding projects are to be made in the best overall public interest, taking into account adverse environmental impacts, including among others, the destruction or disruption of aesthetic values.

CEQA establishes that it is the policy of the state to take all actions necessary to provide the people of the state with "enjoyment of aesthetic, natural, scenic, and historical environmental qualities" (PRC Section 21001(b)).

2.6.2 Affected Environment

A Visual Impact Assessment (VIA) was prepared to assess the visual impacts of the Proposed Project (*Visual Impact Assessment Mira Mesa/Scripps Ranch Direct Access Ramp*, August 2008). The VIA evaluated potential visual effects associated with implementation of the Project build alternatives.

Visual Environment

The Project build alternatives are located along the I-15 corridor at the interface of the Mira Mesa and Scripps Miramar Ranch communities in central San Diego County. The communities of Mira Mesa and Scripps Miramar Ranch are bound on the south by MCAS Miramar and on the north by Peñasquitos Canyon and Black Mountain. The regional landscape of central San Diego County is mainly composed of mesas and canyons, with some rolling hills and mountainous regions. This landscape has been subject to suburban development for the past 30 years. Mesa tops and gentle hills have been increasingly urbanized, while steep canyons and mountain slopes, with topography not amenable to development, have remained largely undeveloped and/or have become dedicated open spaces. Peñasquitos Canyon and Black Mountain to the north are open space areas and retain natural vegetation. The land within MCAS Miramar remains largely undeveloped, especially along the I-15 corridor.

Landscape Unit

A landscape unit is a portion of the regional landscape and can be thought of as an outdoor room that exhibits a distinct visual character. The Project build alternatives lie within one landscape unit, the Mira Mesa/Scripps Ranch landscape unit, bounded on the north by the undeveloped areas of Black Mountain and Peñasquitos Canyon, and on the south by MCAS Miramar.

A broad, generally flat mesa, located west of I-15, characterizes the topography of the landscape unit. The topography is more varied to the east of I-15, with hillsides and mesas rising above the freeway. Dense multi-family complexes, closely spaced single-family houses, commercial buildings, parking lots, entry and business signs, and schools are characteristic of the area to the west of the Project site. Trees, shrubs and lawns present in the yards and plazas among the buildings do little to soften or screen the expanse of pavement and buildings that dominate the visual environment of the numerous roadways within Mira Mesa. Commercial

and office buildings, multi- and single-family residential neighborhoods, and schools are located to the east of I-15. This area is more vegetated and topographically diverse than the mesa top to the west. Large swaths of mature eucalyptus trees planted near the beginning of the twentieth century are a dominant landscape feature of Scripps Miramar Ranch. The residential and commercial developments on the east side of I-15 are more sparsely spaced than those to the west.

Development on the land south of Mira Mesa is also flat and has been restricted by MCAS Miramar. Most of the land within MCAS Miramar remains largely undeveloped, especially along the I-15 corridor.

Project Viewshed

A viewshed is a subset of a landscape unit and is comprised of all the surface areas visible from an observer's viewpoint. The limits of a viewshed are defined as the visual limits of the views from the Project site. A viewshed also includes the locations of viewers likely to be affected by visual changes brought about by project features. The Project viewshed is illustrated on Figure 2.6-1 and described below. The viewshed encompasses portions along the I-15 corridor, developed and undeveloped hillsides to the north and east, and a large portion of the developed mesa to the west. Although the Project site can be seen from some locations beyond a 1.6-km (1.0-mi) radius, the Project elements would not be highly visible beyond this distance.

<u>I-15</u>

Views from I-15 currently encompass the Project site, although they are not easily discernable due to the lack of distinguishing features within the freeway right-of-way. A motorist's view includes apartments to the west of I-15, large commercial buildings on both sides of I-15, and the eucalyptus trees that are dominant visual elements of Scripps Miramar Ranch to the east of I-15.

<u>West of I-15</u>

The I-15 is not highly visible from the west, as it generally is at a higher elevation than the surrounding area to the west and is bordered on the west by berms, barriers and walls that shield most views. Existing buildings and vegetation limit views of the Project site from most of the areas highlighted on the viewshed map (Figure 2.6-1) to the west.

<u>East of I-15</u>

Buildings and vegetation block many westward views from roadways and other buildings on the east side of I-15. Many buildings within this area, however, have extensive westward views, notably those located on the hillsides. Visual elements within and near the freeway are smaller elements in views from these areas because these views include the mesa to the west and, from higher elevations that are further from I-15, other visually competing elements such as the mesa and the ocean in distant background to the west. At these higher locations, the distance from viewpoint to the freeway also increases, thereby making the freeway a less dominant visual element.

Existing Visual Resources

Visual resources are evaluated in accordance with FHWA methodology in the *Visual Impact Assessment of Highway Projects* (FHWA 1981). The concepts contained in this assessment evaluate visual resources both objectively (visual character) and subjectively (visual quality). This is accomplished by comparing the existing visual environment to the construction and post-construction visual environment, and subsequently determining whether the Project would result in physical changes that are deemed to be incompatible with visual character or degrade visual quality. Visual character is descriptive and non-evaluative, which means it is based on defined attributes that are neither good nor bad, in and of themselves. A change in visual character cannot be described as having good or bad attributes until it is compared with the viewer response to that change. Visual quality is evaluated by identifying the vividness, intactness and unity present in the viewshed:

- Vividness is the visual power or memorability of landscape components, as they combine in distinctive visual patterns.
- Intactness is the visual integrity of the natural and man-built landscape and its freedom from encroaching elements. It can be present in well kept urban and rural landscapes, as well as natural settings.
- Unity is the visual coherence and compositional harmony of the landscape considered as a whole.

The Project would be located on or near (and would, therefore, have an effect on the visual environments of) I-15, Hillery Drive, the private college driveway, Westview Parkway, Mira Mesa Boulevard (particularly its interchange with I-15), Galvin Avenue, and Erma Road. The existing visual character and quality of each of these areas is briefly described below.

<u>I-15</u>

Visual Character of I-15

The visual character of I-15 in the vicinity of the Project site is characterized by the expanse of gray-toned concrete pavement, the concrete barriers in the median area, manufactured slopes, and the occasional wall near the shoulders. These foreground elements compose the predominantly geometric, symmetrical visual environment. There are no plants in the median and little vegetation on the shoulders to soften the rigid lines and smooth textures, or to provide green or earth-toned visual relief to the grays and monotones. The freeway is large in scale, and the elements visible on each side provide a small amount of diversity and complexity. These middle- and background elements do little to relieve the prominent and visually dominant expanses of concrete.

Visual Quality of I-15

The visual environment of I-15 provides little memorability and has moderately low vividness. The elements are moderately intact, with few other encroaching elements. Similarly, they are visually coherent, but the arrangement of the elements is not noticeably harmoniously designed.

Commercial buildings, signs and eucalyptus trees are visible on each side of the freeway. The buildings are geometric, rectilinear structures. The building decorations and façades and the commercial signs include vivid colors. Dense, dark green trees also are vivid elements. Black

Mountain and a local hill provide a backdrop for northbound views, and the trees and expansive views across the mesa to the west provide the backdrop for southbound views. These elements raise the vividness of the visual environment of the area to a moderate level; however, because they remain in the middle and background and are not visually dominant, they contribute little to the patterns that characterize the visual environment experienced by motorists on this part of I-15. The overall quality of the visual environment of I-15 in the vicinity of the Project site is moderate.

Hillery Drive

Visual Character of Hillery Drive

The visual character of Hillery Drive is composed of a variety of elements, including vegetation, pavement and sidewalks, cars, and buildings. The man-made features generally are geometric, but are combined in an asymmetrical arrangement along the roadway with landscaping that provides complexity. Although the straight roadway alignment provides a strong line element, the vegetation softens the rigidity of the lines. The trees, shrubs and flowers also contribute green and earth-tones and occasional bright colors, as well as irregular textures. Hillery Drive is at a human scale due to its width, short length (within the Project area), and compositional elements. The elements, while diverse, are repetitive and therefore are not highly complex. They also are generally visually balanced, with no one element out of scale with the others. A graded, vacant lot south of the roadway somewhat decreases the continuity of the visual environment and provides more open views that do not blend visually with the other elements.

Visual Quality of Hillery Drive

The visual environment of Hillery Drive is not highly unique or memorable; therefore, the vividness of the visual environment on Hillery Drive is moderate. The visual environment has moderately high intactness, as the freeway and other large, monumental elements (such as the theater) are not visible from the street. The unity of the area is moderately high as well. While the streetscape along each developed portion of the roadway has a different palette and slightly different layout, the street trees and shrubs unify the diverse elements. A graded, vacant lot south of Hillery Drive has no streetscape and detracts from the more unified and intact built areas of the roadway. The overall quality of the visual environment of Hillery Drive is moderately high.

Private College Driveway

Visual Character of Private College Driveway

The private college driveway has a similar, but more undeveloped, visual environment than Hillery Drive. Apartment buildings, Miramar College buildings, a parking lot, and landscaping comprise the visual elements along this private roadway. The buildings are large and geometric, and the parking lot provides more open views but little form. Diversity is moderate, as trees and shrubs provide complexity, although there is no landscaping within the parking lot. While the vegetation screens the buildings and somewhat softens the edges of the street, the straight roadway is predominantly rigid. The vegetation provides green and earth-tones, and some irregular textures. The private college driveway and the walkway extending along its east side are small enough in scale to invite walking, especially because most of the buildings are set back from the roadway. The visual environment, however, is not highly consistent along the roadway, as there are gaps in the street landscaping between the walkway and the road, and at

the parking lot. The visual environment along the private college driveway is generally open, but is not highly balanced due to the irregular placement of buildings and other elements.

Visual Quality of Private College Driveway

The private college driveway provides access to Miramar College, but does not display prominent entry signs or other vivid indications of place. The buildings and landscaping similarly are not unique or highly vivid. The intactness of the roadway is moderate; there are not elements encroaching into the visual environments. The unity also is moderate due to its inconsistent landscaping and building placement. The overall quality of the visual environment of the provate college driveway at Hillery Drive, therefore, is moderate.

Westview Parkway

Visual Character of Westview Parkway South of Mira Mesa Boulevard

Westview Parkway, south of Mira Mesa Boulevard, is characterized by pavement, larger buildings, parking lots and landscaping. The street trees along Westview Parkway are generally spaced in small planters between the road and the sidewalk. The buildings and parking lots are closer to the street, allowing less room for landscaping. The elements, therefore, are visually rigid, with smooth textures. The trees and shrubs provide green and earth-tones, which are more prominent than the grays and monotones of the pavement and buildings. The parking lots and buildings along this roadway segment are bigger than those along Hillery Drive, although the landscaping helps reduce the potentially monolithic scale of the road, buildings and parking lots to a more human scale with more diversity. The visual environment of the roadway generally is balanced; there are no elements out of scale or more dominant than others.

Visual Quality of Westview Parkway South of Mira Mesa Boulevard

The vividness of the visual environment along Westview Parkway, south of Mira Mesa Boulevard, is moderately high because the signs and business markings on the buildings provide a sense of place, especially near Mira Mesa Boulevard. The intactness is moderately high, because of the higher continuity and dominance, and the fact that there are no elements within the visual environment that are dissonant or encroaching. Similarly, the unity is moderately high due to the designed components that provide coherence and a sense of place. The overall quality of the visual environment of Westview Parkway, south of Mira Mesa Boulevard, is moderately high.

Visual Character of Westview Parkway North of Mira Mesa Boulevard

Westview Parkway, north of Mira Mesa Boulevard, has a different visual environment than the portion south of Mira Mesa Boulevard. The roadway, while not larger, becomes more visually open with a larger-scale feeling. Two commercial complexes are located along this segment of the roadway. Where these buildings abut the street, the landscaping provides green colors, irregular textures and human-scale elements. An equipment yard and a graded lot on the east side of the roadway have no landscaping, but there are small street trees informally spaced next to the graded lot. The landscaping on the west side consists of evenly spaced street trees. Overall, the forms are geometric and rigid due to the dominant roadway and less vegetation; the colors are monotone and less green; and the textures hard, with little softening. The scale of the roadway in this area is not monumental, but is larger than the smaller, more human-scale environments of the southern end of Westview Parkway and Hillery Drive. The diversity also is

less complex, and the continuity is more dissonant than harmonious. Although the vegetation, where present, does provide some balance and scale, the visual environment is more dominated by pavement than other elements.

Visual Quality of Westview Parkway North of Mira Mesa Boulevard

The vividness of Westview Parkway, north of Mira Mesa Boulevard, is moderately low. Some elements along this roadway, such as Hage Elementary School, Westview Park and views of the hill in the background (to the north), provide some sense of place, yet the equipment yard and graded lot are not memorable or vivid. The intactness is relatively low due to the varying uses (or lack of uses), yet no other elements are visually encroaching into the area. The unity is moderately low due to the sparse, discontinuous landscaping and the graded areas. The overall visual quality of Westview Parkway, north of Mira Mesa Boulevard, is moderately low.

<u>I-15/Mira Mesa Boulevard Interchange</u>

Visual Character of I-15/Mira Mesa Boulevard Interchange

The visual environment of the I-15/Mira Mesa Boulevard interchange is varied. Some areas are enclosed and composed mainly of pavement; other portions have wider views and vegetation. While the undercrossing is boxy and geometric, the overall form of the visual environment of the interchange is slightly more asymmetrical than geometric, mostly due to the ramps edged with mature trees and vegetation that are more dominant elements of the interchange. These ramps also contribute more curves and flowing lines to the area. The mature trees and shrubs is a visual element with dominant green and earth-tones, as well as some irregular texture. The scale of the interchange is large, which contributes to the more monolithic rather than complex or diverse visual environment, although the vegetation provides some complex elements. The visual elements are consistent in themselves; however, the vegetation between the ramps is not typical of the vegetation bordering the freeway in the area, and is larger in scale and more visually dominant than the vegetation on Mira Mesa Boulevard.

Visual Quality of I-15/Mira Mesa Boulevard Interchange

The trees, shrubs, commercial signs, and buildings, where visible at the edges of the interchange, provide a sense of place and vividness in the interchange, which otherwise is not visually unique. The intactness is relatively high, as all the visual elements relate to the interchange itself. The unity is moderate; all the elements are interrelated, but are not noticeably harmoniously designed. The overall visual quality of the I-15/Mira Mesa Boulevard interchange is moderate.

<u>Galvin Avenue</u>

Visual Character of Galvin Avenue

The visual character of Galvin Avenue is composed of roadway pavement, sidewalks, residential buildings, landscaping, retaining walls, an equipment yard (east of Westview Parkway), vacant graded land, and an elementary school. Vegetation between the roadway and abutting houses is visually complex and helps to soften the geometric retaining walls and the symmetry created by the presence of walls on both sides of the street in some places. The alignment of Galvin Avenue has a slight curve and a dip, which provides curvilinear lines that soften the otherwise rigid streetscape. Trees and shrubs provide green and earth-tones, as do

views of the trees and hillsides to the east, visible in the background when looking eastward along this roadway. This vegetation provides some irregular texture; however, the equipment in the yard to the east of Westview Parkway, the roadway and walls are more visually dominant with smoother textures. The scale of the roadway generally is small due to its human-scale width and compositional elements, and its short length (within the Project area). The equipment yard and graded undeveloped land visible from the eastern end of the roadway are less in scale with the other elements along Galvin Avenue. The visual environment is not homogenous, but also is not extremely complex. The elements generally are harmonious, although the equipment yard and portions of the school are not consistent with the visual environment of the rest of the street. None of the visual elements is more dominant than another, and all generally are in balance, except for the equipment yard at the eastern end of the roadway.

Visual Quality of Galvin Avenue

The vividness of the visual environment of Galvin Avenue is moderately high. The entry signs to the local housing, Hage Elementary School and the streetscape provide a sense of place, although they are not entirely unique. The area generally is intact. Although the equipment yard and school are consistent with most of the visual elements on the street, they do not visually encroach into most of the visual environment along Galvin Avenue. The unity of the area is relatively high due to the carefully designed streetscape and landscape; however, other elements also are present, such as the school and the equipment yard. The overall visual quality of Galvin Avenue is moderately high.

<u>Erma Road</u>

Visual Character of Erma Road

Erma Road is bordered on the east by a residential complex and a vegetated slope supporting mature eucalyptus and ground cover. A noise attenuation wall extends along the west side of the roadway, and an unpaved area is located in front of the wall that supports weeds. The forms of these visual elements are generally more geometric than asymmetrical. The noise attenuation wall is a geometric plane with strong rigid lines, and trees trunks are strongly vertical elements. The groundcover is bright green, and its color is slightly more dominant than the color of the wall and the street pavement. The street is fairly narrow, and the trees and the vegetated slope provide some human-scale elements. The wall also blocks views of I-15, which potentially would be monumental in scale. The diversity is fairly low, since the trees, groundcover and wall are the dominant visual elements along this roadway. These elements are consistent, although not highly harmonious. They also are equally dominant, and somewhat balanced.

Visual Quality of Erma Road

The vividness of the visual environment of Erma Road is moderate. The trees and housing complex entry signs provide some vivid visual elements; however, these are not highly dominant, and the equally dominant noise attenuation wall does not contribute to the memorability of the area. The intactness, however, is moderately high, as the visual elements are consistent and none are encroaching. The unity is moderate in that the dominant elements have design integrity; however, they do not integrate with each other. The unplanted area on the east side of the wall, although not visually dominant, also is not consistent with any other visual element. The overall visual quality of Erma Road is moderate.

Viewer Response

Viewer response is composed of two elements: viewer exposure and viewer sensitivity. These elements combine to form a method of predicting how the public might react to visual changes brought about by a highway project. Viewer exposure is typically assessed by measuring the number of viewers exposed to the resource change, type of viewer activity, duration of their view, speed at which the viewer moves, and position of the viewer. High viewer exposure heightens the importance of early consideration of design, art and architecture and their roles in managing the visual resource effects of a project. Viewer sensitivity is defined both as the viewers' concern for scenic quality and the viewers' response to change in the visual resources that make up the view.

Existing viewers in the Project area are categorized into one or more of the following viewer groups: (1) motorists on I-15, (2) motorists on local streets, (3) bicyclists and pedestrians on local streets, (4) residents, and (5) Miramar College and local school students and employees or patrons and employees of local businesses. The exposure and sensitivity of each of these viewer groups are briefly described below.

Motorists on I-15

Motorists on I-15 constitute the largest viewer group in the Project area and include a variety of viewers, such as tourists, residents of the San Diego region, daily commuters who work near the Project site, commuters who pass through the area, patrons of the local businesses, and students and staff at Miramar College. Traffic volumes on I-15 currently exceed 290,000 ADT, and are predicted to reach approximately 370,000 by the year 2030. Assuming an average of 1.5 people in each vehicle, motorists passing by the Project site daily currently number 435,000, and may increase to approximately 555,000 by 2030.

At posted freeway speeds (104 km/hr [65 mph]), motorists on I-15 would be within the Project viewshed and approaching the Project site for approximately 30 seconds. During peak commute times, travel speeds are generally much slower, increasing the length of time it would take to pass through the viewshed, thereby increasing the view duration. Despite the relatively short view duration, the number of viewers in this group and the proximity of highway elements in views from the freeway bring the viewer response for motorists on I-15 to moderately high.

At freeway speeds, a motorist's attention is focused forward on more distant views rather than on peripheral or middle-ground views. A driver's concentration also is required to navigate traffic, while passengers have a greater awareness of a wider variety of views. Generally, motorists' attention to views would be moderately low and their awareness would be moderate. Freeway travelers include a wide variety of viewers, and as such would have mixed or moderate expectations for local values and goals. Additionally, I-15 is not a scenic highway through the Project area. Overall, sensitivity is anticipated to be moderate.

Motorists on Local Streets

Motorists on local streets, including Hillery Drive, Westview Parkway, Galvin Avenue, and Mira Mesa Boulevard, consist of residents; students, faculty or staff at Miramar College and local schools; patrons and employees of local businesses; and tourists. The view duration along these local streets ranges from approximately 24 to 60 seconds when traveling at posted speeds. During peak hours, motorists would have longer view durations, although the need to negotiate traffic may distract from views of the surrounding area. The number of viewers on

local streets would be lower than those on I-15. Their duration of view would generally be longer than motorists on I-15, but would not be extensive. Overall, exposure for motorists on local streets would be moderately high.

While no local streets are designated scenic corridors, users of the local streets have a high awareness of the local roadways and the visual environment surrounding them, and therefore would be more sensitive to changes in the visual character of the area than motorists on I-15. Motorists on local streets generally travel at slower speeds than on the freeway, and while they are navigating through traffic to local residences, businesses or schools, or parking on local streets, their attention is focused on the surrounding area, and their awareness of the configuration of these streets is relatively high. Similarly, as patrons and residents of the area, the motorists on local streets are likely to know the area well (better than motorists passing the area on the freeway, for example), and would have relatively high expectations due to their knowledge of local values and goals. Overall, motorists on local streets would have moderately high sensitivity.

Bicyclists and Pedestrians on Local Streets

Local street users include not only motorists, but bicyclists and pedestrians as well. These viewers most often are residents, employees and patrons of local businesses, and students and employees at Miramar College or local elementary schools. Bike lanes occur along portions of Hillery Drive, Westview Parkway and Erma Road. Other local roads, such as Galvin Avenue and Mira Mesa Boulevard, do not contain bike lanes, but are used by bicyclists. Pedestrian facilities include sidewalks along local streets and a pedestrian walkway that extends southward from the Edwards Cinema building in the Mira Mesa Market Center, through the Legacy Apartments complex, and along the private college driveway to Miramar College. The number of pedestrians and bicyclists on local streets would not be as great as cars on local streets, but still constitutes a substantial-sized user group.

The composition of the visual elements, including roadways, vegetation, buildings, and the undercrossing at the I-15/Mira Mesa Boulevard interchange, would be similar to the views available to motorists on these streets, in that the elements mostly would be in the foreground, although in some cases the elements are more immediate (as along the walkway from the cinema to the private college driveway). Pedestrians and bicyclists would have a longer time to view the visual elements surrounding these streets due to their slower travel speeds. Pedestrians, in particular, would have the longest exposure to these views. As a result, bicyclists and pedestrians on local streets would have moderately high view exposure.

Bicyclists and pedestrians on local streets would be highly attentive to the visual environment of the area. Their focus would be on their destination, which is likely to be nearby. The scale of the streets and traffic volumes in the area (except for Mira Mesa Boulevard) does not distract their attention away from the visual elements that make up the visual environment surrounding the Project site. Bicyclists and pedestrians would have a high awareness of these elements, and any potential changes to the visual environment. They are likely to be local residents and patrons, and as such, would have relatively high expectations due to their knowledge of local values and goals. Overall, bicyclists and pedestrians on local streets would have high sensitivity.

Residents

Residential areas constitute a large portion of the land uses in the vicinity of the Project site, particularly along Hillery Drive, Galvin Avenue and Erma Road. Residents may constitute a portion of viewers in any of the above categories, but some also have the opportunity for extensive stationary views of the Project site from their homes. Most of the homes, such as those to the east of I-15, are located at a distance where Project site would be in middle-ground views. Some residential buildings, however, are located in immediate proximity to the Project site. The residents in these buildings would have foreground views of the Project site. Other residents of the area may only observe the Project site when traveling in the area as motorists, bicyclists, or pedestrians.

Overall, residents, especially those who live in immediate proximity to the Project site, are not as numerous as motorists. The duration of their views would be high, especially when stationary views from their private areas are available. The potential for foreground views combined with the relatively low number of viewers and the potentially high duration of views suggests that residential viewer exposure is moderately high.

A resident's sensitivity would vary based upon proximity and corresponding availability of views to the Project site. For residents living along Hillery Drive, the Project site is visible on a daily basis. Residents living near Galvin Avenue likely would drive by the Project site regularly. For a majority of those living east of I-15, their increased distance from the Project site would decrease the visibility of the Project site.

In general, residents' activities and attention would not be focused on views of the Project site; those in direct proximity of the project site do not have views that invite high contemplation, as their views are likely composed of streets and parking lots. Residents' awareness generally would be high, as they would be familiar with available views and aware of any changes to them. Their expectations would be high as well, due to their knowledge of the local area and the values and goals regarding the visual environment. Overall, residents would have moderately high sensitivity.

Miramar College and Local School Students and Employees or Patrons and Employees of Local Businesses

Miramar College comprises a portion of the landscape unit near the Hillery Drive Alternative Project site, and the Hillery Drive Alternative proposes alterations within the Miramar College property. Some buildings and a play area of Hage Elementary School, at the corner of Galvin Avenue and Westview Parkway, have views available to the Galvin Avenue Alternative Project site. Other local businesses also have buildings within the viewshed. Students, employees and/or patrons of these schools constitute a large number of motorists, bicyclists and pedestrians on Hillery Drive, Westview Parkway and Galvin Avenue. Some also may be residents. While these viewers would have the potential to view the Project site from their places of businesses or study, most of these commercial and institutional buildings in the viewshed do not have windows facing the Project site. Except at the Distribution and Computing Center building on Miramar College, the Project site generally is in the distance when visible from these buildings or the areas immediately surrounding them (parking lots, entry plazas, etc.). Duration of view for students, employees and patrons would vary, depending on their activities. In combination with the moderate number of viewers, students and employees of Miramar College and local schools, as well as patrons and employees of local businesses, would have a moderate viewer exposure.

Patrons, employees and students at Miramar College, local schools local businesses would have more attention focused on the visual environment while traveling to and from their places of business or study rather than within buildings. Similarly, while traveling by car, bicycle or foot, the students, employees and patrons within the local area would be more aware of the visual environment of the area than while working, shopping or studying. They would be familiar with the area and would have high expectations and a high connection with local values and goals. Overall, local patrons, employees and students would have moderately high viewer sensitivity.

Key Views

Because it is not feasible to analyze all the views from which the Project would be seen, it is necessary to select a few key viewpoints that illustrate typical views of the Project site of the build alternatives and surrounding area from locations accessible to the public, and how the Project features would relate to the surrounding area. The location of the eight key views is shown in Figure 2.6-2.

<u>Hillery Drive Alternative Key Views</u>

Key View 1 – Northeast View from Private College Driveway at Hillery Drive Cul-de-sac

The Key View 1 photograph (Figure 2.6-3) was taken from the pedestrian walkway paralleling the private college driveway near the Hillery Drive cul-de-sac. The photograph looks northeast at the cul-de-sac, the entrance to the Legacy Apartments, and a building within the apartment complex. The Hillery Drive cul-de-sac makes up the foreground of the photograph and the apartment building is the major background visual element

The pattern elements that comprise this existing view include vegetation (in the middle ground), providing complex and asymmetrical forms that contrast with and somewhat soften the rectilinear lines of the building, signs, fence, and street. The vegetation also presents green and earth-tones that offset the white building and the gray pavement, and provides some irregular texture that balances the smoother textures of the structures.

The visual elements are mostly human-scaled. The street is not monumentally large, and the scale is visually reduced by the presence of the sidewalk. The trees and shrubs help reduce the visually large scale of the buildings. The view is composed of a relatively low variety of elements that are slightly more visually complex than monolithic due to the vegetation. Similarly, although the visual elements contrast with each other (e.g., the color and texture of the vegetation contrasts with the color and scale of the roadway and the building), they are slightly more harmonious than dissonant. The dominance of the buildings is balanced by the dominance of the vegetation.

The existing vividness, intactness and unity of this key view are moderate. The components, such as the vegetation, buildings and street are not highly distinctive. The visual environment is generally free from elements that encroach or contrast with the existing elements, such as overhead utility lines or highway elements. The unity of the area is moderate; overall, the area is not distinctly coherent or harmonious, despite the presence of somewhat carefully designed details (such as the entry monument and the entry landscape).

Key View 2 – Eastbound Hillery Drive at Westview Parkway

The Key View 2 photograph (Figure 2.6-4) was taken from the sidewalk abutting the southern side of Hillery Drive across from the southern terminus of Westview Parkway and looks east along Hillery Drive. The pattern elements that compose Key View 2 include vegetation that lines the northern side of the road (left-hand side of the photograph), which provide complexity and asymmetrical forms that somewhat soften the rectilinear and rigid lines of the buildings and the roadway. The vegetation's green and earth-tones offset the white buildings and the gray pavement, and their irregular texture somewhat balances the smooth textures of the structures and hardscape.

The visual elements that compose Key View 2 are mostly human-scaled. The street is relatively small, with a sidewalk on each side. The trees and shrubs visually reduce the scale of the larger buildings. Although the roadway dominates the foreground of the photograph, the other elements in the view provide some variety and complexity. These elements are somewhat harmonious, particularly the vegetation extending along the northern side of the roadway; however, the dark color and texture of the vegetation contrasts with the white color and smooth textures of the buildings and the unvegetated area extending along the south side (right-hand side of the photograph). Overall, while the roadway is dominant in the foreground, the visual elements generally are visually balanced.

The vividness of Key View 2 is moderate. The components are not highly distinctive or memorable, although the streetscape provides a unique sense of place. The visual environment generally is intact and free from encroaching elements that contrast with the existing visual environment (such as overhead utility lines), although some visually dissonant elements, such as light poles and street signs, are present. The streetscape is somewhat carefully designed, yet the vacant area and the street signs are not compositionally harmonious with the other elements. The resulting unity is moderate.

Key View 3 – South View from Legacy Apartment Complex

The Key View 3 photograph (Figure 2.6-5) was taken at the edge of a residential parking lot, from a walkway that provides entry to the Legacy Apartment complex. The parking lot comprises the foreground of the photograph and is edged with a black fence, shrubs and trees, as seen in the middle ground. Beyond the fence and vegetation, a few more cars are visible, which are located within a park-and-ride lot that is located between the key view location and Hillery Drive.

The trees and vegetation that make up a large portion of Key View 3 provide complexity of form within the visual environment, yet the strong rigid and rectilinear lines of the buildings and paved areas also are prominent elements. The greens and earth-tones and the shade provided by the vegetation offset the monotones of the buildings and pavement, and the texture of the vegetation provides some irregularity that balances the smooth textures of the hard building and pavement surfaces.

The visual elements that compose Key View 3 mostly are human-scaled, and, due to the vegetation, are more complex than monolithic. The visible parking lot, though dominant, is not large, and the trees in the middle and background reduce the visual scale of the buildings. The paved areas and buildings contrast with the vegetation, but are also softened by the vegetation. These elements are not highly harmonious, but also are not highly contrasting. The pavement

and vegetation are both dominant elements in the view, and the overall visual environment is balanced.

The components within Key View 3 are not highly distinctive and there are few memorable indications of place. The vividness of the area, therefore, is moderate. The intactness of the view is moderately high, as there are no encroaching elements, such as overhead utility lines or out-of-scale structures. The unity is moderately high as well, as the landscaping is designed to provide softening and to visually connect the parking lot to the streetscape.

Key View 4 – Southeast View from Hillery Drive Cul-de-sac

The Key View 4 photograph (Figure 2.6-6) was taken from the pedestrian walkway that extends parallel to the east side of the private college driveway, through the Legacy Apartment complex, and terminates at the Edwards Cinema within the Mira Mesa Market Center north of the apartments.

The trees and vegetation in Key View 4 are irregular in form and soften the strong rigid and rectilinear lines of the paved areas and fence, although the strong geometry of the building remains visually prominent. The vegetation provides green and earth-tone colors that compose most of the view, and provides some complexity of texture that balances the smooth textures of the building and pavement surfaces.

The fence, trees and shrubs are human-scaled elements that help reduce the larger-scaled buildings in the area. The vegetation and the balcony and façade elements on the buildings also provide some complexity. The elements are neither highly contrasting nor highly harmonious. The paved areas and buildings contrast with the vegetation, but are softened by the vegetation. The pavement, cars, buildings, and vegetation are equally dominant, and the composition is moderately balanced.

The visual quality of Key View 4 is slightly higher than moderate. The vegetation provides a small amount of memorability, yet the overall view is not highly distinctive. The visual environment of the area is somewhat unified, as the elements that comprise the view are carefully designed to relate to the apartment complex and the walkway. The blue, glass building in the background encroaches somewhat on the intactness of the area because it does not visually blend with the other visual elements.`

Key View 5 – Southward View from Southbound I-15

The Key View 5 photograph (Figure 2.6-7) was taken from southbound I-15, north of the proposed Hillery Drive overcrossing location. The pavement that dominates the foreground of Key View 5 is a highly geometric, hard surface, and creates symmetry in the view with rigid lines, gray, monotonous colors and a smooth texture. The signs, buildings and vegetation that are present at the edges of the view provide a small amount of complexity, variety of color and diversity of texture. Most of the elements in Key View 5 are large and monumental, except for cars, which are more human-scale. Although the large expanse of pavement is homogenous, the variety of elements visible at the edges of the view slightly reduces its potentially monolithic composition. Generally, the monotonous and symmetrical elements provide consistency, although the expanse of pavement is a dominant element that is not balanced by the other visible elements.

The dominant roadway and the low variety of visual elements that comprise this key view have little memorability, except some of the signs and other indications of location. Generally, the vividness of the area is moderately low. The intactness is moderate; although few elements, such as overhead utilities, encroach into or contrast with the visual environment of the freeway, not all visual elements contribute to the overall visual cohesiveness. The unity of the area also is moderate. Most of the elements that compose the view are visually related to the freeway, although the plants growing on the berm, which are the only vegetation related to the freeway visible in this key view, are not part of a carefully designed plan.

Key View 6 – Northward View from Northbound I-15

The Key View 6 photograph (Figure 2.6-8) was taken from northbound I-15, south of Mira Mesa Boulevard, near the proposed Hillery Drive Alternative project site. The pavement that dominates the foreground is highly geometric, with a smooth surface, rigid lines, monotonous color, and smooth texture. The building at the right edge of the view also is geometric and smoothly textured. The blue color and the trees near it provide some variety of color that contrasts with the gray pavement. The signs and other fixtures are small elements and contribute little variety or complexity.

The visible elements predominantly are large and monumental, although the cars are more human-scaled elements. The trees located near the building at the edge of the view somewhat reduce the visual scale of the large building, but contribute little to reducing the scale of the freeway. The variety of visual elements at the edges of the view provides some degree of diversity in the otherwise homogeneous views of the freeway pavement. The elements generally are consistent with each other and with the freeway. The building is large, but is a secondarily dominant element in this view, which is dominated by freeway elements.

The visual quality of northbound views, as represented by Key View 6, is moderate. The view includes some memorable components, such as an expansive view of the blue building east of the freeway and the hills to the north in the background. The intactness is moderate, as few elements encroach into or contrast with the existing visual environment. However, the elements that compose the view as a whole, are not part of a carefully designed landscape, particularly the sparse plants on the berm; the resulting unity of the area is moderately low.

<u>Galvin Avenue Alternative Key Views</u>

Key View 7 – Eastward from Galvin Avenue at Westview Parkway

The Key View 7 photograph (Figure 2.6-9) was taken from the southwestern corner of the intersection of Galvin Avenue and Westview Parkway. This view looks eastward at the equipment yard located at the eastern side of this T-intersection. Key View 7 is composed of a variety of visual elements that are geometric (such as the trucks and the road) with rectilinear lines, but combine to create a more complex visual environment. The horizon line, composed of the fluid lines of the trees and gentle curve of the hillside, provides some contrast to the rigidity of the foreground. The vegetation in the background, exposed soil and low-growing plants in the vacant graded areas, and weeds in the middle-ground provide green and earth tones that offset the otherwise dominant gray tone of the pavement in the foreground. The elements that comprise most of the visual elements in this view have smooth textures and hard surfaces.

The visual elements are somewhat human-scaled, although the roadway, the equipment and the utility fixture are large-scale elements that contribute to a more monumental scale than is

present in key views along Hillery Drive. The variety of elements contributes to a visual environment that is more articulated and complex than monolithic or homogeneous, but the combination of these elements is more contrasting than harmonious and unbalanced rather than deliberately composed.

The visual quality of Key View 7 is moderately low. The vividness of the area is moderate because the street and equipment in the middle and foregrounds provide few memorable elements. The hill in the background is more distinctive than the foreground elements, yet the overall view is not highly distinctive. The various elements in the area are not visually integrated, coherent or harmoniously composed, though few dominate or encroach on the overall visual environment.

Key View 8 – Southward View from Southbound I-15 at the Galvin Avenue Alternative

The Key View 8 photograph (Figure 2.6-10) was taken from southbound I-15, north of the proposed Galvin Avenue Alternative Project site. This view is Similar to Key View 5, discussed above, and was taken approximately 1 km (0.7 mi) north of Key View 5. As with the other key views taken from I-15, the pavement that dominates the view is mainly symmetrical, rigid and rectilinear, and monotonous with hard surfaces and smooth textures. The vegetation visible in the background provides some variety of color and texture, but does little to relieve the solid textures and the strong, geometric lines that dominant the view.

The scale of the freeway is predominantly large, and the pavement is homogeneous. The cars and variety of color provided by the vegetation and background elements contribute some slight reduction of scale and articulation of line and texture. The visible elements of the key view generally are consistent with each other and the visual environment of the freeway, although the dominant pavement contrasts with the vegetation and the graded lots and is not balanced by these elements.

The visual elements that compose this view are not highly memorable, although the vegetation provides a small degree of vividness. While the freeway contrasts with the surrounding areas, few elements, such as overhead utilities, encroach into or contrast with the overall visual freeway environment. Most of the elements that compose the view are visually related to the freeway, except for the vegetation and buildings on each side. The unity of the view, therefore, is moderately low.

2.6.3 Environmental Consequences

Hillery Drive Alternative

Analysis of Key Views

Key View 1 – Northeast View from Private College Driveway at Hillery Drive Cul-de-sac

Project Features Visible in Key View 1. The Hillery Drive Alternative would include a DAR along Hillery Drive, consisting of a ramp and a widened roadway. A ramp structure supported by MSE walls would extend upward from Hillery Drive to an overcrossing that would span the entrance drive to the Legacy Apartments at the Hillery Drive cul-de-sac on an overhead structure supported by columns. In Key View 1, this overhead structure and one of the supporting columns would be visually dominant (refer to Figure 2.6-11 for simulation of this key view).

Change to Visual Character/Quality. The Hillery Drive Alternative would cause a moderately high and high level of change to the visual environment of this key view. The proposed DAR and supporting columns would be prominently geometric and symmetrical in form with rigid, rectilinear lines and little color. The concrete column and overhead structure would have smooth textures. Although the surface of the median in which the column would stand could be textured with cobble, the rocks would contribute to the hard texture of the overall resulting visual character. Apartment buildings would be more visible that also would contribute more geometric and rigid forms with smooth textures. The removal of vegetation also would reduce the complexity of form, reveal more rigid lines, and reduce the variety of color and irregularity of texture. The elements of the new dominant visual features, such as the column and overhead structure, would be large, monumental in scale and monolithic. The proposed elements would be highly prominent and overall, the proposed features would contrast highly with the existing visual elements, causing high levels of change in the visual character.

The proposed elements also would change the visual quality of the area. The introduction of visually dominant elements would detract attention from the entry signs that provide an indication of place. This, and the removal of vegetation, would reduce the vividness of the area. The intactness also would be lowered; the dominant structures would appear to encroach into the existing environment and would not be visually coherent with the existing visual elements due to the scale of these structures and their relation to the existing building. The new structures' lack of visual coherence and harmony with the existing visual environment would also result in low visual unity. Overall the change to the visual quality of the area would be moderately high.

Viewer Response. The viewers who would be present in this area would consist of motorists, bicyclists and pedestrians on Hillery Drive and the private college driveway. These viewers may include residents, employees and patrons of the area. They generally would have a high response to changes in the visual environment.

Change to Visual Environment. The Hillery Drive Alternative would introduce dominant, contrasting elements that would cause major changes to the composition of visual elements in the area represented in Key View 1.

Resulting Visual Impact. The anticipated high viewer response combined with the major changes to the visual environment caused by the Hillery Drive Alternative would result in a high impact to the visual environment represented in Key View 1.

Key View 2 – Eastbound Hillery Drive at Westview Parkway

Project Features Visible in Key View 2. The Hillery Drive Alternative would include a DAR structure along Hillery Drive that would connect to the existing street near the location of Key View 2. The two-lane ramp would extend from the middle of the roadway, and would rise above the eastern end of Hillery Drive. The sloped lanes would be visible from this key view, and are represented in Figure 2.6-12. A gantry structure with overhead signage would be placed at the point where the ramp structure is at grade with Hillery Drive. Black and yellow signs on crash cushions are visible in the simulation near the gantry. The sloped lanes would be supported by MSE retaining walls, which also are visible in the simulation.

Two outside lanes would remain to provide access to the Legacy Apartments complex and Miramar College. A bike lane would be provided on both sides of the widened roadway. To accommodate the new lanes in the center of the roadway, as well as the local access lanes and

bike lanes, Hillery Drive would be widened to the south. The road widening would require a retaining wall next to the sidewalk on the north side of the Distribution and Computing Center building parking lot; this wall is represented in the simulation to the right of the roadway and sidewalk, in front of the cul-de-sac.

Change to Visual Character/Quality. The Hillery Drive Alternative would cause a moderate level of change to the visual environment represented by this key view. The form, line, color, and texture of Key View 2 would be changed by these new visual elements, which generally would be symmetrical and geometric, with strong, rigid, rectilinear lines. The pavement and structures in the middle and background would have a smooth texture and harder surface than the dominant elements currently existing in the area. Although most of the elements would be in the middle and background, a larger expanse of pavement and less vegetation would be visible, and would create more monotony in the visual environment of this view.

The new elements would change the scale, diversity, continuity, and dominance of the visual environment represented by Key View 2 from moderate levels to moderately low levels. In particular, the new elements would be more monumental, monolithic and homogenous than currently exist in the area. Prominent structures, particularly the Hillery Drive overcrossing, would contrast with existing elements. The overall visual environment would be less visually balanced than the existing view.

The changes also would reduce the visual quality of the area to moderately low levels. The introduction of more pavement and larger structure of the overcrossing would reduce the vividness of the visual environment of the area. The new elements would encroach into the existing visual environment, contrasting with the current composition of the view, and would not be visually compatible with the existing area, which would reduce the visual intactness. The unity of the area also would be reduced, as the new elements would not be designed to integrate with the existing visual environment, and would therefore not create visual coherence within this view.

Viewer Response. The viewers who would be present in this area would consist of motorists, bicyclists and pedestrians on Hillery Drive. The viewers may include residents, employees and patrons of the area, who generally would have a moderately high exposure and high sensitivity to changes in the visual environment.

Change to Visual Environment. The newly introduced, dominant Hillery Drive Alternative elements would contrast with the existing visual environment (as described above) and would cause a moderate degree of change to the composition of visual elements in the area represented in Key View 2, reducing the moderate visual character and quality to moderately low levels.

Resulting Visual Impact. The moderate change to the visual environment combined with an anticipated moderately high viewer response would result in a moderately high impact to the visual environment represented in Key View 2.

Key View 3 – South View from Legacy Apartments Complex

Project Features Visible in Key View 3. The Hillery Drive Alternative would include the construction of an overcrossing extending along Hillery Drive. The overcrossing would be supported by columns and MSE walls and would span the cul-de-sac and extend eastward to the I-15 Managed Lanes facility. The side of the ramp structure, the MSE walls and one column

would be visible in Key View 3, as represented in Figure 2.6-13. The walls would be textured with colored, split-face concrete block.

The Hillery Drive Alternative would include the widening along the north side of Hillery Drive with expansion of the roadway and sidewalk onto land currently used for a park-and-ride facility north of Hillery Drive. This widening would not be very discernable from this viewpoint, although it would necessitate the removal of street trees along the north side of Hillery Drive, as shown in the simulation. The trees and shrubs edging the residential parking lot from which the key view was taken would not be removed or disturbed by the Hillery Drive Alternative, and would remain in the foreground of this view. Most of the trees edging the pedestrian promenade along the private college driveway (visible underneath the ramp structure in the simulation) in front of the Legacy Apartment buildings would not be removed.

Widening also would occur on the south side of Hillery Drive, and a new retaining wall at the edge of the sidewalk near the Distribution and Computing Center building parking lot would be constructed. A portion of this wall would be visible from Key View 3, as depicted in the simulation, at the center of the view, between the trees and underneath the structure.

Changes to Visual Character/Quality. The Hillery Drive Alternative would cause a moderately high level of change to the visual environment of this key view. Visual character elements that would be changed by the introduction of Project features into this view include form, line, color, and texture, as well as scale, diversity, continuity, and dominance. For example, the ramp and supporting walls and columns would introduce into the view several new vertical surfaces, geometric planes, and strong horizontal lines, and would reduce the amount of visible vegetation. This would result in a more symmetrical visual composition with rectilinear, rigid lines and monotonous colors. The split-face concrete block pattern on the surface of the MSE walls would provide some color (tan) and texture; however, the color and texture would be subtle, particularly as this view would mainly encompass the northern, more shadowed side of the structure. Although textured, the block wall would contribute to the solidity and smooth texture of the overall resulting visual character. The ramp would not be visibly taller than the building in the background, but the scale of the introduced elements would appear larger than the existing elements, mainly because the overcrossing would elevate vehicles to the level of the tree tops, thereby reducing the overall effectiveness of the trees as scale-reducing elements.

These changes also would affect the visual quality of the visual environment represented in Key View 3. The introduction of the large-scale structure and reduction of visible vegetation would reduce the vividness of the visual environment represented by this view. The proposed structure also would visually encroach into the area, contrasting with the vegetation of the area and reducing the intactness of the view. The elevated cars would be visually dissonant elements at the level of the tree canopies, and the concrete ramp, walls, and columns would not be harmonious with the existing elements, thereby reducing the visual unity of the area.

Viewer Response. The viewers present in this area mainly would consist of pedestrians, although the view also represents views from the park-and-ride lot (located between the viewer and Hillery Drive), and the common use areas of the Legacy Apartments (particularly the walkways and parking lot access areas), where residents would have similar southerly views. The pedestrians would be residents of the apartments and commuters at the park-and-ride lot, and would be traveling to and from their cars. Their duration of view would be short, and they generally would be focused on their destinations as they approach or leave their cars. These viewers would have a moderately high to high response to changes in the visual environment.

Change to Visual Environment. The large, geometric elements introduced into the area by the Hillery Drive Alternative would visually encroach into the existing visual environment, reducing the amount of visible vegetation, and cause a moderately high degree of change to the composition of visual elements in the area represented in Key View 3.

Resulting Visual Impact. The moderately high level of change caused by the Hillery Drive Alternative combined with an anticipated moderately high viewer response would result in a moderately high impact to the visual environment represented in Key View 3.

Key View 4 – Southeast View from Hillery Drive Cul-de-sac

Project Features Visible in Key View 4. The Hillery Drive overcrossing would be the dominant Project feature visible in Key View 4, and is represented in Figure 2.6-14. The overcrossing would extend across the center of the view. The underside of the concrete structure and several of the columns would be visible, as would the northern side of the structure and the visual screening wall that would extend along the ramp near the Legacy Apartments buildings. Portions of the ramp structures that would connect to the I-15 Managed Lanes facility would be visible in the background.

The trees at the end of the Hillery Drive cul-de-sac and many of the trees in the middle of the existing key view, within the Legacy Apartment complex, would be removed. As a result, more of the apartment building in the background would be visible under the ramp, while at the same time, the structure would block views of the upper portion of this building. Trees and vegetation within the complex, under the proposed structure, also would be removed, and the median area that would support the columns would be paved with cobbles.

Change to Visual Character/Quality. The Hillery Drive Alternative would cause a moderately high level of change to the visual environment of this key view. The form, line, color, and texture that compose the visual character of the area represented by Key View 4 would be changed by the introduction of the Project features. The structure and associated columns and walls would be new strongly geometrical forms with rigid lines, monotonous colors, and smooth textures that would contrast with the existing visual elements of Key View 4. Some vegetation would remain in the foreground, particularly along the walkway and fence line; however, most of the vegetation in the view would be removed, and the proposed overcrossing would be a new, large, visually dominant element that would not be softened by the remaining vegetation. Overall, the new visual elements would reduce the articulation, variety of color and irregular textures. The new prominent horizontal structure also would contrast highly with the existing visual environment of this residential area, causing visual dissonance and altering the balance of the visual composition of the area.

The new combination of visual elements would be more visually vivid than the existing view due to the new strong geometric elements that, while unique to the current streetscape, would be visually similar to the elements of the nearby freeway. These would highly contrast with the existing neighborhood, where the existing level of vividness is dependant upon residential buildings and pedestrian-scale elements. The new elements would not be designed to create visual coherence or compositional harmony with and within the existing visual environment, and the resulting visual contrast and dissonance caused by the encroachment of these proposed structures would reduce the visual integrity, intactness and unity of the visual environment in the area.

Viewer Response. The majority of viewers at this location would consist of pedestrians and bicyclists, although similar views would be available for motorists on Hillery Drive. The viewers may include residents, employees and patrons of the area, and generally would have a moderately high to high response to changes in the visual environment.

Change to Visual Environment. The new large geometric structure, columns and walls would visually encroach into the visual environment represented by Key View 4, reducing the visual quality of the area and causing a major change to the visual character.

Resulting Visual Impact. The anticipated moderately high to high viewer response combined with the major changes to the visual environment caused by the Hillery Drive Alternative would result in a high impact to the visual environment represented in Key View 4.

Key View 5 – Southward View from Southbound I-15

Project Features Visible in Key View 5. The Hillery Drive Alternative would introduce a new overcrossing across the southbound freeway lanes and new ramp structures in the I-15 Managed Lanes facility. These ramps would be supported by MSE walls and columns. As depicted in Figure 2.6-15, these features would be visible on the left side of the view. The walls would be textured with a large, rectilinear pattern. The ramps and walls would obstruct views of most of the elements east of I-15. The existing berm on the right side of the existing view would be removed due to the ultimate configuration of I-15, which is depicted in Figure 2.6-15.

Change to Visual Character/Quality. The Hillery Drive Alternative would cause a low level of change to the visual environment of this key view. The new features introduced into the view by the Hillery Drive Alternative would be visually similar to the existing features, and would cause slight changes to the visual character of the area. The ramp structures would be similarly geometric and symmetrical, although more vertical than the existing freeway. The rigid lines, monotonous color and smooth textures would not highly contrast with the existing features. Overall, the visual character would be more symmetrical, rigid and monotonous than the existing views.

The scale, diversity, continuity, and dominance also would be slightly changed by Project features. The proposed large-scale structures would cause the overall visual environment to be slightly larger and more monumental in scale. The existing low level of diversity in the visual environment would be further minimized due to the similarity of the proposed structures to the existing environment. The proposed elements would not contrast with the existing visual environment, and the overall continuity would remain the same. The dominance of the structural elements versus the natural elements, such as the trees and vegetation on either side of I-15, would increase slightly.

The existing level of low vividness of the area would be further lessened by the loss of views to the trees on the east side of the freeway. The intactness also would be slightly lessened by the introduction of the overhead structure in an area where few visual elements are present in the overhead planes. The visual unity would be lower because the new elements would be added to the existing environment and not integrated as cohesive and compositionally harmonious components.

Viewer Response. The viewers in this location would solely consist of motorists on I-15. Motorists may include residents of the area, patrons of local businesses, and tourists and commuters who pass through the area. These viewers would have a moderately high exposure

(due to high numbers of viewers), and moderate sensitivity to changes in the visual environment of I-15, resulting in a moderate viewer response.

Change to Visual Environment. The Proposed Project elements would be visually similar to the existing visual environment and would result in minor changes to the visual environment.

Resulting Visual Impact. The combination of the anticipated moderate viewer response with the minor changes to the visual environment would result in a moderately low impact to the visual environment represented in Key View 5.

Key View 6 – Northward View from Northbound I-15

Project Features Visible in Key View 6. As stated above, the Hillery Drive Alternative would include the construction of ramp structures in the I-15 Managed Lanes facility that would connect to the proposed overcrossing at Hillery Drive. The ramp structures and supporting MSE walls and columns would be the most visible feature of the Project in northbound views, as represented in Figure 2.6-16. The MSE walls would be textured with a geometric block pattern, and the smoother sides of the ramp structure also would be visible. The structure would block westward views of the buildings and signs abutting the freeway, and would not change views toward elements east of I-15. The hills in the background would remain visible under the overhead freeway signs.

Figure 2.6-16 depicts the ultimate configuration of the I-15 (upon completion of the I-15 Managed Lanes project). This ultimate configuration will cause the removal of some vegetation, including mature trees, currently growing east of the freeway.

Change to Visual Character/Quality. The Hillery Drive Alternative would cause a low level of change to the visual environment of this key view. The geometric, symmetrical planes with rigid lines, monotonous color and smooth textures that would be introduced into this northbound view by Project features would be similar to the existing features. The proposed pattern elements, combined with the existing visual environment, would be slightly more rigid, smooth and monotonous than the existing visual features.

The scale, diversity, continuity, and dominance of the visual environment also would be changed slightly by the introduction of the Project elements. The scale of the visible elements in the area would be slightly larger, less diverse and more homogenous and unbalanced due to the introduction of the proposed structure. The continuity of the area also would remain the same; the new structure would be unique to the area and would contrast with the existing views, but would block views of structures and signs that create visual “noise” within the view. The level of change to northbound views would be slightly less than to southbound views because the proposed overcrossing would not be visible for northbound drivers.

The proposed features would cause a slight change to the visual quality of the area. The background elements and the building on the east that contribute to the vividness of the area would not be obscured (or only for brief periods). Views to the commercial areas west of I-15 also would be blocked for a short period of time, during which time the intactness may be raised and the view of the background may become more vivid. On the other hand, the introduction of a new, higher, and larger element would slightly decrease the intactness of the generally flat visual environment composed of the freeway pavement. The unity also would be lessened slightly; the new elements that would be added to the existing environment would not be

deliberately integrated as cohesive features. Generally, the visual quality of northbound I-15 would be slightly lower than existing.

Viewer Response. Similar to Key View 5, the viewers in this location would solely consist of motorists on I-15. They may include residents and patrons of businesses in the local area, and tourists and commuters who pass through the area. These viewers would have a moderately high exposure, due to the high traffic volumes, and a moderate sensitivity to changes in the visual environment of I-15, resulting in a moderate viewer response.

Change to Visual Impact. The Hillery Drive Alternative would create minor changes to the visual environment through the introduction of elements that would be visually similar to the existing elements, would reduce (for short periods of time) the visibility of competing visual elements, and generally would not obscure views to the hills in the background.

Resulting Visual Impact. The combination of the anticipated moderate viewer response and minor changes to the visual environment would result in a moderately low impact to the visual environment represented in Key View 6.

Analysis of Other Views

Westview Parkway South of Mira Mesa Boulevard

Commercial buildings, parking lots and some Legacy Apartments buildings abut Westview Parkway, south of Mira Mesa Boulevard. The buildings and parking lots are set back from the street with landscaped areas consisting of grass lawn, shrubs and trees. Westview Parkway terminates at Hillery Drive, and expansive views toward Miramar College across a graded, vacant area are available to southbound motorists, pedestrians and bicyclists at the intersection. Most Miramar College buildings visible from this point are in the background, except for the Distribution and Computing Center, which is visible in the middle ground.

The proposed Hillery Drive Alternative would reconfigure the Westview Parkway traffic lanes at the Hillery Drive intersection, but would not require widening of Westview Parkway. The proposed configuration would be similar to the existing roadway, and the scale and diversity of the proposed features would be similar to the existing visible features.

The proposed changes would not be visible to motorists, pedestrians and bicyclists traveling north on Westview Parkway from Hillery Drive. Southbound viewers would mainly see the modifications to Hillery Drive. These changes may reduce the vividness of the visual environment slightly. The existing landscaping on Westview Parkway, which provides some vividness, would not be disturbed. The Proposed Project would not change the intactness of Westview Parkway itself. The unity of the visual environment around Westview Parkway would be similar to the existing environment.

The primary viewers on Westview Parkway would consist of motorists, pedestrians and bicyclists. These viewers could be residents, students of Miramar College or Walker Elementary School, and patrons of local businesses. Accordingly, they would have a moderately high to high response to changes in the visual environment.

The Hillery Drive Alternative would cause a low level of change to the visual environment of Westview Parkway, south of Mira Mesa Boulevard. The low level of change to the visual environment of Westview Parkway, south of Mira Mesa Boulevard, caused by the Hillery Drive

Alternative in combination with the anticipated moderately high to high level of viewer response would result in a moderate visual impact.

Legacy Apartment Complex

The entry driveway and parking areas within the Legacy Apartments at the end of Hillery Drive are accessed by residents of the apartment complex via vehicle and pedestrian gates. Pavement surrounds a landscaped median with trees, shrubs and grass lawn. Two apartment buildings can be accessed via garages that align either side of this entry drive, and the berm separating the I-15 R/W abuts the eastern end of the drive.

The proposed Hillery Drive Alternative would construct an overcrossing over the center of the Legacy Apartment access road at the eastern end of Hillery Drive. A supporting column would be placed in the landscaped median, and another would be placed in the area of the existing berm (which will be removed by the I-15 Managed Lanes facility project). Visual screening walls, each 1.5-m (5.0-ft)- high, would extend along on either side of the top edges of the structure for a little farther than the length of the buildings. The trees growing in the median of this access road would be removed, and the median under the structure, supporting the columns, would be paved with cobbles.

The Project features would be seen by residents of the Legacy Apartment complex within apartment buildings and on the grounds in these areas, and by motorists, pedestrians and bicyclists on the nearby streets and walkways (as represented in Key View 1 through 4, discussed above). From the access road, residents mainly would see the support columns and the shadows cast by the overhead structure and walls, similar to views represented in Key View 1 (as discussed above). The overhead structure and resulting cast shadows would appear larger than in views of the structures from other areas. Additionally, less vegetation would be visible in the area due to the removal of the existing trees and landscaped median.

The proposed structures and supporting columns would be prominently geometric and symmetrical elements with rigid, rectilinear lines and little color and smooth textures. The structure and the visual screening walls would introduce into the area more rigid structural elements, creating a more confined space. These new dominant visual features would not be softened by vegetation, and would be monumental in scale, and would contrast highly with the existing visual elements. These changes would reduce the vividness of the landscaped area and entry signs within the apartment complex. The intactness of the area also would be lowered by the visually encroaching and contrasting structures. The new structures' lack of visual coherence and harmony with the existing visual environment also would result in low visual unity.

The primary viewers in the Legacy Apartment complex would consist of residents with an anticipated moderately high to high response to changes in the visual environment. The Hillery Drive Alternative would cause a high level of change in the visual environment of this area. In combination with the anticipated moderately high to high viewer response, the Hillery Drive Alternative would result in a high visual impact to the visual environment of this area.

<u>Construction-related Impacts</u>

The Hillery Drive Alternative would result in temporary visual impacts during the 18- to 24-month construction period. Visible indications of construction on the roadways would contrast with existing conditions, and may include newly cut or filled slopes; exposed soil; stockpiled dirt,

rocks and debris from demolished structures; signs; construction fencing; partially constructed structures; scaffolding and concrete molds; trucks and equipment; and night lighting. Other visual disruptions may include detours and ramp closures, with signs, equipment and similar visual indicators. Additional erosion control and storm water management practices also may introduce visible elements, such as gravel bags and fiber rolls, silt fences, temporary drainage facilities, containment and settlement ponds, and hydroseeding (temporarily colored when first applied, and potentially resulting in colorful flowers and groundcovers).

The required equipment staging areas also may be visible. The construction staging for the Hillery Drive Alternative would occur at the approved Mira Mesa/Miramar College transit center site in a vacant, graded area west of the Distribution and Computing Center building. Construction access routes would likely include Hillery Drive, Westview Parkway, Mira Mesa Boulevard, and I-15.

The visual construction elements and staging area would highly contrast with the existing visual environment surrounding the Project site, which would introduce complex forms, geometric lines, monotonous colors, and a variety of textures. The elements would be large in scale and high in diversity, but not continuous or harmonious. They also would reduce the visual quality of the area creating low vividness, intactness and unity. While they would be major changes to the visual environment, the visual impacts caused by construction would be temporary in nature (18 to 24 months). Most visual disruptions (i.e., construction staging) would be removed upon completion of the construction period. Others, such as new cut and fill slopes and exposed soil, would be addressed through Project design (i.e., application of hydroseeding and other landscaping).

Galvin Avenue Alternative

Analysis of Key Views

Key View 7 – Eastward from Galvin Avenue at Westview Parkway

Project Features Visible in Key View 7. The Galvin Avenue Alternative would extend Galvin Avenue eastward from its terminus at Westview Parkway. As visible in Figure 2.6-17, the roadway would slope upward to the east, and curve slightly northward. Near the intersection of Galvin Avenue and Westview Parkway, manufactured slopes would support the new roadway on both sides. In the middle ground, beyond the curve, the road would be supported by MSE walls. A portion of a new ramp structure connecting the overcrossing to the southbound I-15 Managed Lanes facility would be visible in the middle ground of the view.

A new transit center would be located south of the extended roadway. No structures would be visible in this area, but the buses and vehicles traveling to and from the center would be visible. These are shown in the simulation to the right of the new roadway. A sidewalk would extend along both sides of the new roadway to the intersection with the transit center access road, as well as along the transit center access road. The sidewalks east of Galvin Avenue are visible in the simulation; however, the sidewalks along the transit center access road would not be visible from this point.

A gantry structure with overhead signage would be installed just east of the intersection with the transit center access road. The signage would provide directional information to the DAR, and is represented in the simulation over the new road, in front of the MSE wall. It would be visible underneath the traffic signal at Westview Parkway from this viewpoint.

Change to Visual Character/Quality. The Galvin Avenue Alternative would cause moderately low and low levels of change to the visual environment of this key view. The Galvin Avenue Alternative would change the visual character of the visual environment at the end of Galvin Avenue and east of Westview Parkway by expanding the easterly views and introducing a new roadway and new structures. While the new roadway and structures would comprise new pavement and geometrical, rigid elements that would not be concealed by formal landscaping, they would not be dominant visual elements in the view. The road would curve as it extends eastward, with a more fluid line than is currently present and would draw the eye toward the hill in the background, including the undulating lines of the trees and the curve of the hill. While no formal landscaping would be planted along the edges of the new roadway, the wider view would reveal more greens and earth tones within the graded, vacant land. While different, the change to the overall color of the view would be minimal. The textures comprising the view also would change; the new roadway, the distant wall and structures, and the more visible graded lots would be composed of finer and smoother textures than are visible within the present equipment yard.

Most of the proposed Galvin Avenue Alterative features would be in the middle and background of this view, or would not be visible. The visible proposed elements, such as the extended roadway and new structures would be slightly larger in scale than existing elements, but would be further from the viewer. The new elements also would be less complex or articulated compared to the existing equipment yard and associated utilities and vehicle, but would not be highly homogeneous or monolithic, particularly as the new foreground elements would be placed at grade and would be low-lying, with the taller elements (the MSE walls and ramp structures) in the middle ground where their scale would be less dominant. The overall continuity of the view elements would be higher than existing, due to the expanded, more open views. The roadway may be more visually dominant than the existing visual elements, due to its contrast with the graded, vacant lots on each side.

The introduction of the Project features and the removal of some existing features would change the composition of the new features; however, the resulting visual elements would have visual vividness, intactness and unity similar to the existing elements, creating an overall low level of change to the quality of the visual environment represented by Key View 7. The existing elements (the equipment and utility yard, fence and street) that compose the visual environment are not highly memorable. The proposed elements (an expanded street, passenger vehicles and distant structures), though different, would not create distinct visual patterns, while the background features would not be changed and may only be slightly obscured. The vividness of the view, therefore, would remain moderate. The intactness would be slightly higher; although the new roadway would contrast with the graded, vacant areas east of Westview Parkway. The views eastward from Galvin Avenue and Westview Parkway would visually blend with the tree- and structure-covered hillside in the background. As with the vividness of the area, the unity of the area created by the proposed elements would be moderately low. The roadway would have little compositional harmony with the graded, vacant lots that would become visible. The Galvin Avenue Alternative, therefore, would cause a low level of change to the visual quality of Key View 7.

Viewer Response. Viewers near Galvin Avenue and Westview Parkway would consist of motorists, pedestrians and bicyclists on local streets. This location is north of the major commercial areas, and near a residential neighborhood. The viewers are therefore most likely to be residents of the local area, although some may be patrons of local businesses or students at the elementary school. These viewers would have a moderately high to high response to changes in the visual environment.

Change to Visual Environment. The Galvin Avenue Alternative would create a moderately low level of change to the visual character of the view and the area, and would cause a low level of change to the visual quality of the area. Overall, although the Project elements would be different from the elements that currently comprise views from this area, the change they would cause to the visual resources would be low.

Resulting Visual Impact. The low levels of change to the visual environment caused by the Galvin Avenue Alternative combined with the anticipated moderately high to high viewer response would result in a moderate visual impact to the visual environment represented in Key View 7.

Key View 8 – Southward View from Southbound I-15 at the Galvin Avenue Alternative

Project Features Visible in Key View 8. The Galvin Avenue Alternative would extend an overcrossing structure from the area to the right of this view across the freeway, and would construct new ramp structures that would slope upward from the I-15 Managed Lanes facility to the overcrossing. The ramp structures would be supported by MSE walls and columns. These proposed changes are represented in Figure 2.6-18. The foreground would continue to be predominantly comprised of pavement. Most of the trees and vegetation on the viewer's right would remain undisturbed, although the access road would extend westward, and would be supported by a combination of MSE walls and vegetated slopes. The walls and slopes, although visible, would be a small element in the view. The road would not be a dominant or highly contrasting element in the overall view, although it would contrast slightly with the currently graded but undeveloped area through which it would extend. The proposed transit center would not be visible. The buildings and trees in the background would remain visible.

The overcrossing would extend across the lanes in front of the viewer, and the I-15 Managed Lanes facility would be visible on the viewer's left. The ramp structures would be visible on the left, rising from the I-15 Managed Lanes facility to the overcrossing structure. The pavement surface of the westernmost ramp would be visible, as would the MSE walls and columns. The ramps and overcrossing structure would obscure some views of the background elements, as they would be higher than the existing wall on the left side of the view. Trees on each side of the freeway and some in the background would still be visible. Figure 2.6-18 depicts the ultimate configuration of I-15 upon completion of the I-15 Managed Lanes project.

Change to Visual Quality/Character. The Galvin Avenue Alternative would result in a low level of change to the visual environment of this key view. The Galvin Avenue Alternative features result in changes similar to those discussed for Key Views 5 and 6, above. The new structures would be geometric and symmetrical, with strong rigid lines and monotonous colors. The MSE walls would be textured with rectilinear patterns, but the patterns would be hard to discern at the distance shown in the simulation. The rigid structures with monotonous colors would be similar to the existing features that compose views from I-15, and would contribute to making the visual environment of the area more geometrical, rigid, smooth, and monotonous.

The large-scale ramps, with supporting columns and MSE walls, would be more vertically oriented than the existing features, and would rise above the horizontal expanse of pavement that dominates the view. The ramps and overcrossing would be monolithic, and as concrete structures in a concrete-dominated environment, would contribute to a more homogeneous and continuous setting. The new features would cause the freeway elements to be slightly more visually dominant in relation to the background vegetation and visual elements of the surrounding area, which would increase as the viewer would draw closer to the overpass.

Overall, the Project elements would cause a low level of change to the visual quality of the area. The moderately low vividness of the existing visual environment would be lessened slightly by the introduction of new large-scale homogenous features. These features would encroach somewhat into the background and above the horizontal expanse of the pavement, and would not be highly coherent or harmonize with the existing features of the freeway or the surrounding area, but would be similar to the existing dominant elements, and therefore would not change the unity of the area.

Viewer Response. Similar to Key Views 5 and 6, the viewers in this location would solely consist of motorists on I-15. These viewers may include local residents and patrons of businesses in the local area, and tourists and commuters who pass through the area. These viewers would have moderately high exposure, due to the high traffic volumes, and moderate sensitivity to changes in the visual environment of I-15, resulting in a moderate viewer response.

Change to Visual Environment. The Project elements would create a low level of change in the visual environment of southbound I-15, as represented by Key View 8.

Resulting Visual Impact. The low level of change to the visual environment caused by the Galvin Avenue Alternative combined with an anticipated moderate viewer response would result in a moderately low visual impact to the visual environment represented in Key View 8.

Analysis of Other Views

Erma Road

Erma Road is a two-lane, local road with bike lanes and paved shoulders, and is currently bordered on one side by a noise attenuation wall and on the other by a small slope vegetated with ground cover and mature eucalyptus trees. The visual environment of Erma Road, where it is parallel to the freeway, has moderate character and quality.

The proposed Galvin Avenue Alternative would require a slight realignment of the portion of Erma Road that parallels I-15. The resulting realigned roadway would be of the same configuration as the existing lanes, and would not require the removal of the vegetation on the east side of the roadway. This alternative also would require the replacement of the existing noise attenuation wall as abatement and would extend more southerly and northerly than the existing visible wall (refer to Subchapter 2.12, Noise). The portions of the wall that would be visible from Erma Road would be relatively the same height as the existing wall, and would be constructed using the same color and pattern. This would create low levels of change to the visual environment of Erma Road.

The primary viewers at this location would consist of residents of nearby multi-family residential complexes. Residents in general would have moderately high sensitivity to changes in the visual environment; however, the number of residents with views of the changes on Erma Road would be relatively low. They also would have brief view durations, as the area that would be affected is relatively short (approximately 100 m [330 ft]). It is therefore anticipated that viewers would have a moderate response.

The Galvin Avenue Alternative would cause a low level of change to the visual environment of Erma Road. Combined with an anticipated moderate viewer response, the Galvin Avenue Alternative would result in a moderately low visual impact to the visual environment of Erma Road.

Westview Parkway North of Mira Mesa Boulevard

Westview Parkway, north of Mira Mesa Boulevard, contains two lanes and a wide shoulder in each direction, and sidewalks on both sides of the roadway. Some portions of the median are delineated by raised concrete, others by painted lines. Near Galvin Avenue, residential lots abut the west side of Westview Parkway, and an equipment yard is located on the east side. Graded but vacant land is located north and east of the equipment yard. The visual environment of Westview Parkway, north of Mira Mesa Boulevard, has moderately low character and quality.

The proposed Galvin Avenue Alternative would create visible changes to the visual environment of Westview Parkway, north of Mira Mesa Boulevard. As previously stated, the Project would extend Galvin Avenue eastward past its current terminus at Westview Parkway. The proposed transit center that would be included with the Galvin Avenue Alternative would be located east of Westview Parkway, near the Mira Mesa Boulevard exit lanes.

These proposed changes would be located on the east side of Westview Parkway, peripheral to the most readily available views from this roadway (northward and southward). The slopes supporting the extended roadway and vehicles within the transit center would be visible across graded land. Similar to the changes discussed regarding Key View 7, these features would change the visual environment of Westview Parkway, north of Mira Mesa Boulevard. The Project features would create less visible change, however, as they would be located to the side, rather than in front of the viewer, and generally in the middle ground rather than the foreground. The Galvin Avenue Alternative would introduce more geometric, smooth and rectilinear elements into the area, and would include larger, more monolithic elements, yet also would result in a more consistent and open visual environment east of Westview Parkway. Similar to the changes that would occur in Key View 7, this alternative would result in a moderately low level of change to the visual environment of Westview Parkway, north of Mira Mesa Boulevard.

The primary viewers on Westview Parkway in this area would consist of motorists, pedestrians and bicyclists, and are likely to be residents of the local area, although some may be patrons of local businesses. The viewers would have moderately high to high response to changes in the visual environment.

The Galvin Avenue Alternative would cause a low level of change to the visual environment of Westview Parkway. Combined with the anticipated moderately high to high viewer response, the Galvin Avenue Alternative would result in a moderate visual impact to the visual impact of Westview Parkway, north of Mira Mesa Boulevard.

I-15/Mira Mesa Boulevard Interchange

The I-15/Mira Mesa Boulevard interchange currently consists of pavement, a concrete box-like structure, columns, colored concrete-block slope paving, and curved ramps, within which trees and shrubs are growing. The roadway pavement and concrete structures are dominant elements, although the trees and shrubs between the ramps and the freeway and the mature trees abutting the ramps somewhat soften the expanse of pavement for motorists traveling on the ramps. The area near the interchange is visually diverse due to the buildings, business signs and landscaping east and west of the interchange.

The proposed Galvin Avenue Alternative would necessitate the widening of I-15 and, subsequently, the realignment of some of the ramps at the I-15/Mira Mesa Boulevard interchange, as well as the widening of the Mira Mesa Boulevard undercrossing. The curvature of the loop ramps would be modified, and the radius of several of the other ramps also would be changed. The configuration of the intersections of the ramps with Mira Mesa Boulevard would not be changed. Landscaping would be removed and replaced.

The lanes passing over the undercrossing would be widened, and the new columns that would support them would be constructed with the same design as the existing columns. Concrete slope paving on each side of Mira Mesa Boulevard at the undercrossing would consist of masonry block with color and texture to match the existing slope paving.

The proposed changes to the ramps would be visible mostly to motorists on those ramps, and would not be visible from I-15 or Mira Mesa Boulevard. Motorists on the ramps, I-15 and Mira Mesa Boulevard would see that some of the vegetation has been removed. The removal of a limited number of trees would not cause a large change to the visual character or quality of the interchange. The retained vegetation would continue to provide complex forms, green colors and irregular textures. The realigned ramps generally would retain their curvilinear layout as well. The ramp realignment would add a small amount of pavement to some portions of the interchange; however, the pattern character (i.e., scale, diversity, continuity, and dominance) of the ramps would change only slightly.

The enlarged undercrossing structure would be similar in configuration to the existing structure, and the columns and slopes would be visually similar to the existing columns and slopes. Motorists on I-15 who pass over the freeway would not see the structure. The proposed changes would be visible to motorists on Mira Mesa Boulevard traveling east or west and passing through the modified structure. Although motorists would experience the tunnel effect for a slightly longer time while driving through the interchange, the change would not be highly noticeable due to the similar construction of the newly widened section to the existing structure. Overall, the proposed configuration would only slightly change the visual character of the interchange due to the similar configuration of the ramps and the similar visual elements of the undercrossing structure.

Motorists on Mira Mesa Boulevard may be residents of the area and patrons of local businesses, and generally would have a moderately high response to changes in the visual environment. The Galvin Avenue Alternative would cause a low level of change to the visual environment of the interchange. Based on the moderately high viewer response and low level of change to the visual environment, the Galvin Avenue Alternative would result in a moderate visual impact to the visual environment of the I-15/Mira Mesa Boulevard interchange.

Northbound I-15 North of Mira Mesa Boulevard

I-15, north of Mira Mesa Boulevard, currently is bordered on the east by manufactured slopes that are not extensively landscaped. The slopes are retained with a short wall east of the freeway shoulder. The wall extends northward from a portion of the westbound Mira Mesa Boulevard to northbound I-15 on-ramp to the Mercy Road/Scripps Poway Parkway off-ramp. Just east of the on-ramp, a commercial building is located at the top of the slope, near the point where the ramp meets the freeway lanes. In addition to the short retaining wall, a noise attenuation wall abuts I-15. This wall, aligned along Erma Drive, is set back a short distance from the retaining wall and offset by a planting pocket, although this pocket does not support a formally planted landscape.

Both the existing retaining wall and the noise attenuation wall east of I-15 in this location would be removed by the proposed widening associated with the proposed Galvin Avenue Alternative. This alternative would include a retaining wall east of I-15 that would extend from a point below the southern edge of the commercial building, near the Mira Mesa Boulevard on-ramp, northward for approximately 840 m (2,750 ft or 0.5 mi). The wall would be constructed with colors and patterns similar to the existing wall. The proposed retaining wall would be visible mostly to motorists entering and driving on northbound I-15. It would appear taller and more monolithic than the existing wall that is separated from traffic by a planter pocket, and would be a new geometric, rectilinear, large-scale feature in the visual environment of I-15. The reconfigured ramp and lanes would increase the visible scale of the wall and other structural elements in the area by shifting the on-ramp to the east, placing motorists closer to the wall and building at the top of the existing slope. This and the taller, longer new wall would cause a moderate change to the visual character and quality of I-15 in this area.

The change caused by the proposed retaining wall along the east side of I-15 would be moderate. The primary viewers on the west side of the new retaining wall at Erma Drive would consist of motorists on I-15. These viewers may include local residents and patrons of businesses in the local area, and tourists and commuters who pass through the area, and would have a moderate response to changes in the visual environment of I-15. The anticipated moderate viewer response combined with moderate changes to the visual environment would result in a moderate visual impact to the visual environment of this area.

Construction-related Impacts

The construction staging for the Galvin Avenue Alternative would occur on site in the graded area at the site of the proposed transit center, east of Westview Parkway and north of the existing park-and-ride lot between Best Buy and I-15. Construction access routes would likely include Westview Parkway, Mira Mesa Boulevard and I-15.

Construction-related impacts to visual resources under this alternative would be the same as those identified under the Hillery Drive Alternative.

No Build Alternative

Under the No Build Alternative, the proposed DAR and related improvements would not be constructed in the Project area. This visual environment is illustrated in the existing condition for this analysis, both within the text and within the existing views depicted in each key view. As a result, no change from existing visual conditions would occur under this alternative. Viewer groups would continue to view the predominantly urban visual environment of roadway and buildings, interspersed with some open space and landscaped areas.

2.6.4 Avoidance, Minimization and/or Mitigation Measures

Hillery Drive Alternative

Implementation of the following avoidance, minimization and mitigation measures would avoid or reduce Project visual impacts resulting from the Hillery Drive Alternative:

- A comprehensive landscape concept plan should be developed and implemented. This plan should be consistent with the existing context and established I-15 corridor design themes and details, and would include the following landscape features:

- Drought tolerant and sustainable plant palettes.
- Vine planting at retaining walls and noise attenuation walls to reduce the visual scale of the walls and to act as a graffiti deterrent. Architectural treatment—texture, pattern and color—consistent with corridor-wide design themes and the mitigation measures outlined below may be used.

- Lighting and signage attachments should occur at pilasters or be incorporated in other architectural features and be consistent with established corridor-wide design themes.

- The visual screening wall along the Hillery Drive overcrossing should be 1.5-m (5-ft)-high on a 0.9-m (3-ft)- high concrete barrier. The wall should be colored and textured. The exterior wall could have an element attached to the wall that would create a relief pattern and add shadows to reduce the monolithic quality of the wall. Enhanced materials, such as mosaic tiles, weathering steel accents and art designed by a local artist should also be considered in the design.

- MSE walls for the Hillery Drive overcrossing structure should incorporate the following design features:
  - The face of the panels should have a 100-mm (4-in) relief pattern, tan color, and an exposed aggregate texture.
  - The panel relief design should be at an appropriate scale for a neighborhood area.
  - MSE walls should be designed to cast shadow patterns and add spatial articulation to relieve monolithic surfaces.

- Retaining walls of masonry block should incorporate architectural treatments, including tan color, textured block, wall pilasters, and wall caps.

- Gantries, signage and other freeway appurtenances should be designed to be consistent with the smaller scale of the local street.

- Street trees and landscaping should be retained to the highest extent possible during construction of Project features at Hillery Drive.

- Replacement of street trees, shrubs and groundcover, and repair of existing irrigation systems should be considered and implemented if the adjacent property owner who currently maintains the landscaping in the City of San Diego R/W agrees to provide landscaping maintenance and water. Street trees, where replaced, should be installed in accordance with City of San Diego guidelines.
- Architectural treatments in raised medians should consist of enhanced paving or rock cobble mulch.

- Enhanced paving should be used where the wide pedestrian walkway, extending from the Edwards Cinemas building to Miramar College, meets the sidewalk at Hillery Drive.

- Metal fencing and safety railing at local streets should use masonry block pilasters, where appropriate, and have similar design and color as the existing fencing/railing.

- Bicycle lanes and other urban amenities on the local street sections of structures should be consistent with local Community Plan guidelines and the corridor-wide design themes.

While these measures would help integrate the Project features with the surrounding area, they would not reduce the visible scale of them. Implementation of these mitigation techniques at each impacted location would not mitigate the full impact caused by Project features of the Hillery Drive Alternative.

Galvin Avenue Alternative

Implementation of the following avoidance, minimization and mitigation measures would avoid or reduce Project visual impacts resulting from the Galvin Avenue Alternative:

- A comprehensive landscape concept plan should be developed and implemented. This plan should be consistent with the existing context and established I-15 corridor design themes and details, and would include the following landscape features:
  - Drought tolerant and sustainable plant palettes.
  - Vine planting at retaining walls and noise attenuation walls to reduce the visual scale of the walls and to act as a graffiti deterrent. Architectural treatment—texture, pattern and color—consistent with corridor-wide design themes and the mitigation measures outlined below may be used.

- Lighting and signage attachments should occur at pilasters or be incorporated in other architectural features and be consistent with established corridor-wide design themes.

- MSE walls for the Galvin Avenue overcrossing structure should incorporate the following design features:
  - The face of the panels should have a 100-mm (4-in) relief pattern, tan color, and an exposed aggregate texture.
  - The panel relief design should be at an appropriate scale for a neighborhood area.
  - MSE walls should be designed to cast shadow patterns and add spatial articulation to relieve monolithic surfaces.

- Retaining walls of masonry block should incorporate architectural treatments, including tan color, textured block, wall pilasters, and wall caps.

- Gantries, signage and other freeway appurtenances should be designed to be consistent with the smaller scale of the local street.
- Erosion control planting at Galvin Avenue should include hydro-seeded slopes. Enhanced landscaping with trees, shrubs and groundcover should be implemented if the City of San Diego agrees to maintain the landscaping through a Landscape Maintenance/Cooperative Agreement. Erosion control planting at the freeway should be enhanced landscaping.

- Street tree planting and irrigation should be considered and implemented, provided the City of San Diego agrees to maintain the landscaping through a Landscape Maintenance/Cooperative Agreement.

- The existing retaining/noise wall between I-15 and Erma Road that would be reconstructed should include construction of a thickened barrier at the retaining wall to allow room for sound wall pilasters or to provide a 1.8-m (6-ft) planter pocket between the wall and concrete barrier.

- Modified barriers and slope faced girders should be used at the exterior edges of the widened Mira Mesa Boulevard undercrossing to conform with Corridor Design Guidelines for the I-15 Managed Lanes project. The flared columns of the existing structure should be maintained in the widened portion. Slope paving should consist of masonry block slope paving with colors and textures consistent with existing slope paving.

- Architectural treatments in raised medians should consist of enhanced paving or rock cobble mulch.

- Metal fencing and safety railing at local streets should use masonry block pilasters where appropriate and have similar design and color as the existing fencing/railing.

- Bicycle lanes and other urban amenities on the local street sections of structures should be consistent with local Community Plan guidelines and the corridor-wide design themes.

While these measures would help integrate the Project features with the surrounding area, they would not reduce the visible scale of them. Implementation of these mitigation techniques at each impacted location would not mitigate the full impact caused by Project features of the Galvin Avenue Alternative.

No Build Alternative

Because no impacts were identified for the No Build Alternative, no avoidance, minimization or mitigation measures are required.

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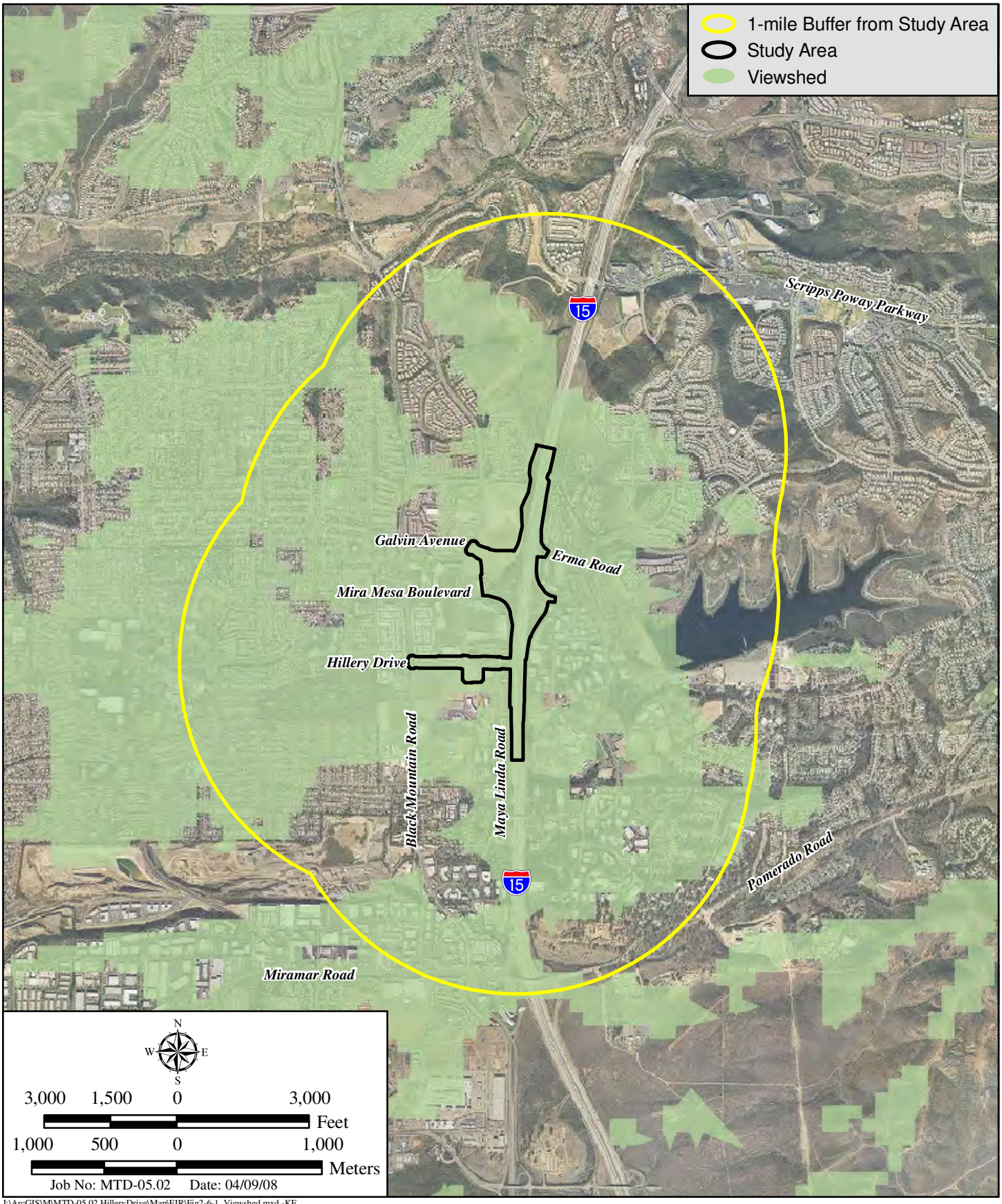

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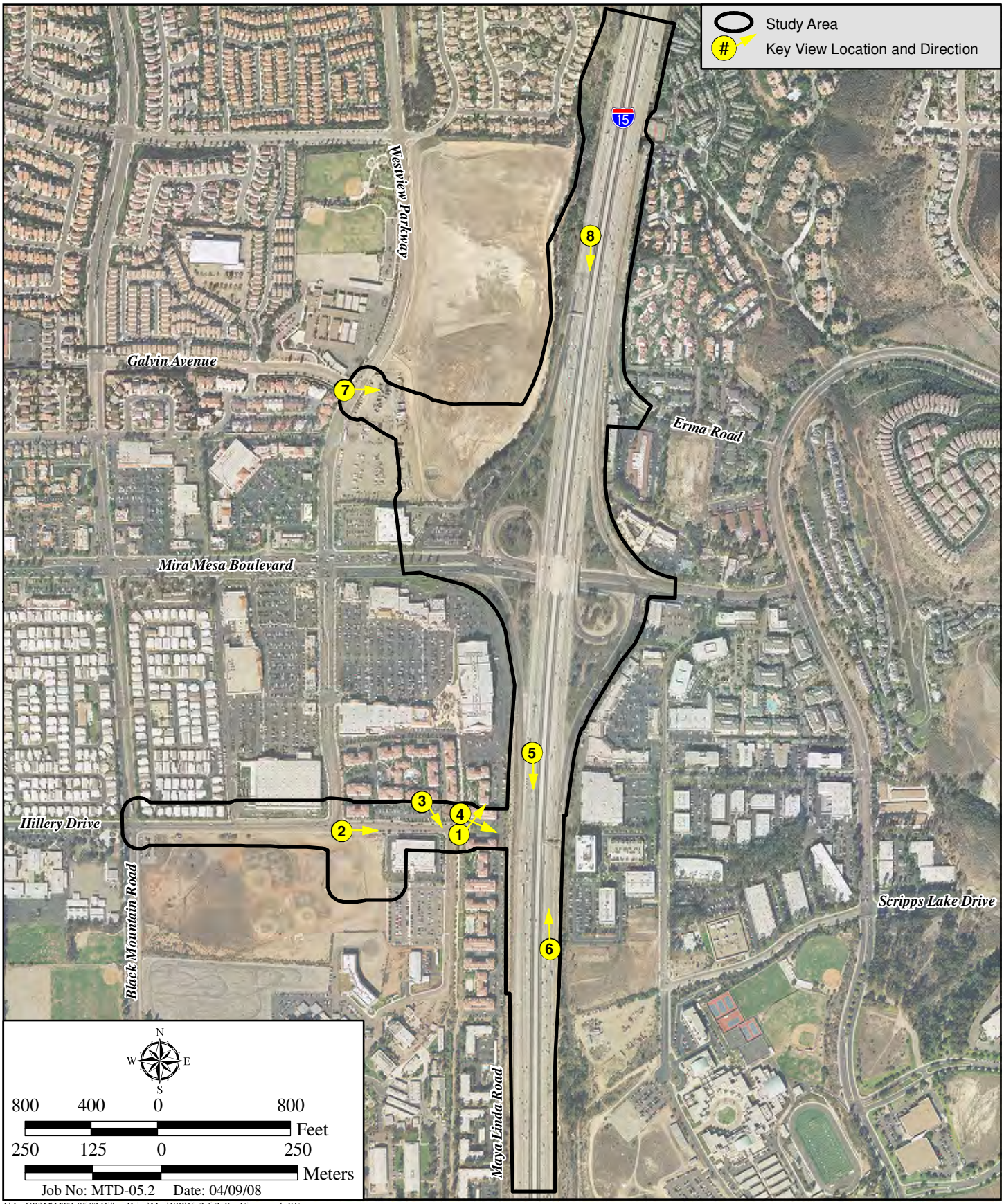
Project Viewshed Map

MIRA MESA/SCRIPPS RANCH DAR PROJECT

Figure 2.6-1



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Key View Location Map

MIRA MESA/SCRIPPS RANCH DAR PROJECT

Figure 2.6-2

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Key View 1

MIRA MESA/SCRIPPS RANCH DAR PROJECT EIR/EA

Figure 2.6-3

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Key View 2

MIRA MESA/SCRIPPS RANCH DAR PROJECT EIR/EA

Figure 2.6-4

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Key View 3

MIRA MESA/SCRIPPS RANCH DAR PROJECT EIR/EA

Figure 2.6-5

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Key View 4

MIRA MESA/SCRIPPS RANCH DAR PROJECT EIR/EA

Figure 2.6-6

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Key View 5

MIRA MESA/SCRIPPS RANCH DAR PROJECT EIR/EA

Figure 2.6-7

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Key View 6

MIRA MESA/SCRIPPS RANCH DAR PROJECT EIR/EA

Figure 2.6-8

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Key View 7

MIRA MESA/SCRIPPS RANCH DAR PROJECT EIR/EA

Figure 2.6-9

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Key View 8

MIRA MESA/SCRIPPS RANCH DAR PROJECT EIR/EA

Figure 2.6-10

Key View 1 Simulation

Key View 1

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Key View 1 Simulation

MIRA MESA/SCRIPPS RANCH DAR PROJECT EIR/EA

Figure 2.6-11

Key View 2

Key View 2 Simulation

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Key View 2 Simulation

MIRA MESA/SCRIPPS RANCH DAR PROJECT EIR/EA

Figure 2.6-12

Key View 3

Key View 3 Simulation

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Key View 3 Simulation

MIRA MESA/SCRIPPS RANCH DAR PROJECT EIR/EA

Figure 2.6-13

Key View 4

Key View 4 Simulation

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Key View 4 Simulation

MIRA MESA/SCRIPPS RANCH DAR PROJECT EIR/EA

Figure 2.6-14

Key View 5

Key View 5 Simulation

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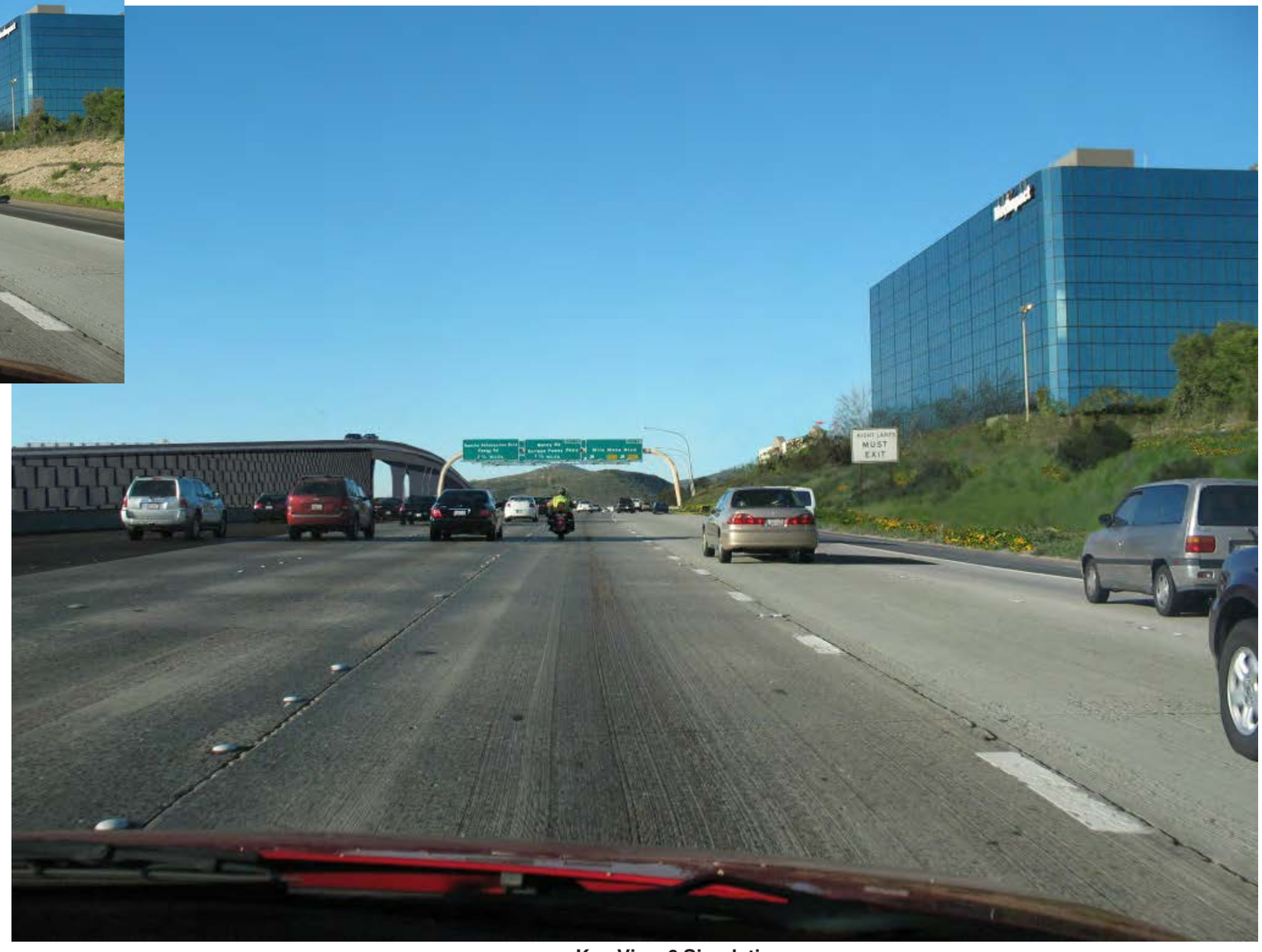
Key View 5 Simulation

MIRA MESA/SCRIPPS RANCH DAR PROJECT EIR/EA

Figure 2.6-15

Key View 6



Key View 6 Simulation

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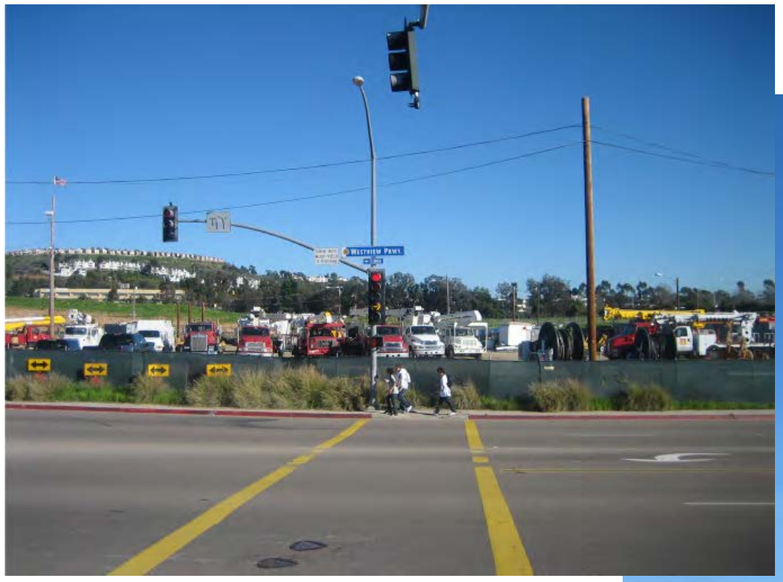
Key View 6 Simulation

MIRA MESA/SCRIPPS RANCH DAR PROJECT EIR/EA

Figure 2.6-16



Key View 7

Key View 7 Simulation

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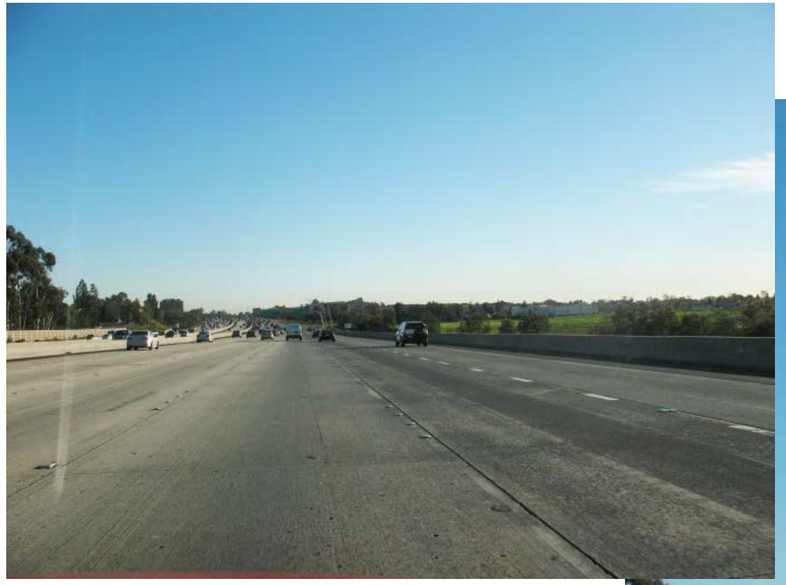
Key View 7 Simulation

MIRA MESA/SCRIPPS RANCH DAR PROJECT EIR/EA

Figure 2.6-17



Key View 8

Key View 8 Simulation

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Key View 8 Simulation

MIRA MESA/SCRIPPS RANCH DAR PROJECT EIR/EA

Figure 2.6-18

PHYSICAL ENVIRONMENT

2.7 WATER QUALITY AND STORM WATER RUNOFF

2.7.1 Regulatory Setting

The Project is subject to a number of regulatory requirements related to water quality, as outlined below. These guidelines are intended to prevent or reduce adverse effects related to water quality through efforts such as preventing or minimizing the generation of runoff, sediment and other contaminants, as well as treating runoff to remove sediment and other contaminants prior to off-site discharge.

Clean Water Act Section 401/402 and NPDES Requirements

Section 401 of the Clean Water Act (CWA) requires water quality certification from the State Water Resources Control Board (SWRCB) or from the appropriate Regional Water Quality Control Board (RWQCB) when a project requires a CWA Section 404 permit from the Corps to dredge or fill within a Water of the U.S.

Along with CWA Section 401, CWA Section 402 establishes the NPDES permit for the discharge of any pollutant into waters of the United States. The federal Environmental Protection Agency has delegated administration of the NPDES program to the SWRCB and nine RWQCBs. The SWRCB and RWQCB also regulate other waste discharges to land within California through the issuance of waste discharge requirements under authority of the Porter-Cologne Water Quality Act.

The SWRCB has developed and issued a statewide NPDES permit to regulate storm water discharges from all Department activities on its highways and facilities. Department construction projects are regulated under the Statewide permit, and projects performed by other entities on Department R/W (encroachments) are regulated by the SWRCB's Statewide General Construction Permit. All construction projects involving ground disturbance of more than 0.4 ha (1 ac) require a Storm Water Pollution Prevention Plan (SWPPP) to be prepared and implemented during construction. Department activities involving ground disturbance of less than 0.4 ha (1 ac) require a Water Pollution Control Program (WPCP).

Department projects and encroachments are subject to applicable requirements related to construction and operational activities in the Department *Statewide Stormwater Management Plan* (SWMP; May 2003), as well as related documents including the *Storm Water Quality Handbook: Project Planning and Design Guide* (May 2007).

Project-related construction dewatering, if required, would be subject to applicable requirements of the RWQCB General Groundwater Extraction Permit for surface waters other than San Diego Bay (RWQCB Order No. R9-2008-0002, NPDES No. CAG919002). Conformance with the noted Groundwater Permit is applicable to discharge activities that either involve more than 100,000 gallons per day (gpd), or include contaminants that would exceed applicable water quality standards. Specifically, these requirements are intended to ensure compliance with applicable Basin Plan water quality and beneficial use objectives, as described below, with the referenced Department Storm Water Quality Handbook providing guidelines to implement dewatering operations in conformance with NPDES requirements.

RWQCB Basin Plan Requirements

The Basin Plan (RWQCB 1994) establishes beneficial uses and water quality objectives for surface and groundwater resources. Beneficial uses are defined in the Basin Plan as "the uses of water necessary for the survival or well being of man, plus plants and wildlife." The Project study area is located within the Miramar Reservoir Hydrologic Area (HA). Identified beneficial uses for applicable surface waters (including coastal waters) within and downstream of the Miramar Reservoir HA include industrial service supply; contact and non-contact water recreation; warm freshwater habitat; wildlife habitat; commercial and sport fishing; estuarine habitat; rare, threatened, or endangered species; marine habitat; migration of aquatic organisms; spawning, reproduction, and/or early development; and shellfish harvesting. Identified beneficial uses for groundwater include municipal and domestic supply, agricultural supply, and industrial service supply.

Water quality objectives identified in the Basin Plan are defined as "the limits or levels of water quality constituents or characteristics which are established for the reasonable protection of beneficial uses." Water quality objectives include both narrative requirements (which can encompass qualitative and quantitative standards) and specific numeric objectives for identified constituents, with identified objectives for the Miramar Reservoir HA summarized in Table 2.7-1.

Table 2.7-1
SURFACE AND GROUNDWATER QUALITY OBJECTIVES FOR THE MIRAMAR RESERVOIR HYDROLOGIC AREA[1]

SURFACE WATER												
Constituent (mg/l or as noted)												
TDS	Cl	SO_4	% Na	N&P	Fe	Mn	MBAS	B	Odor	Turb NTU	Color Units	F
500	250	250	60	--[2]	0.3	0.05	0.5	0.75	None	20	20	1.0
GROUNDWATER												
Constituent (mg/l or as noted)												
TDS	Cl	SO_4	% Na	NO_3	Fe	Mn	MBAS	B	Odor	Turb NTU	Color Units	F
1,200	500	500	60	10	0.3	0.05	0.5	0.75	None	5	15	1.0

[1] Concentrations not to be exceeded more than 10 percent of the time during any one-year period.
[2] Shall be maintained at levels below those that stimulate algae and emergent plant growth.

Abbreviation Key: mg/l = milligrams per liter; TDS = total dissolved solids; Cl = Chlorides; SO_4 = Sulfate; Na = Sodium; N&P = Nitrogen and Phosphorus; NO_3 = Nitrate; Fe = Iron; Mn = Manganese; MBAS = Methylene Blue Activated Substances (e.g., commercial detergent); B = Boron; Turb = Turbidity (measured in Nephelometric Turbidity Units [NTU]); F = Fluoride.
Source: RWQCB (1994).

2.7.2 Affected Environment

Storm Water Data Reports (SWDRs), *Storm Water Data Report for Hillery Drive Direct Access Ramp to I-15* (September 30, 2008) and *Storm Water Data Report for Galvin Avenue Direct Access Ramp to I-15* (September 30, 2008) were prepared for the Hillery Drive and Galvin Avenue alternatives, per applicable Department guidelines. The Project SWDRs are summarized in the following subchapter, along with other pertinent technical and environmental information.

The Project study area is within the Miramar Reservoir HA, which is a subdivision of the Peñasquitos Hydrologic Unit (HU) based on local drainage characteristics. Drainage in applicable portions of the Miramar Reservoir HA is provided by Carroll Canyon, Soledad Canyon (Sorrento Valley) and Peñasquitos creeks.

Surface water within the study area and vicinity consists predominantly of intermittent flows from storm events and landscape irrigation, with no known local water quality data available. Storm flows are subject to variations in water quality due to local conditions, such as runoff volume/velocity and land use. Based on the largely urban nature and relatively high density of existing development in the study area vicinity, local surface water quality is expected to be generally moderate to poor. Current water quality information for downstream waters include quantitative data from: (1) mass loading station (MLS) monitoring along Peñasquitos Creek; (2) dry weather monitoring in the Carroll Canyon Creek watershed; (3) ambient bay and lagoon monitoring/testing at Los Peñasquitos Lagoon; (4) state Surface Water Ambient Monitoring Program (SWAMP) monitoring along Soledad Canyon Creek; and (5) bioassessment studies along Carroll Canyon Creek. In addition, statewide qualitative analyses to identify Section 303(d) impaired waters and total maximum daily load (TMDL) requirements are conducted bi-annually by the SWRCB and RWQCB. All of the noted efforts are associated with requirements under regulatory standards including the CWA, NPDES, and RWQCB Basin Plan, with summary descriptions provided below.

Water Quality Data

Wet and Dry Season Monitoring

Monitoring at the Peñasquitos Creek MLS (located near the junction of Peñasquitos and Soledad Canyon creeks) covered three storm events each for the 2001/2002 through 2005/2006 storm seasons. These monitoring events (reported in the *San Diego County Municipal Copermittees 2001/2002 Urban Runoff Monitoring Final Report* [January 2003], *San Diego County Municipal Copermittees 2002/2003 Urban Runoff Monitoring Final Report* [January 2004], *San Diego County Municipal Copermittees 2003/2004 Urban Runoff Monitoring Final Report* [January 2005], *San Diego County Municipal Copermittees 2004/2005 Urban Runoff Monitoring Final Report* [December 2005], and *San Diego County Municipal Copermittees 2005/2006 Urban Runoff Monitoring Final Report* [January 2007]), involved numerous physical, chemical and bacterial constituents of concern (COCs). Water quality standards during the described monitoring efforts were regularly exceeded for COCs, including fecal coliform, total dissolved solids (TDS), and turbidity, and occasionally exceeded for chemical oxygen demand, total suspended solids (TSS), pesticides (chlorpyrifos and diazinon), and antimony.

Dry weather sampling was also conducted in 2003 through 2005 at several sites within the Carroll Canyon Creek watershed (as reported in the above referenced final monitoring reports). This program was focused on collecting dry season samples from storm drain facilities to identify urban pollutants and sources. Data from the described dry weather sampling documented that water quality objectives were most commonly exceeded for bacteria and nutrients.

Ambient Bay and Lagoon Monitoring

Beginning with the 2002/2003 storm season, ambient bay and lagoon monitoring was initiated for a number of coastal waters, including Los Peñasquitos Lagoon. According to the referenced

final monitoring reports, samples obtained between 2003 and 2006 exhibited generally good to moderate individual and overall (i.e., relative to other sampled embayments) quality rankings for sediment chemistry and toxicology, and moderate to poor rankings for benthic community structure. Based on these observations, water quality conditions in the Los Peñasquitos Lagoon are considered generally moderate.

SWAMP Monitoring in Soledad Canyon Creek

Water quality monitoring was conducted in 2002 as part of the state SWAMP along Soledad Canyon Creek, just upstream of its junction with Peñasquitos Creek. Four samples were collected during this effort, and according to the *San Diego County Municipal Copermittees 2005/2006 Urban Runoff Monitoring Final Report* (January 2007), water quality standards were exceeded on one or more occasions for turbidity, sulfate, manganese, pesticides (diazinon), and toxicity to test organisms.

Bioassessment Monitoring

Bioassessment monitoring has been conducted at one downstream site along Carroll Canyon Creek (near I-805) in June and October 2001, May and October of 2002 through 2005, and May 2006. Bioassessment testing involves evaluation of (among other criteria) the taxonomic richness (i.e., number of taxonomic groups) and diversity (i.e., species diversity within taxonomic groups) of benthic macroinvertebrate (BMI) communities, with all tested sites numerically ranked for the condition of BMI communities. According to the referenced final monitoring reports, test results for the noted site indicate generally poor or very poor rankings relative to other locations, with these results attributable (at least in part) to poor water quality in surrounding urban areas.

Bi-annual Clean Water Act Assessments

The SWRCB and RWQCB produce bi-annual qualitative assessments of statewide and regional water quality conditions. These assessments are focused on CWA Section 303(d) impaired water listings and scheduling for assignment of TMDL requirements. Downstream waters identified in the most current approved assessment (2006) include 190 ha (469 ac) in Los Peñasquitos Lagoon listed for sedimentation/siltation, with a proposed TMDL completion date of 2019 (SWRCB 2007).

Groundwater

No known groundwater quality data are available for the Project site vicinity, with local groundwater quality expected to be generally moderate to poor for similar reasons as described above for surface water. According to the DWR's California's Groundwater, Bulletin No. 118 (October 1, 2003), regional data indicate generally poor water quality in the San Dieguito Creek Basin located to the northwest (based on TDS levels in the range of 2,000 mg/l), and moderate to poor water quality in the Poway Valley Basin to the northeast (with TDS levels of 600 to 1,500 mg/l,).

Water Quality Summary

Existing surface and groundwater quality within the study area and vicinity is assumed to be generally moderate to poor, based on monitoring data, existing levels of urban development, and impaired water designations identified by the SWRCB.

2.7.3 Environmental Consequences

Build Alternatives

Hillery Drive Alternative

Potential water quality impacts from this alternative are associated primarily with short-term construction activities. Potential long-term impacts related to operation and maintenance of the proposed facilities would be generally minor, due to the small area of disturbance and the fact that no substantial net increase of impervious surface would occur. Additional discussion of both short- and long-term water quality effects is provided below. Project-related activities would not result in any direct effects to groundwater quality through activities such as underground storage of hazardous materials. Accordingly, potential impacts to groundwater quality would be limited to the percolation of surface runoff and associated contaminants generated within the Project site. The following assessment of potential water quality impacts is therefore applicable to both surface and groundwater resources.

Short-term Construction Impacts

Potential water quality impacts related to Project construction include erosion/sedimentation, the on-site use and storage of construction-related hazardous materials (e.g., fuels, etc.), and disposal of extracted groundwater (if required), as described below.

Erosion and Sedimentation. Implementation of this alternative would entail approximately 0.31 ha (0.77 ac) of disturbed soil area (DSA) from grading and construction. This activity could potentially result in related erosion and off-site sediment transport (sedimentation) from efforts such as removal of surface stabilizing features (e.g., vegetation), excavation of existing compacted materials from cut areas, redeposition of excavated (and/or imported) material as fill in proposed development sites, potential sediment generation from paving activities, and potential erosion from disposal of extracted groundwater (if required). Project-related erosion could result in the influx of sediment into downstream receiving waters (including waters tributary to the 303[d] listed Los Peñasquitos Lagoon, as previously described), with associated water quality effects such as turbidity and the transport of other contaminants that tend to adhere to sediment particles.

Construction-related Hazardous Materials. Project construction would involve the on-site use, storage and/or generation of hazardous materials such as fuels, lubricants, solvents, concrete, paint, and portable septic system wastes. The accidental discharge of such materials could potentially result in water quality impacts if they reach downstream receiving waters, particularly materials such as petroleum compounds that can be toxic to aquatic species in low concentrations.

Disposal of Extracted Groundwater. While shallow groundwater is not expected to be encountered during Project-related excavation and construction under this alternative, unanticipated conditions (e.g., perched aquifers) could potentially result in requirements for the extraction and disposal of groundwater (e.g., to facilitate equipment access and excavation). Disposal of groundwater extracted during construction activities into local drainages and/or storm drain facilities could potentially result in water quality impacts through erosion/sedimentation (e.g., if discharged onto graded areas or slopes), or the possible occurrence of contaminants in local groundwater aquifers. Project construction would require

conformance with applicable NPDES criteria prior to disposal of extracted groundwater (as outlined in Section 2.7.1).

Long-term Operation and Maintenance Impacts

Based on information provided in the *Storm Water Data Report for Hillery Drive Direct Access Ramp to I-15* (September 30, 2008), no long-term water quality impacts are anticipated from the Hillery Drive Alternative. This conclusion is based on the minor area of disturbance (0.31 ha [0.77ac]), as well as the fact that no substantial net increase in impervious surface area would result. Accordingly, post-construction conditions such as runoff volumes/velocities and associated contaminant loading would not change notably from existing conditions. As a result of the described conditions, the referenced SWDR for this alternative identifies pollution prevention and maintenance BMPs, but concludes that treatment BMPs are not required. Pollution prevention BMPs consist of measures intended to reduce post-construction pollutant generation and discharge to the maximum extent practicable (MEP). Specifically, this involves measures to mimic the natural hydrologic regime, as well as efforts to avoid or minimize the introduction of contaminants into storm drains and natural drainages. Maintenance BMPs are generally intended to remove contaminants prior to contact with storm water runoff, and provide maintenance of post-construction BMPs to ensure proper working order.

<u>Galvin Avenue Alternative</u>

Short-term Construction Impacts

Potential short-term impacts related to erosion/sedimentation, hazardous materials and groundwater disposal under this alternative would be generally the same as those described above for the Hillery Drive Alternative. This conclusion is based on the similar nature and location of the two alignments, as well as the fact that the types of construction activities required for both alternatives would be essentially the same. With respect to erosion/sedimentation and construction-related hazardous materials, regulatory conformance under this alternative would entail preparation and implementation of a SWPPP (rather than a WPCP), as outlined in Section 2.7.1.

Regulatory requirements related to the disposal of extracted groundwater for this alternative (if required) would entail conformance with NPDES Groundwater Permit standards, as described above for the Hillery Drive Alternative.

Long-term Operation and Maintenance Impacts

No long-term, erosion and sedimentation effects are anticipated from the Galvin Avenue Alternative, based on the fact that developed areas would be stabilized through installation of pavement and landscaping. The Project also would incorporate long-term water quality controls pursuant to Department and NPDES guidelines under this alternative that would help to avoid or reduce off-site sediment transport.

Long-term water quality impacts related to implementation of this alternative involve the generation of constituents related to proposed facility operation and maintenance. Specifically, this would include increased concentrations or altered levels for constituents and conditions present in highway runoff, such as total suspended solids, TDS, nutrients (nitrogen/ phosphorous), pesticides, metals, pathogens, trash, biochemical oxygen demand, pH, and temperature. Project operation and maintenance under this alternative would require

conformance with applicable Department and NPDES standards related to long-term water quality effects, as described in Section 2.7.1.

No Build Alternative

Under the No Build Alternative, the described development actions for the Hillery Drive and Galvin Avenue alternatives would not occur, and no impacts related to water quality and storm water runoff would result.

2.7.4 Avoidance, Minimization and/or Mitigation Measures

Hillery Drive Alternative

Short-Term Construction

Erosion and Sedimentation

Construction-related erosion and sedimentation impacts would be addressed through conformance with the Department Statewide NPDES Permit. This would include implementing an authorized WPCP to address (among other issues) erosion and sedimentation concerns. While specific erosion and sediment control measures for this alternative would be determined as part of the Project design and WPCP process, a number of standard best management practices (BMPs) from sources such as Department guidelines that would likely be applicable to this alternative include:

- Comply with seasonal grading restrictions during the rainy season (October 1 to April 30) for applicable locations/conditions
- Avoid or minimize work and associated construction-related impacts in live streams and environmentally sensitive areas
- Use erosion control/stabilizing measures, such as fiber rolls and temporary hydroseeding (or other plantings), in environmentally sensitive areas and other appropriate areas (e.g., manufactured slopes)
- Use sediment controls to protect the construction site perimeter and prevent off-site sediment transport, including measures such as temporary inlet protection, silt fences, fiber rolls, gravel bags, street sweeping/vacuuming, energy dissipators, stabilized construction access points/sediment stockpiles, and concrete washouts
- Implement sampling/analysis, monitoring/reporting and post-construction management/ maintenance programs, as applicable, per NPDES/Department requirements
- Provide appropriate training for personnel responsible for BMP installation and maintenance
- Comply with local dust control requirements
- Install permanent landscaping, with emphasis on native and/or drought-tolerant varieties, as soon as feasible during or after construction

- Restrict paving operations during wet weather and use sediment control devices downstream of paving activities

- Implement additional BMPs, as necessary, to ensure adequate erosion and sediment control

Construction-related Hazardous Materials

Implementation of a WPCP would be required under applicable guidelines as previously described, and would include measures to avoid or mitigate potential impacts related to the use and potential discharge of construction-related hazardous materials. Specific BMPs associated with construction-related hazardous materials would be determined as part of the Project design and WPCP process, as noted above for erosion/sedimentation. A number of standard measures from sources such as Department guidelines that would likely be applicable to this alternative include:

- Use raised (e.g., on pallets), covered and/or enclosed storage facilities for all hazardous materials

- Use mobile fueling/maintenance units for construction equipment whenever feasible to avoid/reduce on-site fuel/lubricant storage

- Maintain accurate and up-to-date written inventories and labels for all stored hazardous materials

- Use berms, ditches and/or impervious liners (or other applicable methods) in material storage and vehicle/equipment maintenance and fueling areas to provide a containment volume of 1.5 times the volume of stored/used materials and prevent discharge in the event of a spill

- Place warning signs in areas of hazardous material use or storage, and along drainages and storm drains (or other appropriate locations) to avoid inadvertent hazardous material disposal

- Properly maintain all construction equipment and vehicles

- Implement solid waste management efforts, such as proper containment and disposal of construction debris (e.g., use of watertight dumpsters and daily trash collection/removal) and street sweeping

- Provide training for applicable employees in the proper use, handling and disposal of hazardous materials, as well as appropriate action to take in the event of a spill

- Store absorbent and clean-up materials in appropriate on-site locations where they are readily accessible

- Properly locate and maintain portable wastewater facilities

- Use recycled or less hazardous materials wherever feasible

- Post regulatory agency telephone numbers and a summary guide of clean-up procedures in a conspicuous location at or near the job site trailer

- Regularly (at least weekly) monitor and maintain hazardous material use/storage facilities and operations to ensure proper working order

Disposal of Extracted Groundwater

While specific BMPs to address potential water quality concerns from disposal of extracted groundwater would be determined based on site-specific conditions, they would likely include the use of erosion prevention and sediment control devices similar to those described above; testing, filtering and/or treatment of extracted groundwater prior to discharge, if required, for NPDES permit conformance; or removal of groundwater by a licensed operator for treatment and disposal, if required, for NPDES permit conformance.

Long-term Operation and Maintenance

Pollution prevention BMPs would include modifications/design of existing/proposed storm drain facilities (e.g., storm drain inlets) to accommodate proposed development and storm flows.

Maintenance BMPs would include the use of storm drain inlet stenciling along local surface streets. Such stencils typically include “no dumping” text and/or icons to discourage the illegal discharge of contaminants into the storm drain system. Additional maintenance BMPs that could potentially be applicable to the Hillery Drive Alternative include vegetation and irrigation management (e.g., weed control, plant replacement, runoff prevention, and hardware maintenance), regular inspection/maintenance of drainage facilities (e.g., sediment removal), and street sweeping.

Galvin Avenue Alternative

Short-term Construction

Erosion and Sedimentation

In addition to the erosion and sedimentation measures identified above for the Hillery Drive Alternative, the following standard BMPs may also be applicable to the Galvin Avenue Alternative (depending on specific facility design):

- Use phased grading schedules to limit the area subject to erosion at any given time

- Preserve existing vegetation and slopes wherever feasible

- Minimize impacts and erosion potential on slopes through measures such as using retaining walls, rounding and shaping slopes to reduce concentrated flows, avoiding soils that would be difficult to stabilize, minimizing slope grades to foster revegetation, and using benches/terraces and/or slope drains to control runoff

- Install permanent BMPs as early as feasible to provide additional protection during construction

Construction-related Hazards

In addition to the construction-related hazardous materials measures identified above for the Hillery Drive Alternative, the following standard BMP may be applicable to the Galvin Avenue Alternative:

- Implement a Storm Water Sampling and Analysis Strategy (SWSAS) program, pursuant to Department and NPDES requirements

Disposal of Extracted Groundwater

Implementation of the BMPs identified above for the Hillery Drive Alternative would avoid or reduce water quality impacts related to disposal of extracted groundwater.

Long-term Operation and Maintenance

Treatment BMPs to avoid or minimize long-term erosion and sedimentation effects would include bioswales/biostrips, detention basins and media filters.

Pollution prevention measures would include appropriate sizing and location of proposed and, where applicable, existing drainage facilities (e.g., modifying storm drain inlets) to accommodate post-development drainage. Additional pollution prevention BMPs that could potentially be applicable to this alternative (depending on specific facility design) include the following:

- Preserve existing vegetation wherever feasible, and limit new impervious surfaces to the minimum amount necessary to achieve Project objectives and design standards

- Maintain off-site flows at pre-construction levels through measures such as the use of vegetated swales or detention facilities

- Use smooth surfaces for channel/culvert transitions to reduce turbulence and scour

- Use energy dissipation structures such as riprap aprons or concrete pads at all drainage outlets to reduce flow velocities and associated erosion potential

- Install erosion control measures such as brow ditches, slope drains and appropriate landscaping (e.g., emphasizing native and/or drought-tolerant varieties) on all applicable slopes

Maintenance BMPs would include the use of storm drain inlet stenciling along local surface streets, as described above for the Hillery Drive Alternative. Additional maintenance BMPs that may be applicable to this alternative include those measures listed above for the Hillery Drive Alternative.

No Build Alternative

Because no impacts were identified for the No Build Alternative, no associated avoidance, minimization or mitigation measures are proposed.

2.8 GEOLOGY/SOILS/SEISMIC/TOPOGRAPHY

2.8.1 Regulatory Setting

For geologic and topographic features, the key federal law is the Historic Sites Act of 1935, which establishes a national registry of natural landmarks and protects "outstanding examples of major geological features." Topographic and geologic features are also protected under CEQA.

This subchapter also discusses geology, soils and seismic concerns as they relate to public safety and Project design. Earthquakes are prime considerations in the design and retrofit of structure and the Department's Office of Earthquake Engineering is responsible for assessing the seismic hazard for Department projects. The current policy is to use the anticipated Maximum Credible Earthquake (MCE) from young faults in and near California. The MCE is defined as the largest earthquake that can be expected to occur on a fault over a particular period of time.

2.8.2 Affected Environment

A *Geotechnical Reconnaissance Mira Mesa/Scripps Ranch Direct Access Ramp, Hillery Drive and Galvin Avenue Alternatives* (December 12, 2007) was prepared for the Project, which is summarized below along with other applicable data. The Project study area for geologic issues incorporates the two build alternatives, as well as adjacent areas that may affect or be affected by Project implementation (refer to Figure 1-2).

Geologic/Topographic Setting

The study area is within the western portion of the Peninsular Ranges Geomorphic Province (Province), a region characterized by northwest-trending structural blocks and intervening fault zones. The Province extends approximately 1,480 km (920 mi) from the Los Angeles Basin to the southern tip of Baja California, and varies in width from approximately 48 to 160 km (30 to 100 mi). Bedrock units in the Peninsular Ranges include Jurassic (approximately 144 million and 206 years old) metavolcanic and metasedimentary rocks, and Cretaceous (approximately 65 and 144 million years old) igneous rocks of the Southern California Batholith (a large igneous intrusive body). The westernmost portion of the Province in San Diego County typically includes a sequence of upper Cretaceous, Tertiary (between approximately two and 65 million years old), and Quaternary (less than approximately two million years old) marine and non-marine sedimentary strata forming a dissected coastal plain.

Topographically, the Peninsular Ranges Province is composed of generally parallel ranges of steep-sloping hills and mountains separated by alluvial valleys. More recent uplift and erosion has produced the characteristic canyon and mesa topography present today in western San Diego County, as well as the deposition of surficial materials, including Quaternary alluvium, colluvium and topsoil. Topography within the study area is characterized by moderate to steep slopes along both sides of the freeway corridor north of Mira Mesa Boulevard and along an unnamed drainage in the southernmost area, with more level terrain generally present in other locations. Elevations range from approximately 145 m (475 ft) above mean sea level (MSL) at the western extent of Hillery Drive, to 162 m (530 ft) above MSL along portions of the slopes adjacent to the freeway corridor.

Stratigraphy

Geologic units underlying the study area include Quaternary Old Paralic Deposits, the Tertiary Stadium Conglomerate and the Jurassic/Cretaceous Santiago Peak Volcanics. Old Paralic Deposits were previously mapped locally as the Lindavista Formation, and underlie relatively flat terraces in the study area and vicinity. These deposits consist primarily of resistant, reddish-brown sandstone and conglomerate interbeds. The Stadium Conglomerate unconformably[1] underlies the Old Paralic Deposits in the Project vicinity, and consists of generally massive (i.e., without distinct structure such as bedding) sandy cobble conglomerate with minor silty sandstone interbeds. The Santiago Peak Volcanics are mapped in the northern portion of the study area, and likely underlie the entire area at depth. This unit consists of very hard metavolcanic rocks and volcaniclastic deposits (sedimentary units derived from weathered volcanic rocks), with a composition that ranges from basalt to rhyolite (the volcanic equivalent of granite).

Surficial materials within the study area include recent fill deposits, as well as Quaternary topsoils and alluvium. Fill deposits are associated with freeway structures and local roads, as well as utility trenches and graded areas located west of I-15 and north of Mira Mesa Boulevard. Local fill generally consists of reworked formational materials and is expected to include soft to firm cobbly silt and clay, and loose to medium-dense gravelly and clayey sand. Topsoils occur as a relatively thin layer in undisturbed areas, and consist primarily of clay-rich soils of the Diablo Series, and gravelly to rocky loams of the Redding and San Miguel-Exchequer series (U.S. Soil Conservation Service 1973).

Structure and Seismicity

The Project study area, like most of southern California, is located within a seismically active region that encompasses several major active faults. No known active faults or State of California Alquist-Priolo Earthquake Fault Zones are located within or adjacent to the Project study area. The closest active fault structures and related Earthquake Fault Zone to the study area is associated with the Rose Canyon Fault Zone. The Rose Canyon Fault zone is approximately 13 km (eight mi) west of the Project study area at its closest point. Additional active faults in the study area region include the Coronado Bank Fault Zone, approximately 35 km (22 mi) to the southwest, and the Elsinore Fault Zone, approximately 47 km (29 mi) to the northeast.

The referenced Project Geotechnical Report identifies several geologic hazard categories within the study area that are mapped in the City of San Diego *Seismic Safety Study* (City of San Diego 1995). Specifically, these include the following designations:

- <u>Category 32</u> - Minor drainages with a low potential for fluctuating groundwater. This category occurs along an unnamed drainage in the southernmost portion of the Hillery Drive Alternative and is not present within the Galvin Avenue Alternative alignment.

- <u>Category 51</u> - Level mesas underlain by terrace deposits and bedrock with nominal risks for geologic hazards. This category occurs along Hillery Drive and adjacent areas in the Hillery Drive Alternative, and near Mira Mesa Boulevard in the Galvin Avenue Alternative.

[1] An unconformity is a break or gap in the geologic sequence due to causes such as erosion of a geologic unit and subsequent deposition of a different unit.

- Category 53 - Level or sloping terrain, with a low to moderate risk for unfavorable geologic structure related to slope stability. This category is associated with slopes bordering the freeway corridor in both alternative alignments.

Groundwater

As discussed in Subchapter 2.7, Water Quality and Storm Water Runoff, permanent shallow groundwater is not known to occur within the study area vicinity. The Project Geotechnical Report identifies minimum anticipated groundwater depths within the study area of 15 m (50 ft), although it is noted that "Perched groundwater may exist in the ravine areas south of Hillery Drive…" and "Groundwater levels and perched seepage may be expected to fluctuate due to seasonal variations, irrigation, and other factors."

National Natural Landmark Status

Based on the noted geologic and topographic information, the study area is not anticipated to contain any rare, high quality, or scientifically significant geologic or topographic resources, and does not encompass any areas designated as National Natural Landmarks (U.S. National Park Service 2007; refer also to Subchapter 2.6, Visual/Aesthetics).

2.8.3 Environmental Consequences

The Project Geotechnical Report did not identify any conditions that would preclude the proposed development, and concludes that "[c]onstruction of the proposed improvements for either of the alternative alignments is feasible from a geotechnical perspective." A number of potential geologic issues were identified, however, and several recommendations are provided to address these conditions. Specifically, this includes conducting a comprehensive geotechnical evaluation, including subsurface exploration and laboratory testing, prior to Project design and construction. This investigation would be intended to further evaluate subsurface conditions and provide information regarding the engineering characteristics of earth materials present within the study area. From these data, a detailed geotechnical design report would be prepared to provide specific geotechnical recommendations for design and construction of the proposed Project. In addition to the described detailed investigation, the Project Geotechnical Report identifies a number of recommendations related to individual seismic and non-seismic geotechnical hazards within the study area, as summarized below for the Project build alternatives.

Build Alternatives

Hillery Drive Alternative

Seismic Hazards

Fault Rupture. Implementation of the Hillery Drive Alternative would not to be subject to seismic ground rupture hazards and/or related effects such as lurching (i.e., the rolling motion of surface materials associated with passing seismic waves), based on the fact that no known active faults are located within or adjacent to the study area. While the potential for ground rupture and lurching cannot be totally discounted (e.g., such effects could possibly occur locally as a result of off-site seismic events), the potential for these types of effects is identified as "unlikely" in the Project Geotechnical Report. Based on these conditions, no impacts related to seismic ground rupture would occur from implementation of this alternative.

Ground Acceleration. The estimated peak ground acceleration level for the study area and vicinity is representative of similar areas in southern California, and could potentially result in seismic ground acceleration impacts to proposed facilities, such as structures, foundations, and/or utilities. The Hillery Drive Alternative would incorporate appropriate design and construction measures to accommodate projected seismic loading, pursuant to recommendations in the Project Geotechnical Report (and subsequent detailed geotechnical analysis). This would include peak ground acceleration levels, as well as applicable seismic parameters from sources such as Department standards, the Uniform Building Code (UBC), and the California Building Code (CBC). Implementation of and conformance with such recommendations and standards would avoid seismic ground acceleration impacts.

Liquefaction and Seismically-induced Settlement. Liquefaction is the phenomenon whereby soils lose shear strength and exhibit fluid-like flow behavior. Loose, granular soils with relative densities of less than approximately 70 percent are most susceptible to these effects, with liquefaction potential greatest in saturated soils at relatively shallow depths. Liquefaction most typically results from seismic ground acceleration, with the related loss of support and/or related effects, such as seismic (dynamic) settlement, potentially resulting in impacts to surface and subsurface facilities, including pavement, foundations and underground utilities. The majority of this alternative alignment is underlain by fill soils and dense rock units with a relatively deep groundwater table, and would not be subject to impacts related to liquefaction and dynamic settlement. The southern portion of the alignment in the vicinity of Gold Coast Drive and Maya Linda Road, however, is potentially underlain with alluvial soils and shallow (perched) groundwater. The potential for seismically-induced liquefaction and settlement in this area is identified as low to moderate, and it is recommended that further analysis be conducted as part of the detailed geotechnical investigation (*Geotechnical Reconnaissance Mira Mesa/Scripps Ranch Direct Access Ramp, Hillery Drive and Galvin Avenue Alternatives*; December 12, 2007).

Non-seismic Hazards

Landslides. The occurrence of landslides and other types of slope failures (e.g., rock falls) is influenced by a number of factors, including slope grade, geologic and soil characteristics, moisture levels, and vegetation cover. Landsliding can be triggered by one or more specific or combination of events, such as gravity, fires, precipitation, and seismic activity. As described above, the Project Geotechnical Report identified a mapped City of San Diego hazard category (No. 53) that includes low to moderate risks for geologic structure related to slope stability. This mapped hazard zone includes portions of the Hillery Drive Alternative associated with slopes (and underlying geology) along both sides of the freeway corridor.

Additional potential concerns related to slope stability include short-term (construction) surficial effects such as erosion and sedimentation, particularly on manufactured slopes. These potential issues are discussed in Subchapter 2.7, Water Quality and Storm Water Runoff, and would be addressed through the implementation of appropriate construction BMPs.

Expansive or Compressible Soils. Expansive (or shrink-swell) behavior is attributable to the water-holding capacity of certain clay minerals, and can affect the integrity of facilities, such as pavement or structure foundations. The Project Geotechnical Report identified topsoils and geologic deposits within the Hillery Drive Alternative alignment that "[m]ay range from moderately to highly expansive as defined by UBC Standard No. 18-2."

The Project Geotechnical Report notes that compressible fill soils may be present in areas where past grading operations have occurred, as well as in areas with alluvium and native

topsoils. Such materials could potentially be subject to settlement under load, with associated impacts to proposed facilities, such as pavement and structures.

Excavation/Generation of Oversize Materials. The Project Geotechnical Report notes proposed excavation within more resistant deposits of the Old Paralic Deposits and Stadium Conglomerate could require heavy ripping, while excavation within the Santiago Peak Volcanics would likely require heavy ripping and/or blasting. While such conditions would not, in and of themselves, represent geotechnical constraints, the generation of oversize rock fragments (i.e., greater than approximately 20 cm [eight in] in maximum dimension) could pose potential development hazards if improperly handled or placed. Specifically, the presence of oversize materials in engineered fills can result in effects such as differential compaction and settlement (i.e., varying degrees of settlement over short distances), with associated impacts to overlying structures or pavement.

National Natural Landmarks. As previously noted, this alternative alignment does not encompass any rare, high quality or scientifically significant geologic or topographic resources, and is not within any areas designated as National Natural Landmarks. Accordingly, no associated impacts would occur from implementation of the Hillery Drive Alternative.

Galvin Avenue Alternative

Seismic Hazards

Fault Rupture/Ground Acceleration. Potential impacts related to seismically-induced ground rupture and ground acceleration under this alternative would be the same as those described above for the Hillery Drive Alternative. This conclusion is based on the similar location of the two alternative alignments, the lack of known active faults within or adjacent to both alternatives, and the identical estimated peak ground acceleration level within both alignments, as indicated in the Project Geotechnical Report.

Liquefaction and Seismically-Induced Settlement. No impacts related to seismically-induced liquefaction or settlement are anticipated for the Galvin Avenue Alternative. This conclusion is based on the fact that this alignment is underlain by fill soils and dense rock units with a relatively deep groundwater table.

Non-seismic Hazards

Potential non-seismic hazards for this alternative, including landslides, expansive or compressive soils, excavation/oversize materials, and effects to national natural landmarks, are the same as those identified above for the Hillery Drive Alternative. This conclusion is based on the similar nature of associated surficial/geologic conditions and lack of landmark designations within the two alternative alignments.

No Build Alternative

Under the No Build Alternative, the described development actions for the Hillery Drive and Galvin Avenue alternatives would not occur; no impacts related to geology, soils, seismic, or topographic conditions would result.

2.8.4 Avoidance, Minimization and/or Mitigation Measures

Build Alternatives

The Project Geotechnical Report recommends that "…a comprehensive geotechnical evaluation, including subsurface exploration and laboratory testing, be conducted prior to design and construction." This evaluation, which is a standard Department requirement, would assess subsurface conditions in proposed development areas and provide related information/recommendations regarding engineering characteristics of associated earth materials. From these data, specific recommendations would be generated for applicable geotechnical issues to ensure conformance with associated regulatory and design requirements. The following types of standard design and construction measures may be considered in the noted geotechnical investigation. Implementation of these or other appropriate measures would avoid, minimize or mitigate any potential impacts related to geology, soils, seismic, or topographic conditions.

- Potential liquefaction and seismically induced settlement effects (Hillery Drive Alternative only) could be addressed through efforts such as: (1) conformance with applicable seismic parameters from sources, including Department standards and the UBC/CBC; (2) removal and recompaction or replacement of materials susceptible to liquefaction or seismic settlement; (3) in-place soil and/or structural modifications such as compaction grouting, soil mixing, dynamic compaction, or driving piles below liquefiable layers; and (4) use of subdrains in appropriate areas.

- Potential impacts related to landslide/slope stability hazards could be addressed through efforts such as: (1) removal of potentially unstable landslide deposits; (2) stabilization of applicable areas through buttressing or use of rock anchors; (3) placement of energy dissipators in appropriate areas; and (4) implementation of appropriate BMPs for erosion/sediment control.

- Expansive or compressive characteristics in surficial materials could be addressed through efforts such as: (1) removal and recompaction or replacement of unsuitable soils; (2) selective placement and/or capping of expansive soils; (3) use of subdrains and moisture conditioning in areas of expansive soils; (4) soil mixing and use of specially designed foundations or slabs in areas of expansive deposits; (5) use of in-place soil modifications in areas of compressible soils (as described above for liquefaction/seismic settlement); (6) surcharging of compressible materials left in place to accelerate consolidation rates; and (7) settlement monitoring in areas of compressible soils.

- Potential impacts related to oversize materials could include off-site disposal, selective burial in deeper fills, or crushing.

No Build Alternative

Because no impacts were identified for the No Build Alternative, no associated avoidance, minimization or mitigation measures are required.

2.9 PALEONTOLOGY

2.9.1 Regulatory Setting

Paleontology is the study of life in past geologic time based on fossil plants and animals. Several federal statutes specifically address paleontological resources, their treatment, and funding for mitigation as a part of federally authorized or funded projects (e.g., Antiquities Act of 1906 [16 USC 431-433] and Federal-Aid Highway Act of 1935 [20 USC 78]). Under California law, paleontological resources are protected by CEQA; the California Administrative Code, Title 14, Section 4306 et seq.; and Public Resources Code Section 5097.5.

2.9.2 Affected Environment

The study area used for paleontological issues incorporates the two build alternatives, as well as applicable adjacent areas that may affect or be affected by Project implementation (refer to Figure 1-2).

As described in Subchapter 2.8, Geology/Soils/Seismic/Topography, geologic formations underlying the study area include Quaternary Old Paralic Deposits (Lindavista Formation), the Tertiary Stadium Conglomerate and the Jurassic/Cretaceous Santiago Peak Volcanics. The Lindavista Formation is assigned a high potential sensitivity rating for paleontological resources in the Mira Mesa area, while the Stadium Conglomerate is assigned a high potential sensitivity rating anywhere it occurs within the City of San Diego (City of San Diego 2007). A high sensitivity rating is generally defined to include geologic formations known to contain paleontological resources with rare, well-preserved, critical fossil materials for stratigraphic or paleoenvironmental interpretation; or fossils providing important information about the paleoclimatic, paleobiological, and/or evolutionary history of animal or plant groups (County of San Diego 2007).

The Santiago Peak Volcanics can include both metavolcanic rocks and metasedimentary units derived from volcanic material (volcaniclastic strata, refer to Subchapter 2.8, Geology/Soils/Seismic/Topography). While the volcanic members of this formation (along with all igneous rocks) exhibit no potential for the occurrence of paleontological resources due to their molten origin, the volcaniclastic units are assigned a moderate potential and sensitivity level in the Mira Mesa area. This sensitivity rating would apply to the Project study area, for similar reasons as noted above for the Old Paralic Deposits and the Stadium Conglomerate. A moderate sensitivity level is defined to include geologic formations known to contain paleontological sites that are judged to have a strong, but often unproven, potential to produce unique fossil remains (County of San Diego 2007).

Surficial materials within the study area include fill deposits, topsoils and alluvium. Paleontological resource potential and sensitivity for alluvium is considered low, based on the associated high-energy and destructive (relative to paleontological resources) mode of formation and depositional environment. Artificial fill and topsoil deposits exhibit zero potential for the occurrence of sensitive paleontological resources, due to their recent age and similar formation/deposition conditions as described for alluvium.

2.9.3 Environmental Consequences

Build Alternatives

Hillery Drive Alternative

Grading and excavation activities associated with the Hillery Drive Alternative could potentially affect previously undisturbed portions of the high sensitivity Old Paralic Deposits and Stadium Conglomerate, as well as previously undisturbed and moderately sensitive volcaniclastic units of the Santiago Peak Volcanics. Such activities could result in destroying a unique or significant paleontological resource, due to the described sensitivity levels of the associated geologic units. No impacts would be associated with potential disturbance of fill, topsoils or alluvial deposits, due to their described low level (or lack) of paleontological resource potential.

Galvin Avenue Alternative

Potential impacts to paleontological resources for this alternative would be the same as those described above for the Hillery Drive Alternative. Specifically, this alternative could potentially destroy a unique or significant paleontological resource from grading and excavation within previously undisturbed portions of the Old Paralic Deposits, Stadium Conglomerate and volcaniclastic units of the Santiago Peak Volcanics.

No Build Alternative

Under the No Build Alternative, the described development actions for the Hillery Drive and Galvin Avenue alternatives would not occur, and no impacts related to paleontological resources would result.

2.9.4 Avoidance, Minimization and/or Mitigation Measures

Build Alternatives

Avoidance, minimization and mitigation recommendations for implementation of both described build alternatives would involve preparation and implementation of an approved Paleontological Monitoring Plan. The Paleontological Monitoring Plan would likely include the following types of measures, with detailed requirements to be determined during plan preparation.

- A qualified principal paleontologist (M.S. or Ph.D. in paleontology or geology, and familiar with paleontological procedures and techniques) would be retained to be present at pre-grading meetings to consult with grading and excavation contractors.

- A paleontological monitor, under the direction of the qualified principal paleontologist, would be on site to inspect cuts for fossils at all times during original grading involving sensitive geologic formations (i.e., previously undisturbed areas of the Old Paralic Deposits, Stadium Conglomerate, and/or volcaniclastic members of the Santiago Peak Volcanics).

- If fossils are discovered, the paleontologist (or paleontological monitor) would recover them. Construction work in these areas would be halted or diverted to allow recovery of fossil remains in a timely manner.

- Fossil remains collected during the monitoring and salvage portion of the mitigation program would be cleaned, repaired, sorted, and cataloged.
- Prepared fossils, along with copies of all pertinent field notes, photos and maps, would then be deposited in a scientific institution with paleontological collections.
- A final report would be completed that outlines the results of the mitigation program.
- Where feasible, selected road cuts or large finished slopes in areas of critically interesting geology may be left exposed so they can serve as important educational and scientific features.

No Build Alternative

Because no impacts were identified for the No Build Alternative, no associated avoidance, minimization or mitigation measures are required.

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2.10 HAZARDOUS WASTE/MATERIALS

2.10.1 Regulatory Setting

Hazardous materials and hazardous wastes are regulated by many state and federal laws. These include not only specific statutes governing hazardous waste, but also a variety of laws regulating air and water quality, human health, and land use.

The primary federal laws regulating hazardous wastes/materials are the Resource Conservation and Recovery Act of 1976 (RCRA) and the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA). The purpose of CERCLA, often referred to as Superfund, is to clean up contaminated sites so that public health and welfare are not compromised. RCRA provides for "cradle to grave" regulation of hazardous wastes. Other federal laws include:

- Community Environmental Response Facilitation Act (CERFA) of 1992
- CWA
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety & Health Act (OSHA)
- Atomic Energy Act
- Toxic Substances Control Act (TSCA)
- Federal Insecticide, Fungicide and Rodenticide Act (FIFRA)

In addition to the acts listed above, EO 12088, Federal Compliance with Pollution Control, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

Hazardous waste in California is regulated primarily under the authority of the federal RCRA, and the California Health and Safety Code. Other California laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning.

Worker health and safety and public safety are key issues when dealing with hazardous materials that may affect human health and the environment. Proper disposal of hazardous material is vital if it is disturbed during project construction.

2.10.2 Affected Environment

The *Hazardous Waste Initial Site Assessment – Mira Mesa/Scripps Ranch Direct Access Ramp* prepared for the Project (November 7, 2007) evaluated potential hazardous waste concerns within the Project area. The ISA was prepared in accordance with Department and FHWA guidelines and consists of the following:

- Review of available maps and environmental reports within the Project area
- Field reconnaissance on March 10, 2006 and October 18, 2007
- Review of regulatory agency databases/files
- Review of historical aerial photographs and topographic maps

The results of the ISA are summarized in this subchapter.

Study Area History

Historical land uses within the Project area were identified through review of available historical aerial and topographic maps on file at the County of San Diego Department of Public Works. The earliest available map dated back to 1928, which showed the Project site and vicinity as primarily undeveloped land with some native vegetation.

By 1949, Hourglass Field/Linda Vista Auxiliary Landing field occurs at the current location of Miramar College, and I-15 was under construction. This Navy airfield was constructed circa 1938 and consisted of three paved runways that were used for dive bomb practice and emergency landing. In 1953, I-15 (previously identified as Highway 163 [395]) appears as a paved, two-lane highway. The I-15/Mira Mesa Boulevard interchange began to be developed, but Mira Mesa Boulevard is not present until 1966.

Hazardous Substances and Petroleum Products

Hazardous substances and petroleum products were observed on pallets and unpaved surfaces at the equipment storage yard within the Project footprint.

Aboveground and Underground Storage Tanks

No aboveground storage tanks (ASTs) or obvious evidence of underground storage tanks (USTs), such as fill ports or pipe vents, were observed during the field reconnaissance.

Other Facilities of Potential Environmental Concern

Other facilities of potential environmental concern include solid waste landfills and those permitted to store, treat, or dispose of hazardous waste. Facilities under this category are listed on the following regulatory agency databases:

- RCRA Transport Storage and Disposal Facilities (RCRA TSD); and
- Solid Waste Landfill-related Sites (SWL).

Regulatory Agency File Review

Records were requested from applicable regulatory agencies to identify potential environmental concerns associated with the Project site and nearby properties.

Hourglass Field/Linda Vista Auxiliary Field

As discussed above, a former military airfield located in the current location of Miramar College was a Navy airfield known as Hourglass Field Naval Outer Landing Field (NOLF). The DTSC website indicates that this facility is “Inactive” and “Needs Evaluation as of 7/1/05.”

Westview Shell Gas Station

An unauthorized release of petroleum compounds occurred at the Westview Shell gas station, located at 9490 Mira Mesa Boulevard. Based on the information reviewed, this facility continues to have an open-case status.

Underground Gas Pipeline

During the review of historical topographic maps, a north-south trending underground pipeline was depicted as traversing the Project site of the build alternatives.

Aerially Deposited Lead (ADL)

According to the Final Mitigated Negative Declaration (MND)/EA for the I-15 Managed Lanes Project (Department 2003), an ADL study was conducted along the I-15 corridor between Miramar Way and Ted Williams Parkway, which included shallow soil sampling along the freeway shoulders. The Department concluded that the total and soluble lead levels were not hazardous and no additional soil sampling is required.

Hazardous Building Materials

Based on the dates of construction improvements within the Project area, there is potential that asbestos-containing materials (ACMs) may be present in bridge joint and piping materials. Lead-containing surfaces (LCSs) also may be present on surfaces, such as roadway striping, metal guard rails, piping, and bridge components within the site of each Project build alternative. There is also potential for creosote-treated wood within the metal beam guardrail supports and in the telephone poles observed at the equipment storage yard within the Project site of each build alternative. Creosote is a wood preservative containing polycyclic aromatic hydrocarbons (PAHs).

2.10.3 Environmental Consequences

Hillery Drive Alternative

Facilities of Potential Environmental Concern

The regulatory agency database reports were reviewed to evaluate whether the listed properties posed a potential environmental concern to the Project site, based on their distance from the Project site, the assumed direction of groundwater flow, the type of database on which they are listed, the nature of facility or waste generated, and/or their case status.

Listed facilities in the databases containing hazardous waste/materials generators/users (i.e., RCRA GEN, PERMITS, and UST/AST Registration) within the Hillery Drive Alternative site area were determined to have a low likelihood of impacting the Hillery Drive Alternative site.

LUST Facilities

Facilities on the LUST database within 400 m (0.25 mi) of the Project build alternative sites include:

- K-Mart Auto Center
- Superway Cleaners
- AM/PM Arco
- Miramar College

None of these LUST facilities would result in impacts to the Hillery Drive Alternative site.

Westview Shell Gas Station

As discussed above, an unauthorized release of petroleum compounds occurred at the Westview Shell gas station, located at 9490 Mira Mesa Boulevard. Contaminated soil and/or groundwater potentially could be encountered during Project excavation activities.

Unmapped Properties

No unmapped properties with reported release of hazardous materials occur at the Hillery Drive Alternative site. No associated impacts would occur.

U.S. DOT Hazardous Materials Incident Response System (HMIRS) Listings

No HMIRS listings were reported at the Hillery Drive Alternative site. No associated impacts would occur.

ADL

As discussed above, the Department concluded that prior shallow soil sampling conducted in the Project area demonstrated that the total and soluble lead levels were not hazardous and thus, no additional soil sampling is required. Consequently, no hazards impacts related to ADL would occur under the Hillery Drive Alternative.

Hazardous Building Materials

LCSs on surfaces such as roadway striping, metal guard rails, and piping, as well as creosote-treated wood within metal beam guardrail supports, may be present within the Hillery Drive Alternative site. ACMs also may be present on piping materials. Additional testing would be required to determine the presence of these hazardous materials.

Galvin Avenue Alternative

Facilities of Potential Environmental Concern

Impacts associated with facilities of potential environmental concern under the Galvin Avenue Alternative would the same as those discussed above for the Hillery Drive Alternative.

ADL

No hazards impacts related to ADL would occur with implementation of the Galvin Avenue Alternative for the same reasons as the Hillery Drive Alternative.

Hazardous Building Materials

As with the Hillery Drive Alternative, LCSs, ACMs, and creosote may be present within the Galvin Avenue Alternative site. LCSs could occur on roadway striping, metal guard rails, piping, and bridge components. ACMs may be present in bridge joint and piping materials. Creosote could occur on metal beam guardrail supports or on the telephone poles stored at the equipment yard. Testing would be required to determine the presence of these hazardous materials.

No Build Alternative

The No Build Alternative would not result in grading or excavation of soils or the removal of buildings within the project limits, thus there would be no potential to encounter hazardous materials.

2.10.4 Avoidance, Minimization and/or Mitigation Measures

Hillery Drive Alternative

The following avoidance, minimization and mitigation measures would effectively avoid or address potential impacts related to hazardous waste/materials from the Hillery Drive Alternative.

- Wastes and potentially hazardous wastes on the Project site, including old tires, equipment, trash, and drums and containers should be removed and disposed of in accordance with applicable regulatory requirements.

- Prior to disturbance of any painted surfaces, sampling should be performed to assess the presence of lead. Suspect surfaces, including guardrails, piping, and pavement striping should be sampled and analyzed, and if present, appropriate abatement actions shall be implemented in accordance with applicable regulatory requirements.

- Prior to renovation or demolition of bridge components, surveys should be conducted of affected bridges to evaluate the presence, locations, and quantities of ACMs. Suspect materials, including bridge joints and piping material should be sampled and analyzed, and if present, appropriate abatement actions shall be implemented in accordance with applicable regulatory requirements.

- If creosote-treated wood is present on the Project site, it should be characterized, managed, and disposed of in accordance with applicable regulatory requirements.

- Prior to commencement of excavation activities, a Site and Community Health and Safety Plan should be prepared to manage potential health and safety hazards to workers and the public.

- Prior to commencement of excavation activities, a Soil Management Plan should be prepared to address the notification, monitoring, sampling, testing, handling, storage, and disposal of contaminated media or substances that may be encountered during construction activities.

- If groundwater is anticipated to be encountered during Project construction, a Groundwater Management Plan should be prepared to address the notification, monitoring, sampling, testing, handling, storage, and disposal of potentially contaminated groundwater.

- Contract specifications should include references to the potential to encounter contaminated soil, groundwater or other regulated wastes during Project construction.

- Further assessment should be performed at the Project site of this build alternative if discolored soil suggestive of contamination or other potential environmental issues are encountered during Project construction.

Galvin Avenue Alternative

Implementation of the measures listed above for the Hillery Drive Alternative, as well as the one listed below, would effectively avoid or address potential impacts related to hazardous waste/materials from the Galvin Avenue Alternative.

- Prior to disturbance and disposal, soil at the equipment yard should be characterized for constituents of potential environmental concern, and, if present, appropriate abatement actions should be implemented in accordance with applicable regulatory requirements.

No Build Alternative

Because the No Build Alternative would not result in impacts, no avoidance, minimization or mitigation measures would be required.

2.11 AIR QUALITY

2.11.1 Regulatory Setting

Air Quality

The Clean Air Act (CAA) as amended in 1990, is the federal law that governs air quality. Its counterpart in California is the California Clean Air Act (CCAA) of 1988. These laws set standards for the quantity of pollutants that can be in the air. At the federal level, these standards are called National Ambient Air Quality Standards (NAAQS); at the state level, they are called California Ambient Air Quality Standards [CAAQS]. Standards have been established for six criteria pollutants that have been linked to potential health concerns; the criteria pollutants are: carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), particulate matter, lead (Pb), and sulfur dioxide (SO_2).

Under the 1990 CAA Amendments, the U.S. Department of Transportation cannot fund, authorize, or approve federal actions to support programs or projects that are not first found to conform to the State Implementation Plan (SIP) for achieving the goals of the CAA requirements. Conformity with the CAA takes place on two levels: at the regional level and at the project level. The Project must conform at both levels to be approved.

Regional-level conformity in California is concerned with how well the region is meeting the standards set for CO, NO_2, O_3, and PM. California is in attainment for the other criteria pollutants (Pb and SO_2). At the regional level, RTPs are developed that include all of the transportation projects planned for a region over a period of years, usually at least 20. Based on the projects included in the RTP, an air quality model is run to determine whether or not the implementation of those projects would conform to emission budgets or other tests showing that attainment requirements of the CAA are met. If the conformity analysis is successful, the regional planning organization, such as SANDAG for San Diego County, and the appropriate federal agencies, such as the FHWA, make the determination that the RTP is in conformity with the SIP for achieving the goals of the CAA. Otherwise, the projects in the RTP must be modified until conformity is attained. If the design and scope of the proposed transportation project are the same as that described in the RTP, then the proposed project is deemed to meet regional conformity requirements for purposes of project-level analysis.

Conformity at the project-level also requires “hot spot” analysis if an area is “nonattainment” or “maintenance” for CO and/or PM. A region is a “nonattainment” area if one or more monitoring stations in the region fail to attain the relevant standard. Areas that were previously designated as nonattainment areas, but have recently met the standard, are called “maintenance” areas. “Hot spot” analysis is essentially the same, for technical purposes, as CO or PM analysis performed for NEPA purposes. Conformity does include some specific standards for projects that require a hot spot analysis. In general, projects must not cause the CO standard to be violated, and in “nonattainment” areas, the project must not cause any increase in the number and severity of violations. If a known CO or PM violation is located in the project vicinity, the project must include measures to reduce or eliminate the existing violation(s) as well.

The CAAQS and NAAQS for each of the regulated pollutants are shown in Table 2.11-1.

Table 2.11-1
AMBIENT AIR QUALITY STANDARDS

POLLUTANT	AVERAGE TIME	CALIFORNIA STANDARDS		NATIONAL STANDARDS		
		Concentration	Measurement Method	Primary	Secondary	Measurement Method
Ozone (O_3)	1 hour	0.09 ppm (180 μg/m^3)	Ultraviolet Photometry	--	--	Ultraviolet Photometry
	8 hour	0.070 ppm (137μg/m^3)		0.075 ppm (147 μg/m^3)	0.075 ppm (147 μg/m^3)	
Carbon Monoxide (CO)	8 hours	9.0 ppm (10 mg/m^3)	Non-Dispersive Infrared Spectroscopy (NDIR)	9 ppm (10 mg/m^3)	None	Non-Dispersive Infrared Spectroscopy (NDIR)
	1 hour	20 ppm (23 mg/m^3)		35 ppm (40 mg/m^3)		
Nitrogen Dioxide (NO_2)	Annual Average	0.030 ppm (56 μg/m^3)	Gas Phase Chemiluminescence	0.053 ppm (100 μg/m^3)	0.053 ppm (100 μg/m^3)	Gas Phase Chemiluminescence
	1 hour	0.18 ppm (338 μg/m^3)		--	--	
Sulfur Dioxide (SO_2)	Annual Average	--	Ultraviolet Fluorescence	0.030 ppm (80 μg/m^3)	--	Pararosaniline
	24 hours	0.04 ppm (105 μg/m^3)		0.14 ppm (365 μg/m^3)	--	
	3 hours	--		--	0.5 ppm (1300 μg/m^3)	
	1 hour	0.25 ppm (655 μg/m^3)		--	--	
Respirable Particulate Matter (PM_{10})	24 hours	50 μg/m^3	Gravimetric or Beta Attenuation	150 μg/m^3	150 μg/m^3	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 μg/m^3		--	--	
Fine Particulate Matter ($PM_{2.5}$)	Annual Arithmetic Mean	12 μg/m^3	Gravimetric or Beta Attenuation	15 μg/m^3	15 μg/m^3	Inertial Separation and Gravimetric Analysis
	24 hours	--		35 μg/m^3	35 μg/m^3	
Lead (Pb)	30-day Average	1.5 μg/m^3	Atomic Absorption	--	--	Atomic Absorption
	Calendar Quarter	--		1.5 μg/m^3	1.5 μg/m^3	
Sulfates	24 hours	25 μg/m^3	Ion Chromatography	--	--	--
Hydrogen Sulfide (H_2S)	1 hour	0.03 ppm (42 μg/m^3)	Ultraviolet Fluorescence	--	--	--
Vinyl Chloride	24 hours	0.010 ppm (26 μg/m^3)	Gas Chromatography	--	--	--

ppm= parts per million
μg/m^3 = micrograms per cubic meter
mg/m^3= milligrams per cubic meter
Sources: California Air Resources Board (ARB) 2008.
Air Quality Impact Assessment for the Mira Mesa/Scripps Ranch Direct Access Ramp, October 1, 2008.

2.11.2 Affected Environment

An *Air Quality Impact Assessment for the Mira Mesa/Scripps Ranch Direct Access Ramp,* (October 1, 2008) was prepared to evaluate the potential for air emissions associated with long-term operation of the Project alternatives. The air quality report is summarized in this subchapter.

Climate and Meteorology

The climate of the Project area, and all of San Diego, is dominated by a semi-permanent high-pressure cell over the Pacific Ocean. This cell influences the direction of prevailing winds (westerly to northwesterly), and maintains clear skies for much of the year. The high-pressure cell also creates two types of temperature inversions that may act to degrade local air quality: subsidence and radiation.

Subsidence inversions occur during the warmer months as descending air associated with the Pacific high-pressure cell comes into contact with cool marine air. The boundary between the two layers of air creates a temperature inversion that traps pollutants. The other type of inversion, a radiation inversion, develops on winter nights when air near the ground cools by heat radiation, and air aloft remains warm. The shallow inversion layer formed between these two air masses can also trap pollutants. As the pollutants become more concentrated in the atmosphere, photochemical reactions occur that produce O_3, commonly known as smog.

Background Air Quality

The San Diego Air Pollution Control District (APCD) operates a network of ambient air monitoring stations throughout San Diego County. The purpose of the monitoring stations is to measure ambient concentrations of the pollutants and determine whether the ambient air quality meets the CAAQS and NAAQS. The nearest ambient monitoring stations to the build alternatives are the Overland Avenue station, which is located approximately 11 km (7 mi) to the south (the closest monitoring station that measures O_3, NO_2, PM_{10}, and $PM_{2.5}$) and the downtown San Diego station, which is located approximately 31 km (19 mi) to the south (the closest monitoring station that measures CO and SO_2). Ambient concentrations of pollutants from these stations over the last three years are presented in Table 2.11-2.

The 8-hour federal O_3 standard was exceeded once at the Overland Avenue monitoring station in 2006. The Overland Avenue monitoring station measured annual exceedances of the annual state PM_{10} and $PM_{2.5}$ standards from 2005 through 2007. The data from the monitoring stations indicate that air quality is in attainment of all other federal and state standards. Table 2.11-3 provides a summary of the attainment status for each criteria pollutant within the San Diego Air Basin (SDAB) and the number of air quality violations at the monitoring station nearest to the Project site from 2005 through 2007.

Table 2.11-2
AMBIENT BACKGROUND CONCENTRATIONS
ppm (unless otherwise indicated)

Pollutant	Averaging Time		2005	2006	2007	Most Stringent Ambient Air Quality Standard	Monitoring Station
O_3	8 hour		0.072	0.091	0.076	0.08	Overland Avenue
	1 hour		0.084	0.108	0.088	0.09	Overland Avenue
PM_{10}*	Annual Arithmetic Mean		22.3 µg/m^3	22.5 µg/m^3	23.6 µg/m^3	20 µg/m^3	Overland Avenue
	24 hour		44 µg/m^3	42 µg/m^3	65 µg/m^3	50 µg/m^3	Overland Avenue
$PM_{2.5}$	Annual Arithmetic Mean		10.2 µg/m^3	11.0 µg/m^3	10.4 µg/m^3	12 µg/m^3	Overland Avenue
	24 hour		29.0 µg/m^3	26.3 µg/m^3	30.6 µg/m^3	35 µg/m^3	Overland Avenue
NO_2	Annual		0.017	0.017	0.015	0.030	Overland Avenue
	1 hour		0.076	0.091	0.087	0.18	Overland Avenue
CO	8 hour		3.89	3.50	5.18	9.0	San Diego
	1 hour		5.3	10.8	8.7	20	San Diego
SO_2	Annual		0.003	0.004	0.003	0.030	San Diego
	24 hour		0.005	0.009	0.006	0.04	San Diego
	3 hour		0.026	0.030	0.010	0.05**	San Diego
	1 hour		0.036	0.034	0.018	0.25	San Diego

Sources: www.arb.ca.gov (all pollutants except 1-hour CO and 1-hour and 3-hour SO_2).
www.epa.gov/air/data/monvals.html (1-hour CO and 1-hour and 3-hour SO_2).
Air Quality Impact Assessment for the Mira Mesa/Scripps Ranch Direct Access Ramp, October 1, 2008.
* California averages reported for PM_{10}
** Secondary NAAQS

TABLE 2.11-3
ATTAINMENT CLASSIFICATION AND NUMBER OF AIR QUALITY VIOLATIONS AT THE NEAREST MONITORING STATION

Pollutant	Averaging Time	Attainment Status			Number of Air Quality Violations		
		Federal	State		2005	2006	2007
O_3	8 hour	Nonattainment	Nonattainment		0 (N), 1 (C)	1 (N), 2 (C)	0 (N), 5 (C)
	1 hour	N/A	Nonattainment		0 (C)	1 (C)	0 (C)
PM_{10}	Annual Arithmetic Mean	Attainment	Nonattainment		0 (C)	0 (C)	0 (C)
	24 hour	Attainment	Nonattainment		0 (C)	0 (C)	1 (C)
$PM_{2.5}$	Annual Arithmetic Mean	Attainment	Nonattainment		0 (C)	0 (C)	0 (C)
	24 hour	Attainment	Nonattainment		0 (N)	0 (N)	0 (N)
NO_2	Annual	Attainment	Attainment		0	0	0
	1 hour	Attainment	Attainment		0	0	0
CO	8 hour	Maintenance	Attainment		0	0	0
	1 hour	Maintenance	Attainment		0	0	0
SO_2	Annual	Attainment	Attainment		0	0	0
	24 hour	Attainment	Attainment		0	0	0
	3 hour	Attainment	Attainment		0	0	0
	1 hour	Attainment	Attainment		0	0	0

(N) = NAAQS; (C) = CAAQS
Source: *Air Quality Impact Assessment for the Mira Mesa/Scripps Ranch Direct Access Ramp*, October 1, 2008.

2.11.3 Environmental Consequences

This section presents the results of an assessment of potential air quality impacts associated with the Project. The evaluation is based on analysis and calculations in the referenced Air Quality Impact Assessment and addresses the potential for air emissions associated with the long-term operation of the Project. Emissions calculations supporting this analysis are contained in the Air Quality Impact Assessment. An estimation of the potential greenhouse gas impacts associated with the Project is provided in Chapter 3.0.

Air Quality Conformity

To determine whether the Project is consistent with local air quality plans and programs, an affirmative regional conformity determination must be made to demonstrate that the Project would not cause or contribute to a violation of an ambient air quality standard (Table 2.11-1). The SDAB is currently considered to be a maintenance area for the NAAQS for O_3; therefore, the conformity determination addresses regional transportation projects and includes the projects in the assessment conducted for the SIP, which includes emissions budgets for the air basin and strategies to attain and maintain the O_3 standard.

The Protocol is applicable for the assessment of potential impacts of project alternatives. The Protocol is designed to ensure that transportation projects conform to an approved or promulgated air quality implementation plan and to all applicable state and national ambient air quality standards.

In addition, all projects, except those that are exempt from analysis, are subject to a local (project-level) CO impact review. This involves an evaluation of the potential for CO "hot spots" to result due to traffic congestion. CO "hot spots" are typically evaluated when: (a) the LOS of an intersection or roadway decreases to LOS D or worse; and (b) sensitive receptors, such as residences, commercial developments, schools, hospitals, etc., are located in the vicinity of the affected intersection or roadway segment.

Regional Conformity

The Protocol contains a conformity requirement decision flow chart for new projects that is designed to assist in the evaluation of the requirements that apply to the Project. The flow chart contained in the Protocol was followed to determine the level of analysis required for the Project. Based on the evaluation, a further regional analysis or regional conformity determination is not required for the Project.

The Project is fully funded and is in the 2030 RTP (SANDAG 2007 update) which was found to conform by SANDAG in November 2007, and FHWA and the Federal Transportation Administration (FTA) adopted the air quality conformity finding in November 2008. The Project also is included in SANDAG's financially constrained 2008 RTIP (page 31). SANDAG's RTIP was found to conform by FHWA and FTA on November 17, 2008. The design concept and scope of the Project is consistent with the project description in the 2030 RTP, 2008 RTIP, and the assumptions in SANDAG's regional emission analysis.

Local (Project-level) CO Impacts

The Protocol provides guidance for determining whether a project would have the potential to cause or contribute to a violation of an air quality standard on a localized basis. The Protocol

provides various levels for the local CO analysis to make the determination of the potential for air quality impacts.

As discussed above, all non-exempt projects are subject to a local CO impact review by evaluating the potential for formation of CO "hot spots" due to traffic congestion. The analysis of localized impacts of each build alternative is presented below.

Hillery Drive Alternative

For the Hillery Drive Alternative, the traffic study prepared for the Project (*Mira Mesa/Scripps Ranch Direct Access Ramp Traffic Impact Study*, July 2008) evaluated whether or not there would be a decrease in the LOS at intersections in the Project area that would be affected by this build alternative (refer to Subchapter 2.5, Traffic and Transportation/Pedestrian and Bicycle Facilities). The referenced traffic study analyzed intersection operations for existing, 2015 and 2030 conditions. The LOS would decrease to LOS E or worse from an acceptable LOS, and/or the intersection delay would increase by two or more seconds for the following intersections under the Hillery Drive Alternative under 2015 and 2030 conditions (refer to Figure 2.11-1):

<u>2015 Conditions</u>

- Mira Mesa Boulevard/Black Mountain Road – PM peak hour
- Hillery Drive/Greenford Drive – AM and PM peak hours
- Hillery Drive/Marbury Avenue – AM and PM peak hour
- Hillery Drive/Black Mountain Road – AM and PM peak hours
- Gold Coast Drive/Black Mountain Road – AM and PM peak hours

<u>2030 Conditions</u>

- Hillery Drive/Greenford Drive – AM and PM peak hours
- Hillery Drive/Marbury Avenue – AM and PM peak hour
- Hillery Drive/Black Mountain Road –PM peak hour
- Gold Coast Drive/Black Mountain Road – AM and PM peak hours

To evaluate the potential for CO "hot spots," CALINE4 modeling was conducted for the intersections identified above for the 2015 and 2030 build conditions (Tables 2.11-4 and 2.11-5). Modeling was conducted based on the guidance in Appendix B of the Protocol to calculate maximum predicted 1-hour CO concentrations. Predicted 1-hour CO concentrations were then scaled to evaluate maximum predicted 8-hour CO concentrations using the recommended scaling factor of 0.7 for urban locations.

Inputs to the CALINE4 model were obtained from the Traffic Impact Study. As recommended in the Protocol, receptors were located at locations that were approximately 3.0 m (9.8 ft) from the mixing zone, and at a height of 1.8 m (5.9 ft). Average approach and departure speeds were assumed to be worst case (i.e., 1.6 km/h [1.0 mph]), and emission factors for that speed were estimated from the EMFAC2007 emissions model.

In accordance with the Protocol, it is also necessary to estimate future background CO concentrations in the Project vicinity to determine the potential impact plus background and evaluate the potential for CO "hot spots" due to the Project. As a conservative estimate of background CO concentrations, the existing maximum 1-hour background concentration of CO that was measured at the downtown San Diego monitoring station from 2005 through 2007 of 10.8 ppm was used to represent future maximum background 1-hour CO concentrations. This

is a conservative assumption, as the monitoring station is located in a congested area downtown. The existing maximum 8-hour background concentration of CO of 5.18 ppm that was measured at the downtown San Diego monitoring station during the period from 2005 through 2007 also was used to provide a conservative estimate of the maximum 8-hour background concentrations in the project vicinity. CO concentrations in the future may be lower as inspection and maintenance programs and more stringent emission controls are placed on vehicles. Figure 2.11-1 depicts the receptor sites used for the CO "hot spot" analysis.

Tables 2.11-4 and 2.11-5 present a summary of the predicted CO concentrations (impact plus background) for the intersections evaluated for the Hillery Drive Alternative 2015 and 2030 build conditions, respectively. The 8-hour impacts were calculated by scaling the predicted 1-hour impacts by the scaling factor of 0.7; then maximum background concentrations were added to the predicted CO concentrations associated with project traffic. As shown in the tables, the predicted CO concentrations would be substantially below the 1-hour and 8-hour NAAQS and CAAQS for CO. Therefore, no exceedances of the CO standard are predicted, and thus the Hillery Drive Alternative would not cause or contribute to a violation of this air quality standard.

Table 2.11-4
CO "HOT SPOTS" EVALUATION
HILLERY DRIVE ALTERNATIVE – 2015 BUILD CONDITIONS
PREDICTED CO CONCENTRATIONS, ppm

Intersection	**CO Concentration**	
Maximum 1-hour Concentration Plus Background, ppm CAAQS = 20 ppm; NAAQS = 35 ppm		
	AM	**PM**
Mira Mesa Boulevard/Black Mountain Road	-	12.2
Hillery Drive/Greenford Drive	11.2	11.3
Hillery Drive/Marbury Avenue	11.2	11.3
Hillery Drive/Black Mountain Road	11.6	11.8
Gold Coast Drive/Black Mountain Road	11.6	11.7
Maximum 8-hour Concentration Plus Background, ppm CAAQS = 9.0 ppm; NAAQS = 9 ppm		
Mira Mesa Boulevard/Black Mountain Road	6.16	
Hillery Drive/Greenford Drive	5.53	
Hillery Drive/Marbury Avenue	5.53	
Hillery Drive/Black Mountain Road	5.88	
Gold Coast Drive/Black Mountain Road	5.81	

Source: *Air Quality Impact Assessment for the Mira Mesa/Scripps Ranch Direct Access Ramp*, October 1, 2008.

Table 2.11-5
CO "HOT SPOTS" EVALUATION
HILLERY DRIVE ALTERNATIVE – 2030 BUILD CONDITIONS
PREDICTED CO CONCENTRATIONS, ppm

Intersection	CO Concentration	
Maximum 1-hour Concentration Plus Background, ppm CAAQS = 20 ppm; NAAQS = 35 ppm		
	AM	**PM**
Hillery Drive/Greenford Drive	11.0	11.0
Hillery Drive/Marbury Avenue	11.0	11.0
Hillery Drive/Black Mountain Road	-	11.3
Gold Coast Drive/Black Mountain Road	11.2	11.2
Maximum 8-hour Concentration Plus Background, ppm CAAQS = 9.0 ppm; NAAQS = 9 ppm		
Hillery Drive/Greenford Drive	5.32	
Hillery Drive/Marbury Avenue	5.32	
Hillery Drive/Black Mountain Road	5.53	
Gold Coast Drive/Black Mountain Road	5.46	

Source: *Air Quality Impact Assessment for the Mira Mesa/Scripps Ranch Direct Access Ramp*, October 1, 2008.

Galvin Avenue Alternative

For the Galvin Avenue Alternative, the referenced Project traffic study evaluated whether or not there would be a decrease in the LOS at intersections in the Project area that would be affected by this build alternative (refer to Subchapter 2.5, Traffic and Transportation/Pedestrian and Bicycle Facilities). The traffic study analyzed intersection operations for existing, 2015, and 2030 conditions. The LOS would decrease to LOS E or worse from acceptable LOS and/or the intersection delay would increase by two or more seconds for the following intersections under the Galvin Avenue Alternative under 2015 conditions (refer to Figure 2.11-1):

- Mira Mesa Boulevard/Black Mountain Road – AM peak hour
- Hillery Drive/Black Mountain Road – AM peak hour
- Gold Coast Drive/Black Mountain Road – PM peak hour

No intersections would degrade from existing acceptable levels or experience an increase in delay of two or more seconds for 2030 conditions for this alternative.

To evaluate the potential for CO "hot spots," CALINE4 modeling was conducted for this intersection in accordance with the methodology described above under the Hillery Drive Alternative. Table 2.11-6 summarizes the predicted CO concentrations (impact plus background) for the three intersections evaluated for the Galvin Avenue Alternative 2015 build conditions. As shown in the table, the predicted CO concentrations would be substantially below the 1-hour and 8-hour NAAQS and CAAQS for CO. Therefore, no exceedances of the CO standard are predicted, and the Galvin Avenue Alternative would not cause or contribute to a violation of this air quality standard.

Table 2.11-6 CO "HOT SPOTS" EVALUATION GALVIN AVENUE ALTERNATIVE – 2015 BUILD CONDITIONS PREDICTED CO CONCENTRATIONS, ppm		
Intersection	**CO Concentration**	
Maximum 1-hour Concentration Plus Background, ppm CAAQS = 20 ppm; NAAQS = 35 ppm		
	AM	**PM**
Mira Mesa Boulevard and Black Mountain Road	12.1	-
Hillery Drive and Black Mountain Road	11.5	-
Gold Coast Drive and Black Mountain Road	-	11.7
Maximum 8-hour Concentration Plus Background, ppm CAAQS = 9.0 ppm; NAAQS = 9 ppm		
Mira Mesa Boulevard and Black Mountain Road	6.09	
Hillery Drive and Black Mountain Road	5.67	
Gold Coast Drive and Black Mountain Road	5.81	

Source: *Air Quality Impact Assessment for the Mira Mesa/Scripps Ranch Direct Access Ramp*, October 1, 2008.

Local Particulate Impacts

PM_{10} and $PM_{2.5}$

On March 10, 2006, the USEPA published a final rule that establishes the transportation conformity criteria and procedures for determining which transportation projects must be analyzed from local air quality impacts in $PM_{2.5}$ and PM_{10} nonattainment and maintenance areas. Based on that rule, the USEPA and FHWA published the *Transportation Conformity guidance for qualitative Hot-spot Analysis in $PM_{2.5}$ and PM_{10} Nonattainment and Maintenance Areas* (PM guidance). While the SDAB is not a federally designated $PM_{2.5}$ and PM_{10} nonattainment or maintenance area, it is designated as a State nonattainment area for both pollutants. Thus, to meet State requirements, the proposed Project is assessed using the procedure outlined in the PM Guidance.

The PM guidance document describes a qualitative hot spot analysis method that does not involve dispersion modeling. This qualitative $PM_{2.5}$ and PM_{10} hot spot analysis method involves a more streamlined review of local factors such as local monitoring data near a proposed project location.

The $PM_{2.5}$ and PM_{10} hot spot analysis method in the March 2006 Guidance involves two steps: determining whether or not a project is a "project of concern" and, if it is a "project of concern" preparation of a qualitative (emission analysis only) but more detailed analysis of the project.

The PM Guidance defines the following types of projects as projects of air quality concern:

- New or expanded highway project that have a significant number of or significant increase in diesel vehicles;
- Projects affecting intersections that are LOS D, E, or F with a significant number of diesel vehicles, or those that will change to LOS D, E, or F, because of increased traffic volumes from a significant number of diesel vehicles related to the project;

- New bus and rail terminals, and transfer points, that have a significant number of diesel vehicles congregating at a single location;

- Expanded bus and rail terminals, and transfer points, that significantly increase the number of diesel vehicles congregating at a single location; and

- Projects in, or affecting locations, areas, or categories of sites that are identified in the $PM_{2.5}$ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

A significant volume for a new highway or expressway is defined as an annual average daily traffic (AADT) volume of 125,000 or more, and a significant number of diesel vehicles is defined as eight percent or more of that total AADT. A significant increase in diesel truck traffic is normally considered to be approximately 10 percent.

The proposed improvements associated with the Mira Mesa/Scripps Ranch DAR Project would increase capacity. However, the existing diesel fuel truck percentage within the Project limits is five percent of AADT, which is below the threshold of eight percent. The proposed Project would not result in an increase in the ratio of trucks in the volumes, as estimated horizon year (2030) truck AADT would remain at five percent. In addition, the proposed Project would relieve congestion, improve operations, and provide better circulation.

The nearest air quality monitoring site located in a downwind direction from the Project site that provides PM_{10} and $PM_{2.5}$ background information is San Diego Overland Avenue monitoring station. The site indicates that the Project area meets the current Federal PM_{10} and $PM_{2.5}$ standards of 150 ug/m3 (PM10, 24 hours), 35 ug/m^3 (PM2.5, 24 hours), and 15 ug/m^3 (PM2.5, annual).

The proposed Project is located in an attainment area for Federal PM_{10} and $PM_{2.5}$ standards, and in a nonattainment area of State PM_{10} and $PM_{2.5}$ standards. Based on screening using USEPA PM Guidance, the proposed Project is not a Project of Air Quality Concern because it does not meet the criteria due to relatively low total/truck AADT, truck percentage, and increase in truck volumes comparing the Build and No Build Alternatives. The proposed Project is improving traffic operations by smoothing traffic flow. Therefore, the proposed Project is in conformance for Federal PM_{10} and $PM_{2.5}$ standards under 40 CFR 93.123(b)(1)(i) and (ii) and is unlikely to increase the frequency or severity of any existing exceedances regarding the non-attainment of state PM_{10} and $PM_{2.5}$ standards.

<u>Air Quality Conformity Determination</u>

On December 12, 2008, the Department submitted to FHWA a request for a Project-level conformity determination for the Project. The Project is located in an area that is designated nonattainment for O_3; attainment/maintenance for CO; and attainment for particulate matter (PM_{10} and $PM_{2.5}$), sulfur dioxide and lead within the SDAB. The Project level conformity analysis submitted by the Department indicated that the transportation conformity requirements of 40 CFR Part 93 have been met. The Project is included in SANDAG's RTP and RTIP. The current conformity determinations for the RTP and RTIP were approved by FHWA and FTA on November 17, 2008. FHWA found that the Conformity Determination for the Project conforms to the SIP in accordance with 40 C.F.R. Part 93. A copy of this letter is contained in Appendix F of this Final EIR/EA.

Construction Impacts

During construction of either build alternative, the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and other construction activities are anticipated to be the primary cause of the short-term degradation of air quality. Emissions from construction equipment also are anticipated, and would include CO, nitrogen oxides (NOx), volatile organic compounds (VOCs), and toxic air contaminants such as diesel exhaust particulate matter.

Project construction would involve clearing, grading, construction of structures, and paving roadway surfaces. Construction-related decrease in air quality would be greatest during the site preparation phase because most engine emissions are associated with the excavation, handling and transport of soils to and from the site. If not properly controlled, these soil-related activities would temporarily generate PM_{10}, $PM_{2.5}$, and small amounts of CO, SO_2, NO_x, and VOCs. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after it dries. PM_{10} emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM_{10} emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of equipment operating. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

Construction activities are estimated by the USEPA to add 1.09 tonne (1.2 tons) of fugitive dust per acre of soil disturbed per month of activity. If water or other soil stabilizers are used to control dust, the emissions can be reduced by up to 50 percent. The Department's Standard Specifications (Sections 7 and 10) pertaining to dust minimization requirements would reduce potential fugitive dust emissions during construction.

In addition to PM_{10} emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO_2 , NO_x, VOCs, and some soot particulate ($PM_{2.5}$) in exhaust emissions. If construction traffic were to reduce the speed of hauling trucks and other vehicles in the area, CO emissions from traffic would increase slightly while those vehicles are delayed. These emissions would be temporary and limited to the immediate area surrounding the construction site.

SO_2 is generated by oxidation during combustion of organic sulfur compounds contained in diesel fuel. Off-road diesel (typically used with diesel-powdered construction equipment) can contain up to 5,000 ppm of sulfur, whereas on-road diesel is restricted to less than 500 ppm of sulfur. Some phases of construction, particularly asphalt paving, would result in short-term odors in the immediate area of each paving site. Such odors would be quickly dispersed below detectable thresholds as distance from the site(s) increases.

Naturally Occurring Asbestos

Exposure and disturbance of rock and soil that contains asbestos can result in the release of fibers to the air and consequent exposure to the public. Asbestos most commonly occurs in ultramafic rock that has undergone partial or complete alteration to serpentine rock (proper rock name serpentinite) and often contains chrysotile asbestos. In addition, another form of asbestos, tremolite, can be found associated with ultramafic rock, particularly near faults. Sources of asbestos emissions include: unpaved roads or driveways surfaced with ultramafic

rock, construction activities in ultramafic rock deposits and rock quarrying activities where ultramafic rock is present. Based on the map of naturally occurring asbestos locations contained in "A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos," major ultramafic rock formations are not found in San Diego County. Therefore, construction and grading would not occur in an area with ultramafic rock that could be a source of emissions of naturally occurring asbestos. Refer to Subchapter 2.10, Hazardous Waste/Materials, for a discussion on structural ACMs.

Mobile Source Air Toxics

Mobile Source Air Toxics (MSATs) are a subset of the 188 air toxics defined by the Clean Air Act. The MSATs are compounds emitted from highway vehicles and non-road equipment. Some toxic compounds are present in fuel and are emitted to the air when the fuel evaporates or passes through the engine unburned. Other toxics are emitted from the incomplete combustion of fuels or as secondary combustion products. Metal air toxics also result from engine wear or from impurities in oil or gasoline.

<u>Summary of Existing Credible Scientific Evidence Relevant to Evaluating the Impacts of MSATs</u>

Research into the health impacts of MSATs is ongoing. For different emission types, there are a variety of studies that show that some either are statistically associated with adverse health outcomes through epidemiological studies (frequently based on emissions levels found in occupational settings) or that animals demonstrate adverse health outcomes when exposed to large doses.

Exposure to toxics has been a focus of a number of USEPA efforts. Most notably, the agency conducted the National Air Toxics Assessment (NATA) in 1996 to evaluate modeled estimates of human exposure applicable to the county level. While not intended for use as a measure of or benchmark for local exposure, the modeled estimates in the NATA database best illustrate the levels of various toxics when aggregated to a national or State level.

The USEPA is in the process of assessing the risks of various kinds of exposures to these pollutants. The USEPA Integrated Risk Information System (IRIS) is a database of human health effects that may result from exposure to various substances found in the environment. The IRIS database is located at http://www.epa.gov/iris. The following toxicity information for the six prioritized MSATs was taken from the IRIS database *Weight of Evidence Characterization* summaries. This information is taken verbatim from USEPA's IRIS database and represents the USEPA's most current evaluations of the potential hazards and toxicology of these chemicals or mixtures.

- **Benzene** is characterized as a known human carcinogen.
- The potential carcinogenicity of **acrolein** cannot be determined because the existing data are inadequate for an assessment of human carcinogenic potential for either the oral or inhalation route of exposure.
- **Formaldehyde** is a probable human carcinogen, based on limited evidence in humans, and sufficient evidence in animals.
- **1,3-butadiene** is characterized as carcinogenic to humans by inhalation.
- **Acetaldehyde** is a probable human carcinogen based on increased incidence of nasal tumors in male and female rats and laryngeal tumors in male and female hamsters after inhalation exposure.

- **Diesel exhaust** is likely to be carcinogenic to humans by inhalation from environmental exposures. Diesel exhaust as reviewed in this document is the combination of diesel particulate matter and diesel exhaust organic gases.
- **Diesel exhaust** also represents chronic respiratory effects, possibly the primary noncancer hazard from MSATs. Prolonged exposures may impair pulmonary function and could produce symptoms, such as cough, phlegm, and chronic bronchitis. Exposure relationships have not been developed from these studies.

There have been other studies that address MSAT health impacts in proximity to roadways. The Health Effects Institute, a non-profit organization funded by USEPA, FHWA, and industry, has undertaken a major series of studies to research near-roadway MSAT hot spots, the health implications of the entire mix of mobile source pollutants, and other topics. The final summary of the series is not expected for several years.

Some recent studies have reported that proximity to roadways is related to adverse health outcomes -- particularly respiratory problems (South Coast Air Quality Management District, Multiple Air Toxic Exposure Study-II (2000); Highway Health Hazards, The Sierra Club (2004) summarizing 24 Studies on the relationship between health and air quality); NEPA's Uncertainty in the Federal Legal Scheme Controlling Air Pollution from Motor Vehicles, Environmental Law Institute, 35 ELR 10273 (2005) with health studies cited therein).

Much of this research is not specific to MSATs, instead surveying the full spectrum of both criteria and other pollutants.

The Project falls under Level 2, Qualitative analysis projects with low potential MSAT effects. The types of projects included under Level 2 are those projects that serve to improve operations of highway, transit or freight without adding substantial new capacity or without creating a facility that is likely to meaningfully increase emissions.

Because the estimated vehicle miles traveled (VMT) under the Project build alternatives and No Build Alternative are not appreciably different, it is expected there would be no appreciable increase in overall MSAT emissions. The estimated increase in VMT would be 3.2 to 3.6 percent for the Hillery Drive Alternative and 1.6 to 1.7 percent for the Galvin Avenue Alternative. The Galvin Avenue Alternative would result in a 22.2-percent increase in VMT over the Hillery Drive Alternative. For all alternatives, emissions are virtually certain to be lower than present levels in the design year as a result of USEPA's national control programs that are projected to reduce MSAT emissions by 57 to 87 percent from 2000 to 2020. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures.

Regardless of the alternative chosen, emissions will likely be lower than present levels in the design year as a result of USEPA's national control programs that are projected to reduce MSAT emissions by 57 to 87 percent between 2000 and 2020. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the USEPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in nearly all cases.

No Build Alternative

Under the No Build Alternative, the Project would not be constructed. The Project's contribution to easing future traffic congestion would not occur. Since operational traffic impacts would not be reduced, associated air quality impacts also would not be reduced. Regardless, no impacts are assessed because no construction is proposed.

2.11.4 Avoidance, Minimization and/or Mitigation Measures

Build Alternatives

The Project build alternatives would not result in adverse operational impacts to air quality. Both build alternatives would be consistent with applicable air quality plans. Neither build alternative would cause or contribute to new localized exceedances of CO or MSAT ambient air quality standards (Table 2.11-1), nor would they increase the frequency or severity of any existing exceedances. Because no impacts would occur, no avoidance, minimization or mitigation measures are required for operational air quality impacts.

Compliance with the Department's Standard Specifications (Sections 7 and 10) and implementation of the following avoidance and minimization measures would avoid or minimize short-term air quality effects resulting from construction activities:

- Water or dust palliative should be applied to exposed soil surfaces at the Project site of the build alternatives as frequently as necessary to control fugitive dust emissions.
- Soil binder should be spread on any unpaved roads used for construction purposes, and all construction parking areas.
- Trucks should be washed off as they leave the Project site of the build alternatives as necessary to control fugitive dust emissions.
- Track-out reduction measures such as gravel pads should be used at access points to minimize dust and mud deposits on roads affected by construction traffic.
- Dust and mud that are deposited on paved, public roads due to construction activity and traffic should be removed to decrease particulate matter.
- Transported loads of soils and wet materials should be covered, or adequate freeboard (space from the top of the material to the top of the truck) should be provided to reduce PM_{10} and deposition of particulate during transportation.
- Mulch or plant vegetation should be installed as soon as practical after grading to reduce windblown particulate in the area.
- Construction equipment and vehicles should be properly tuned and maintained. Low sulfur fuel should be used in all construction equipment, as provided in California Code of Regulations Title 17, Section 93114.
- Equipment and materials storage areas should be located as far away from residential and park uses as practical.

- To the extent feasible, construction traffic should be routed and scheduled to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.

No Build Alternative

The No Build Alternative would not result in air quality impacts; therefore no avoidance, minimization or mitigation measures are required.

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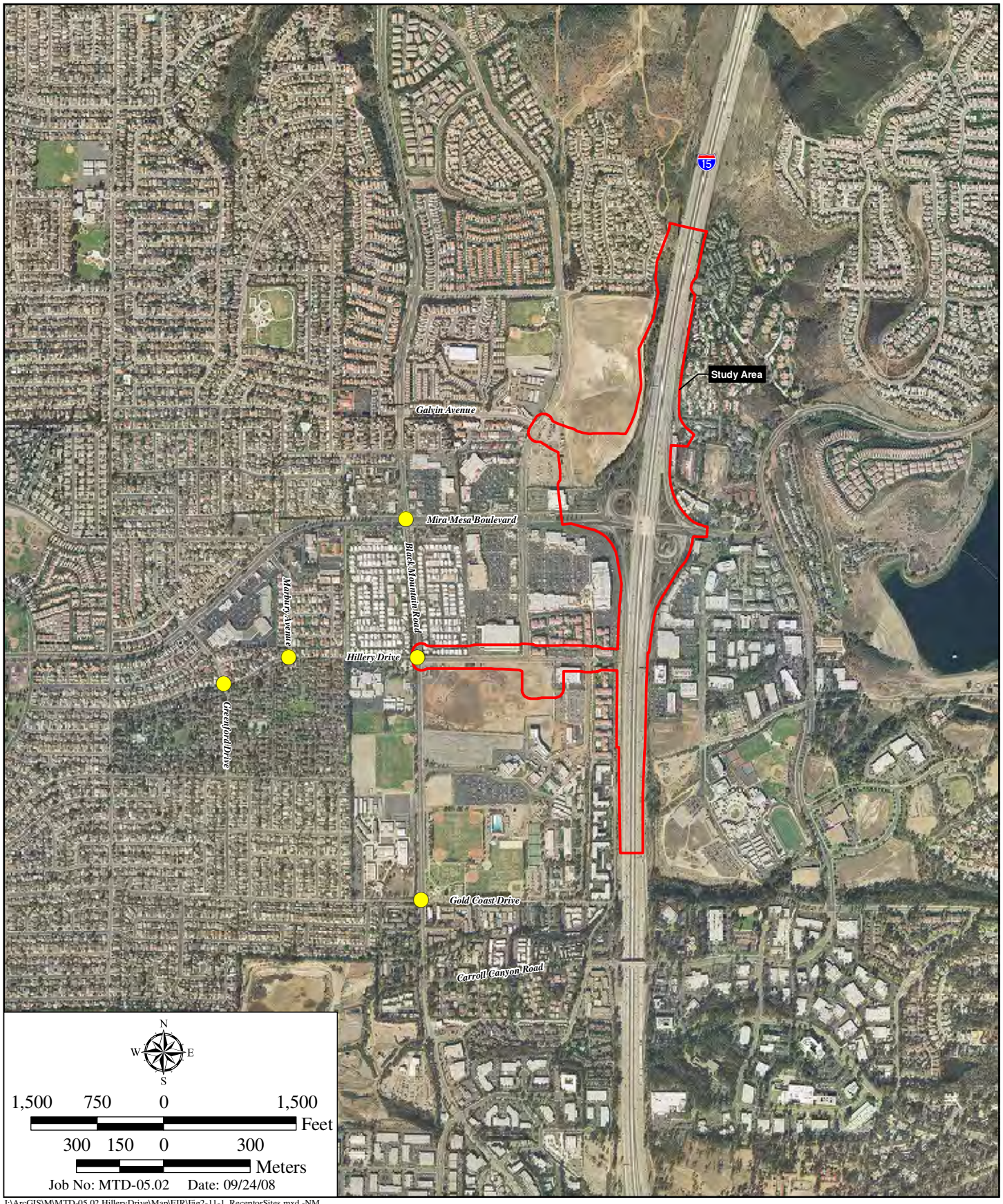

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Receptor Sites for CO "Hot Spot" Analysis

MIRA MESA/SCRIPPS RANCH DAR PROJECT EIR/EA

Figure 2.11-1

2.12 NOISE

2.12.1 Regulatory Setting

NEPA and CEQA provide the broad basis for analyzing and abating highway traffic noise effects. The intent of these laws is to promote the general welfare and to foster a healthy environment. The requirements for noise analysis and consideration of noise abatement and/or mitigation, however, differ between NEPA and CEQA.

California Environmental Quality Act

CEQA requires a strictly baseline versus build analysis to assess whether a proposed project will have a noise impact. If a proposed project is determined to have a significant noise impact under CEQA, then CEQA dictates that mitigation measures must be incorporated into the project unless such measures are not feasible. The rest of this subchapter will focus on the NEPA-23 CFR 772 noise analysis; please see Chapter 3 for further information on noise analysis under CEQA.

National Environmental Policy Act and 23 CFR 772

For highway transportation projects with FHWA (and the Department, as assigned) involvement, the Federal-Aid Highway Act of 1970 and the associated implementing regulations (23 CFR 772) govern the analysis and abatement of traffic noise impacts. The regulations require that potential noise impacts in areas of frequent human use be identified during the planning and design of a highway project. The regulations contain noise abatement criteria (NAC) that are used to determine when a noise impact would occur. The NAC differ depending on the type of land use under analysis. For example, the NAC for residences (67 A-weighted decibels [dBA]) is lower than the NAC for commercial areas (72 dBA). Table 2.12-1 lists the NAC for use in the NEPA-23 CFR 772 analysis.

Table 2.12-1
NOISE ABATEMENT CRITERIA

Activity Category	NAC, Hourly A-weighted Noise Level, dBA L_{eq}	Description of Activities
A	57 Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose
B	67 Exterior	Picnic areas, recreation areas, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals
C	72 Exterior	Developed lands, properties, or activities not included in Categories A or B above
D	--	Undeveloped lands
E	52 Interior	Residence, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums

L_{eq} = equivalent sound level.

Table 2.12-2 lists the noise levels of common activities to enable readers to compare the actual and predicted highway noise-levels discussed in this subchapter with common activities.

Table 2.12-2
NOISE LEVELS OF COMMON ACTIVITIES

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110	Rock Band
Jet Fly-over at 300m (1000 ft)		
	100	
Gas Lawn Mower at 1 m (3 ft)		
	90	
Diesel Truck at 15 m (50 ft), at 80 km (50 mph)		Food Blender at 1 m (3 ft)
	80	Garbage Disposal at 1 m (3 ft)
Noisy Urban Area, Daytime		
Gas Lawn Mower, 30 m (100 ft)	70	Vacuum Cleaner at 3 m (10 ft)
Commercial Area		Normal Speech at 1 m (3 ft)
Heavy Traffic at 90 m (300 ft)	60	
		Large Business Office
Quiet Urban Daytime	50	Dishwasher Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime		
	30	Library
Quiet Rural Nighttime		Bedroom at Night, Concert Hall (Background)
	20	Broadcast/Recording Studio
	10	
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

In accordance with the Department's *Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects* (August 2006), a noise impact occurs when the future noise level with the project results in a substantial increase in noise level (defined as a 12-dBA or more increase) or when the future noise level with the project approaches or exceeds the NAC. Approaching the NAC is defined as coming within one dBA of the NAC.

If it is determined that the project will have noise impacts, then potential abatement measures must be considered. Noise abatement measures that are determined to be reasonable and feasible at the time of final design are incorporated into the project plans and specifications. This document discusses noise abatement measures that would likely be incorporated in the Project.

The Department's *Traffic Noise Analysis Protocol* sets forth the criteria for determining when an abatement measure is reasonable and feasible. Feasibility of noise abatement is basically an engineering concern. A minimum five-dBA reduction in the future noise level must be achieved for an abatement measure to be considered feasible. Other considerations include topography, access requirements, other noise sources, and safety considerations. The reasonableness determination is basically a cost-benefit analysis. Factors used in determining whether a proposed noise abatement measure is reasonable include: residents acceptance, the absolute noise level, build versus existing noise, environmental impacts of abatement, public and local

agencies input, newly constructed development versus development pre-dating 1978, and the cost per benefited residence.

2.12.2 Affected Environment

The *Noise Study Report, Interstate 15 Mira Mesa/Scripps Ranch Direct Access Ramp*, (October 2008) was prepared to quantify existing traffic noise conditions in the Project area, identify noise sensitive receptors, predict future traffic noise levels, and recommend noise abatement, as required. In addition, a Noise Abatement Decision Report (*Noise Abatement Decision Report Mira Mesa/Scripps Ranch Direct Access Ramp*, October 2008) was prepared for the Project. The results and conclusions of the noise report and Noise Abatement Decision Report (NADR) are summarized in this subchapter.

The Project area is largely developed and consists of a variety of land uses, including commercial retail, office buildings, single- and multi-family residential, institutional facilities, and open space. Major activity centers, such as the Mira Mesa Market Center, Miramar College and existing and approved transit facilities, are located to the west of I-15. Local land use plans that govern the Project area call for a continuation of higher density development along this portion of the I-15 corridor, as well as maximization of transit opportunities to provide connections to the community's activity centers and to the rest of the region.

Existing development on the east side of I-15 in the Project area consists of multi-family residential developments along Erma Road and commercial uses along Mira Mesa Boulevard (e.g., office buildings, retail and a Quality Inn hotel). Land uses in the Project area on the west side of I-15 include multi-family developments (i.e., Legacy Apartments and Miramonte Apartments), single-family residences along Spitfire Road, schools, commercial uses along Mira Mesa Boulevard, and Miramar College.

2.12.3 Environmental Consequences

Noise Measurements

Long-term Measurement

One long-term (24-hour) sound level measurement (LT1) was conducted from 1:00 PM on October 30, 2007 to 1:00 PM on October 31, 2007. The purpose of this measurement was to obtain an hourly record of the traffic noise associated with I-15 and to determine the peak noise hour(s) for the subsequent short-term measurement. The measurement was taken at the third-floor patio of a multi-family residence at the Legacy Apartments (9345 Hillery Drive, Unit 17301), which has a direct line-of-sight to I-15, the dominant noise source. Figure 2.12-1 shows the location of LT1. The one-hour L_{eq} ranged from 69.1 dBA to 80.8 dBA, with an average of 76.7 dBA. The peak noise hours were determined to occur between 6:00 AM and 9:00 AM.

Short-term Measurements

Short-term (20-minute) measurements were conducted at areas of frequent outdoor human use, or acoustically equivalent locations, on November 6 and 7, 2007 and January 15, 2008 during the peak noise hours. The measurement locations are described below and shown on Figure 2.12-1:

- ST1: Front yard of single-family residence at 11290 Spitfire Road (residents would not allow access to the rear yard). The dominant noise source was vehicular traffic on I-15.

- ST2: Recreational area on east side of multi-family residential building at 10460 Maya Linda Road (Miramonte Apartments, Building G). The dominant noise source was vehicular traffic on I-15.

- ST3: Front yard of multi-family residence at 9906 Erma Road, Unit 167. The dominant noise source was vehicular traffic on I-15.

- ST4: Sidewalk in front of multi-family residential building at 9304 Hillery Drive (Legacy Apartments). The dominant noise source was vehicular traffic on Hillery Drive and Westview Parkway.

- ST5: Courtyard/pool area of Quality Inn hotel at 9880 Mira Mesa Boulevard. The dominant noise source was facility operations, including fountains, maintenance and movement of patrons. Vehicular traffic on I-15 was a secondary source.

Noise Model

The FHWA Traffic Noise Model (TNM) Version 2.5 was used to estimate existing noise levels, as well as predict future noise levels and evaluate potential abatement measures (as discussed below). The sound measurement locations (as identified above) were taken to determine existing noise levels and to calibrate the TNM model. The measurement locations were selected as being representative of similar noise sensitive areas within the Project area. Based on traffic volumes in the Project traffic study (*Mira Mesa/Scripps Ranch Direct Access Ramp Traffic Impact Study*, July 2008), the PM peak hour traffic volumes would constitute the worst-case scenario for the noise model. Noise sensitive receptor sites in the Project area and their existing noise level are presented in Table 2.12-3. Figure 2.12-1 identifies the location of the receptor sites.

Table 2.12-3
NOISE SENSITIVE RECEPTORS AND EXISTING NOISE LEVELS

Receptor	Location	Land Use	No. of Units Represented	Activity Category/NAC	Existing Peak Hour Noise Level (dBA L_{eq})	Noise Level Measured/ Modeled
Galvin Avenue Alternative						
R1/ST1	11290 Spitfire Rd.	SFR	3	B/67	65	Measured
R2	11309 Spitfire Rd.	SFR	4	B/67	61	Modeled
R3	11291 Spitfire Rd.	SFR	3	B/67	58	Modeled
R4	9906 Erma Rd.	MFR/Pool	1	B/67	66	Modeled
R5/ST3	9906 Erma Rd.	MFR	4	B/67	65	Measured
R6	9906 Erma Rd.	MFR	4	B/67	65	Modeled
R7	9889 Erma Road	MFR	6	B/67	65	Modeled
R8	9895 Erma Road	MFR/Pool	2	B/67	67	Modeled
R9	9899 Erma Road	MFR	2	B/67	61	Modeled
R10	9849 Erma Road	MFR	2	B/67	78	Modeled
R11	9868 Erma Road	MFR	4	B/67	66	Modeled
R12/ST5	9880 Mira Mesa Blvd.	HM/REC	1	B/67	55	Measured
Hillery Drive Alternative						
R13/ST4	9304 Hillery Drive	MFR	2	B/67	65	Measured
R14/ST4	9304 Hillery Drive	MFR	2	B/67	65	Measured
R15	9344 Hillery Drive	MFR/REC	8	B/67	57	Modeled
R16	9344 Hillery Drive	MFR	4	B/67	67	Modeled
R17A	9334 Hillery Dr. (1st floor)	MFR	4	B/67	64	Modeled
R17B	9334 Hillery Dr. (2nd floor)	MFR	4	B/67	67	Modeled
R17C	9334 Hillery Dr. (3rd floor)	MFR	4	B/67	73	Modeled
R18A	9331 Hillery Dr. (1st floor)	MFR	4	B/67	65	Modeled
R18B	9331 Hillery Dr. (2nd floor)	MFR	4	B/67	69	Modeled
R18C	9331 Hillery Dr. (3rd floor)	MFR	4	B/67	74	Modeled
R19	9335 Hillery Drive	MFR/REC	8	B/67	57	Modeled
R20	9341 Hillery Drive	MFR	2	B/67	67	Modeled
R21	9351 Hillery Drive	MFR/REC	8	B/67	58	Modeled
R22	9371 Hillery Drive	MFR	2	B/67	70	Modeled
R23/ST2	10460 Maya Linda Rd.	MFR/REC	1	B/67	65	Measured
R24	10460 Maya Linda Rd.	MFR/Pool	1	B/67	68	Modeled
R25	10440 Maya Linda Rd.	MFR	4	B/67	65	Modeled
R26/LT1	9345 Hillery Dr. (3rd floor)	MFR	1	B/67	81	Measured

Land Use: SFR = single-family residential; MFR = multi-family residential; REC = recreation area; HM = hotel/motel
Source: *Noise Study Report, Interstate 15 Mira Mesa/Scripps Ranch Direct Access Ramp*, October 2008.

Hillery Drive Alternative

Short-term Construction Noise Impacts

Noise produced by construction equipment required to build the Proposed Project would occur with varying intensity and duration during the different phases of construction. Construction is expected to occur over an estimated 18- to 24-month period. Typically, construction activities would occur on weekdays between the hours of 7:00 AM and 7:00 PM; however, nighttime construction may occur as well.

Construction activities would result in a short-term, temporary increase in the ambient noise level. The increase in noise level would primarily be experienced close to the noise source. The magnitude of the impact would depend on the type of construction activity, noise level generated by various pieces of construction equipment, duration of the construction phase, and distance between the noise source and receiver.

Construction equipment will generate a noise level between approximately 60 dBA and 90 dBA at 15 m (50 ft) from the source. Noise levels generated by construction equipment (or by any "point source") decrease at a rate of approximately six dBA per doubling of distance away from the source. Therefore, at a distance of 30 m (100 ft), the noise levels would be approximately six dBA lower than at the 15 m (50 ft) reference distance.

During the construction period, several sensitive receptors close to I-15 and/or the proposed DAR may be exposed to high noise levels. Worst-case noise levels would be expected at the Legacy Apartments, where construction of an overcrossing under the Hillery Drive Alternative would occur within approximately 15 m (50 ft) of some apartments. Periodic sound levels may be as high as 90 dBA L_{eq}(h).

Long-term Noise Impacts

The noise sensitive locations in the Project area were evaluated based on future predicted noise levels. A receptor was evaluated for abatement when future predicted noise levels would approach (within one dBA) or exceed the NAC (67 dBA for activity category B) or substantially increase (by 12 dBA) existing noise levels. Sound wall heights from 1.8 m (6 ft) to 4.9 m (16 ft) were considered.

Table 2.12-4 shows the predicted peak hour noise levels for 18 receptor locations (see Figure 2.12-1) associated with the Hillery Drive Alternative. As shown below, noise levels would not increase by 12 dbA or greater at any of the receptor locations. Therefore, no substantial increase in noise levels would occur under the Hillery Drive Alternative. However, peak hour noise levels at 13 of the receptors (R13, R14, R16, R17B, R17C, R18A, R18B, R18C, R20, R22, R23, R24, and R26) would approach or exceed the NAC without abatement. These receptor locations represent a total of 33 multi-family residences.

After further field investigation, it was noted that the first floor of the Legacy Apartments consists of garages. During the field investigation, it was also noted that the balconies are small and have a limited outdoor use that is not considered an outdoor area of frequent human use that would benefit from a reduced noise level. The impacted receptors at the Legacy Apartment complex are R16, R17B, R17C, R18A, R18B, R18C, R20, R22, and R26. The complex has an outdoor community use area, i.e. pool/common use area, which is located on the west

side of the buildings. Since these areas are shielded by the building themselves, there is no traffic noise impact.

Galvin Avenue Alternative

Short-term Construction Noise Impacts

Short-term construction noise impacts would be similar to those identified for the Hillery Drive Alternative. Construction noise levels, however, would be expected to be lower at the noise sensitive receptors due to a greater distance from the Project site.

Long-term Noise Impacts

Table 2.12-5 shows the predicted noise levels for 12 receptor locations (see Figure 2.12-1) associated with the Galvin Avenue Alternative. Peak hour noise levels at six receptors (R4, R5, R6, R7, R8, and R10) would approach or exceed the NAC without abatement, and noise levels at R5 would substantially increase. These receptor locations represent a total of 18 multi-family residences.

No Build Alternative

The No Build Alternative analysis assumes that the I-15 Managed Lanes project has been completed. As can be seen in Tables 2.12-4 and 2.12-5, sound levels at R4, R5, R8, R10, R16, R17B, R17C, R18B, R18C, R20, R22, R23, R24, and R26 (Figure 2.12-1) would approach or exceed the NAC without abatement under the No Build Alternative. Abatement, however, was not considered at these 14 receptors for the No Build Alternative.

2.12.4 Avoidance, Minimization and/or Abatement Measures

Hillery Drive Alternative

Short-term Construction Noise Impacts

Short-term construction noise impacts would be avoided or minimized with implementation of the following noise control measures during Project construction:

- Compliance with the Department's Standard Specifications 7-1.011 (July 1999) Sound Control Requirements. "The contractor shall comply with all local sound control and noise level rules, regulations and ordinances which apply to any work performed pursuant to the contract. Each internal combustion engine, used for any purpose on the job or related to the job, shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine shall be operated on the project without said muffler."
- Idling equipment should be turned off
- A noise-control monitoring program should be implemented
- Noisier operations should be performed during the times least sensitive to receptors
- Temporary sound walls should be constructed during construction, as appropriate
- The community should be informed of anticipated construction activities and schedules

Table 2.12-4
FUTURE PREDICTED NOISE LEVELS
FOR THE HILLERY DRIVE ALTERNATIVE (L_{eq}(h), dBA)

Receptor	Existing Noise Level	Peak Hour Traffic Noise Level																	Reasonable and Feasible
		No Build Alternative	Proposed Project	Activity Category/ NAC	Impact Type	Requires Abatement Consideration	Noise Level and Insertion Loss (IL) with Barrier												
							1.8 m (6 ft)		2.4 m (8 ft)		3.0 m (10 ft)		3.7 m (12 ft)		4.3 m (14 ft)		4.9 m (16 ft)		
							L_{eq}	IL	L_{eq}	IL	L_{eq}	IL	L_{eq}	IL	L_{eq}	IL	L_{eq}	IL	
R13	65	65	70	B/67	E	Yes	70	0	70	0	69	1	62	8	-	-	-	-	No
R14	65	65	70	B/67	E	Yes	70	0	70	0	69	1	62	8	-	-	-	-	No
R15	57	59	55	B/67	N	No	-	-	-	-	-	-	-	-	-	-	-	-	-
R16[1]	67	80	77	B/67	E	No	71	6	70	7	69	8	68	9	67	10	67	10	No
R17A (1st floor)	64	64	65	B/67	N	No	-	-	-	-	-	-	-	-	-	-	-	-	-
R17B (2nd floor)	67	67	69	B/67	E	Yes	-	-	68	1	66	3	65	4	65	4	65	4	No
R17C (3rd floor)	73	73	71	B/67	E	Yes	-	-	70	1	70	1	69	2	68	3	68	3	No
R18A (1st floor)	65	65	66	B/67	A	Yes	-	-	-	-	-	-	65	1	65	1	64	2	No
R18B (2nd floor)	69	69	69	B/67	E	Yes	-	-	-	-	-	-	68	1	67	2	66	3	No
R18C (3rd floor)	74	74	71	B/67	E	Yes	-	-	-	-	-	-	71	0	70	1	70	1	No
R19	57	59	56	B/67	N	No	-	-	-	-	-	-	-	-	-	-	-	-	-
R20	67	70	74	B/67	E	Yes	-	-	-	-	-	-		-	-	-	73	1	No
R21	58	60	52	B/67	N	No	-	-	-	-	-	-	-	-	-	-	-	-	-
R22	70	71	76	B/67	E	Yes		-	-	-	-	-	-	-	74	2	73	3	No
R23/ST2	65	71	70	B/67	E	Yes	-	-	-	-	69	1	69	1	68	2	68	2	No
R24	68	68	68	B/67	E	Yes	-	-	-	-	67	1	67	1	66	2	66	2	No
R25	65	65	65	B/67	N	No	-	-	-	-	-	-	-	-	-	-	-	-	-
R26/LT1 (3rd floor)	81	81	82	B/67	E	Yes		-	-	-	-	-	-	-		-	-	-	No

Impact Type: A = Approach NAC, E = Exceed NAC, N = None
EX: Wall at indicated height exists at this location.
[1] Does not represent a noise-sensitive area
Source: *Noise Study Report, Interstate 15 Mira Mesa/Scripps Ranch Direct Access Ramp*, October 2008.

Table 2.12-5
FUTURE PREDICTED NOISE LEVELS
FOR THE GALVIN AVENUE ALTERNATIVE (L_{eq}(h), dBA)

Receptor	Existing Noise Level	Peak Hour Traffic Noise Level																	Reasonable and Feasible
		No Build Alternative	Proposed Project	Activity Category/ NAC	Impact Type	Requires Abatement Consideration	Noise Level and Insertion Loss (IL) with Barrier												
							1.8 m (6 ft)		2.4 m (8 ft)		3.0 m (10 ft)		3.7 m (12 ft)		4.3 m (14 ft)		4.9 m (16 ft)		
							L_{eq}	IL	L_{eq}	IL	L_{eq}	IL	L_{eq}	IL	L_{eq}	IL	L_{eq}	IL	
R1/ST1	65	63	60	B/67	N	No	-	-	-	-	-	-	-	-	-	-	-	-	-
R2	61	63	64	B/67	N	No	-	-	-	-	-	-	-	-	-	-	-	-	-
R3	58	61	61	B/67	N	No	-	-	-	-	-	-	-	-	-	-	-	-	-
R4	66	67	70	B/67	E	Yes	66	4	65	5	65	5	-	-	-	-	-	-	Yes
R5/ST3	65	71	81	B/67	S/E	Yes	75	6	74	7	73	8	-	-	-	-	-	-	Yes
R6	65	66	73	B/67	E	Yes	68	5	66	7	66	7	-	-	-	-	-	-	Yes
R7	65	66	68	B/67	E	Yes	63	6	62	7	62	7	-	-	-	-	-	-	Yes
R8	67	69	69	B/67	E	Yes	66	3	66	3	64	5	-	-	-	-	-	-	Yes
R9	61	62	52	B/67	N	No	52	0	52	0	52	0	-	-	-	-	-	-	-
R10	78	79	73	B/67	E	Yes	72	1	72	1	71	2	71	2	70	3	69	4	No
R11	66	67	63	B/67	N	No	-	-	-	-	-	-	-	-	-	-	-	-	-
R12/ST5	55	55	45	B/67	N	No	-	-	-	-	-	-	-	-	-	-	-	-	-

Impact Type: S = Substantial increase, E = Exceed NAC, N = None
Source: *Noise Study Report, Interstate 15 Mira Mesa/Scripps Ranch Direct Access Ramp*, October 2008.

Long-term Noise Impacts

Noise Abatement

Noise abatement was evaluated at receptor locations where future predicted noise levels would approach (within one dBA) or exceed the NAC (67 dBA for activity category B) or substantially increase (by 12 dBA) existing noise levels. As discussed above, peak noise levels would approach or exceed the NAC at 13 receptor locations. Noise barrier heights ranging from 1.8 m (6.0 ft) to 4.9 m (16 ft) were considered. Noise abatement is considered feasible if it would achieve a minimum five-dBA reduction at the receptor, and reasonable if the cost of abatement is less than the cost allowance, pursuant to the *Traffic Noise Analysis Protocol*.

Table 2.12-4 indicates that a 3.7-m (12-ft)- high sound wall is feasible to provide a five-dBA reduction in the noise level at receptors R13 and R14, which represent four multi-family residences within the Legacy Apartments. The noise study identified this recommended wall to be 48 m (157 ft) long and replace the existing wrought-iron fence between Hillery Drive and the Legacy Apartments, within the apartment complex property. The NADR determined that this wall is not reasonable because the cost of the wall ($211,000) would exceed the cost allowance ($156,000). Therefore, a sound wall at this location would not be constructed.

The final decision of the noise abatement will be made upon completion of the Project design and the public involvement process.

Galvin Avenue Alternative

Short-term Construction Noise Impacts

Short-term construction noise impacts would be avoided or less than substantial with implementation of the noise control measures identified above for the Hillery Drive Alternative.

Long-term Noise Impacts

Noise Abatement

Noise abatement was considered at six receptor locations for the Galvin Avenue Alternative, R4, R5, R6, R7, R8, and R10, which represent 18 multi-family residences along Erma Road. As shown in Table 2.12-5, a 3.0-m (10-ft)-high wall would provide a minimum five-dBA noise reduction at R4, R5, R6, R7, and R8. Walls up to 4.9 m (16 ft) were found to not provide a five-dBA reduction at R10; therefore, abatement was found to be not feasible at this receptor.

Based on the studies completed to date, the Department intends to incorporate noise abatement in the form of a barrier along the east side of the I-15 R/W, with respective lengths and average heights of 455 m (1,493 ft) and 3.0 m (10.0 ft). If during final design conditions have substantially changed, noise abatement may not be necessary. The final decision of the noise abatement will be made upon completion of the Project design and the public involvement process.

No Build Alternative

No avoidance, minimization or abatement measures would occur under the No Build Alternative because no construction is proposed.

I:\ArcGIS\M\MTD-05.02 HilleryDrive\Map\EIR\Fig2-12-1_NoiseReceptorSites.mxd -NM

Noise Receptor Sites

MIRA MESA/SCRIPPS RANCH DAR PROJECT EIR/EA

Figure 2.12-1

2.13 ENERGY

2.13.1 Regulatory Setting

NEPA (42 USC Part 4332) requires the identification of all potentially significant impacts to the environment, including energy impacts.

Appendix F of the CEQA Guidelines, Energy Conservation, state that EIRs are required to include a discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy.

2.13.2 Affected Environment

In 2005, motor gasoline accounted for 54 percent of total petroleum use in California; in 2004 transportation uses accounted for 38.3 percent of total energy use in California, with residential and commercial uses accounting for 18.6 percent each, and industrial uses accounting for 24.5 percent (U.S. Department of Energy, Energy Information Administration, Petroleum Consumption Data Profile, www.eia.doe.gov). While state and federal policies, such as the California Low-Emission Vehicle Program and the Federal Energy Policy Act of 1992, are increasing the use of alternative-fuel and low-emission vehicles, the consumption of non-renewable resources, such as fossil fuels, remains high and points to the need to conserve such energy resources. The need to develop energy efficient projects also is highlighted in the Director's Policy on Energy Efficiency, Conservation, and Climate Change (Department 2007), which states:

> "The Department incorporates energy efficiency, conservation and climate change measures into transportation planning, project development, design, operations, and maintenance of transportation facilities, fleets, buildings, and equipment to minimize use of fuel supplies and energy sources and reduce GHG emissions.
>
> The intent of this policy is to implement a comprehensive, long-term departmental energy policy, interagency collaboration, and a coordinated effort in energy and climate policy, planning, and implementation."

2.13.3 Environmental Consequences

Hillery Drive Alternative

The Hillery Drive Alternative would be constructed in one phase over a period of 18 to 24 months. During the construction period, energy would be used during manufacturing of materials for road/structures construction, as well as construction of the proposed improvements. Construction would result in delays for vehicles traveling within the Project site of the Hillery Drive Alternative and vicinity. This would increase idling time and thus would result in an increased use of gasoline by the idling vehicles.

Post-construction operational energy uses of the facilities associated with the Hillery Drive Alternative would include the use of gasoline by vehicles. The proposed DAR and related improvements would increase the rate of traffic movement in the Hillery Drive Alternative Project site and vicinity, and therefore would be beneficial to energy consumption, as vehicles would spend less time idling.

When balancing energy used during construction and operation against energy saved by reducing congestion and other transportation efficiencies, the Hillery Drive Alternative would not result in energy impacts.

Galvin Avenue Alternative

Energy impacts resulting from construction of the Galvin Avenue Alternative would be similar to those identified above for the Hillery Drive Alternative. Energy requirements during construction of this alternative would be higher than the Hillery Drive Alternative because the total construction impact area is approximately twice as large (23.9 ha [59.0 ac] compared to 11.3 ha [28.0 ac]) and a transit center is proposed. Such differences however would not be substantial.

Operational energy uses would consist of gasoline usage, but traffic flows in the Galvin Avenue Alternative Project area would improve with the DAR, resulting in less congestion and idling times, which would benefit energy consumption overall. When balancing energy used during construction and operation against energy saved by reducing congestion and other transportation efficiencies, the Galvin Avenue Alternative would not result in energy impacts.

No Build Alternative

Implementation of the No Build Alternative would not result in the consumption of energy for the construction of a DAR. Because no construction would occur, traffic delays would not occur during the construction period. As a result, idling times would not temporarily increase and additional gasoline would not be used. However, the No Build Alternative would contribute to continued long delays to enter the freeway, with associated traffic congestion and inefficient energy use by idling vehicles. These impacts would be expected to increase over time without implementation of the Project.

2.13.4 Avoidance, Minimization and/or Mitigation Measures

Build Alternatives

The following avoidance, minimization and mitigation measures would be implemented during Project construction:

- Construction equipment and vehicles should be properly tuned and maintained. Low sulfur fuel should be used in all construction equipment as provided in California Code of Regulations Title 17, Section 93114.

- Idling times of construction equipment should be minimized, to the extent practical.

- To the extent feasible, construction traffic should be routed and scheduled to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.

No Build Alternative

Because the No Build Alternative would not result in energy impacts, no avoidance, minimization or mitigation measures are required.

BIOLOGICAL ENVIRONMENT

2.14 NATURAL COMMUNITIES

This subchapter discusses natural communities of concern. The focus of this subchapter is on biological communities, not individual plant or animal species. This subchapter also includes information on wildlife corridors and habitat fragmentation. Wildlife corridors are areas of habitat used by wildlife for daily or seasonal migration. Habitat fragmentation involves the potential for dividing sensitive habitat and thereby lessening its biological value.

Habitat areas that have been designated as critical habitat under the federal ESA are discussed in Subchapter 2.16, Threatened and Endangered Species.

2.14.1 Regulatory Setting

Federal

The FHWA has published technical guidance for assessment of environmental impacts (including impacts to biological resources) in compliance with NEPA, the federal ESA and CWA, and other federal environmental regulations.

State of California

The State CEQA Guidelines consist of a set of mandatory and/or advisory regulations intended to provide guidance and interpretation for implementing CEQA statutes. The Environmental Checklist in Appendix G of the State CEQA Guidelines includes the following potential CEQA issues: substantial adverse effects to sensitive natural communities, substantial interference with the movement of any resident or migratory wildlife species, and conflict with local policies or ordinances or the provisions of an adopted habitat conservation plan.

Natural Community Conservation Program

The NCCP initiated by the State of California in 1991 resulted in the promulgation of the special 4(d) rule of the federal Endangered Species Act (ESA). This rule focuses on conserving coastal sage scrub habitat in order to avoid the need for future federal and state listing of each individual coastal sage scrub-dependent species. The City of San Diego, the County of San Diego, USFWS, CDFG, and other local jurisdictions joined together in the late 1990s to develop the MSCP. The MSCP is a comprehensive, long-term habitat conservation plan that addresses the needs of multiple species by identifying key areas for preservation as open space in order to link core biological areas into a regional wildlife preserve.

The City adopted its MSCP Subarea Plan in March 1997 to meet the requirements of the NCCP Act of 1991, the federal ESA, and the California ESA. The Subarea Plan regulates effects on natural communities throughout the City and identifies preserve areas within the City as the MHPA. The Project is located within the City's MSCP Subarea Plan, but not within the MHPA.

Although the Department is not an enrolled agency under the MSCP and the Project does not require City approval, the Department strives to be consistent with the MSCP and other local plans. In addition, USFWS may require compliance with the MSCP as part of Section 7 consultation, if required.

2.14.2 Affected Environment

A Natural Environment Study (NES) was prepared for the Project (The *Mira Mesa/Scripps Ranch Direct Access Ramp Natural Environment Study,* February 2008) to evaluate the biological resources and potential impacts to such resources within the Biological Study Area (BSA). No wetlands or other Waters of the U.S. occur within the BSA and therefore are not discussed in this Chapter of the Final EIR/EA.

The BSA (Figure 2.14-1) lies within the coastal plains and experiences warm dry summers and mild winters, with an annual precipitation of approximately 33 cm (13 in). Elevations range between 140 m (470 ft) and 170 m (550 ft) above MSL. The BSA is characterized by developed land uses comprised of I-15, local roadways, commercial retail, office buildings, residential, institutional facilities, manufactured slopes, and vacant graded land.

Natural Communities

Natural communities within the BSA consist of xeric (dry) upland habitats. Habitats within the Hillery Drive Alternative of the BSA include non-native grassland, disturbed habitat, and developed land. Habitats within the Galvin Avenue Alternative of the BSA include Diegan coastal sage scrub (including disturbed), non-native vegetation, eucalyptus woodland, disturbed habitat, and developed land.

Vegetation Communities

Seven vegetation communities/habitats occur in the BSA, including Diegan coastal sage scrub (including disturbed), non-native grassland, non-native vegetation, eucalyptus woodland, disturbed habitat, developed land, and an interpretive park (Figure 2.14-2 and Table 2.14-1). A brief discussion of each vegetation community/habitat follows.

Table 2.14-1
EXISTING VEGETATION COMMUNITIES/HABITATS WITHIN THE BSA

Vegetation Community	Area (ha [ac])
Diegan coastal sage scrub (including disturbed)	2.5 (6.3)
Non-native grassland	0.1 (0.3)
Non-native vegetation	0.4 (1.1)
Eucalyptus woodland	<0.1 (0.1)
Disturbed habitat	6.4 (15.8)
Developed	36.3 (89.6)
Interpretive park	0.1 (0.2)
TOTAL	**45.8 (113.4)**

Source: NES, February 2008.

Diegan Coastal Sage Scrub (including disturbed)

Diegan coastal sage scrub is one of the two major shrub types that occur in California (the other is chaparral). This vegetation community occupies xeric (dry) sites characterized by shallow soils. Diegan coastal sage scrub is dominated by subshrubs that tolerate alternating periods of rainfall and prolonged drought. Diegan coastal sage scrub species have relatively shallow root systems and open canopies, allowing for a substantial herbaceous component. Diegan coastal sage scrub was listed as the third most extensive vegetation community in San Diego County in 1965; however, nearly 72 percent of the County's original sage scrub habitat has been destroyed or modified, primarily a result of urban expansion.

The BSA supports 2.5 ha (6.3 ac) of Diegan coastal sage scrub (including disturbed) (Table 2.14-1). This community occurs north of Mira Mesa Boulevard and west and east of I-15 (Figure 2.14-2). Species in this vegetation community within the BSA include laurel sumac (*Malosma laurina*), broom baccharis (*Baccharis sarothroides*), California buckwheat (*Eriogonum fasciculatum*), and black sage (*Salvia mellifera*).

Non-native Grassland

Non-native grassland areas may have supported native grassland in the past, but have been overrun by exotic, introduced annuals. Grassland expansion in the region also may be a result of increased fire frequency. The flora of non-native grasslands includes a dense to sparse cover of introduced grasses often with numerous species of showy-flowered, native, annual forbs. This habitat is often associated with deep, fine-textured soils. Introduction of exotic grasses in California due to grazing and agricultural practices, coupled with severe droughts, has contributed to the conversion of native grasslands to non-native grassland. Whereas native grasslands supported mostly perennials, such as needlegrass (*Nasella* sp.), non-native grasslands (including those in the BSA) support mostly annuals.

The BSA contains 0.1 ha (0.3 ac) of non-native grassland (Table 2.14-1). This vegetation community occurs south of Hillery Drive (Figure 2.14-2). Species in this vegetation community within the BSA are characterized by invasive, exotic grasses, such as foxtail chess (*Bromus madritensis rubens*) and wild oat (*Avena* sp.), as well as exotic forbs, such as short-pod mustard (*Hirschfeldia incana*).

Non-native Vegetation

Non-native vegetation is comprised of non-native shrub and tree species (e.g., ornamentals) not immediately associated with existing developed areas. The BSA contains 0.4 ha (1.1 ac) of non-native vegetation in the northern portion of the BSA to the west of I-15 (Table 2.14-1 and Figure 2.14-2). This community within the BSA is characterized largely by cootamundra wattle (*Acacia* sp.).

Eucalyptus Woodland

Eucalyptus woodland is dominated by eucalyptus (*Eucalyptus* sp.), an introduced species that produces a large amount of leaf and bark litter, the chemical and physical characteristics of which limit the ability of other species to grow in the understory, reducing floristic diversity. In most instances, eucalyptus is planted for a variety of cultural reasons. If sufficient moisture is available, eucalyptus trees become naturalized and are able to expand their range, a situation

that has occurred in many riparian areas. This vegetation community generally is not considered sensitive unless raptors are using it for nesting.

The BSA contains less than 0.1 ha (0.1 ac) of eucalyptus woodland at the northernmost portion of the BSA, west of I-15 (Table 2.14-1 and Figure 2.14-2).

Disturbed Habitat

Disturbed habitat includes land cleared of vegetation (e.g., dirt roads), containing a preponderance of non-native plant species such as ornamentals or ruderal exotic species that take advantage of disturbance (previously cleared or abandoned landscaping), or showing signs of past or present animal usage that removes any capability of providing viable habitat.

The BSA contains 6.4 ha (15.8 ac) of disturbed habitat (Table 2.14-1). This vegetation community is located in the northern portion of the BSA to the west of I-15 and north of Mira Mesa Boulevard (Figure 2.14-2). Disturbed habitat within the BSA is characterized by invasive species, such as mustard (*Brassica* sp.), star thistle (*Centaurea melitensis*), horseweed (*Conyza canadensis*), and telegraph weed (*Heterotheca grandiflora*).

Developed Land

Developed land is where permanent structures and/or pavement has been placed or where fire clearing occurs, preventing the growth of vegetation. The BSA contains 36.3 ha (89.6 ac) of developed land, which occurs throughout the BSA (Table 2.14-1 and Figure 2.14-2).

Interpretive Park

The Cousins Market Center Vernal Pool Interpretive Park occurs within the BSA just north of Hillery Drive (Figure 2.14-2). The 0.1-ha (0.2-ac) interpretive park consists of a single vernal pool supporting the federally listed endangered San Diego fairy shrimp (*Branchinecta sandiegonensis*), native landscaping, and developed land. The interpretive park was designed to preserve a representative vernal pool and create an educational opportunity for the public. Although the interpretive park was preserved as part of the Cousins Market Center (i.e., Mira Mesa Market Center) approval (as required by the City), the vernal pool and San Diego fairy shrimp were considered impacted and appropriate mitigation occurred off site. The interpretive park was not used for mitigation credits for impacts to vernal pools or San Diego fairy shrimp.

Wildlife Corridors

The BSA is located within the City's MSCP Subarea Plan. The MSCP is a multi-jurisdictional planning program designed to develop an ecosystem preserve within the City and surrounding incorporated and unincorporated areas. Preserve areas identified within the City under the MSCP are identified as the MHPA. The BSA is not located within the MHPA. In addition, the BSA is largely developed and located within a developed urban setting. As such, no wildlife corridor occurs within the BSA.

2.14.3 Environmental Consequences

Natural Communities

The following section discusses potential temporary and permanent impacts to natural communities within the BSA. Potential impacts resulting from the Project build alternatives and the No Build Alternative are summarized in Table 2.14-2 and depicted in Figures 2.14-3 and 2.14-4.

Table 2.14-2
IMPACTS TO VEGETATION COMMUNITIES/HABITATS

VEGETATION COMMUNITY	EXISTING (ha [ac])	IMPACTS (ha [ac])				
		Hillery Drive Alternative			Galvin Avenue Alternative[1]	No Build Alternative
		Temporary	Permanent	Total		
Diegan coastal sage scrub (including disturbed)	2.5 (6.3)	0.0	0.0	0.0	0.0[2]	0.0
Non-native grassland	0.1 (0.3)	0.0	0.0	0.0	0.0	0.0
Non-native vegetation	0.4 (1.1)	0.0	0.0	0.0	0.2 (0.5)	0.0
Eucalyptus woodland	<0.1 (0.1)	0.0	0.0	0.0	0.0	0.0
Disturbed habitat	6.4 (15.8)	1.0 (2.3)	0.3 (0.6)	1.3 (2.9)	2.4 (5.9)	0.0
Developed	36.3 (89.6)	0.3 (0.6)	9.9 (24.4)	10.2 (25.0)	20.7 (51.0)	0.0
Interpretive park	0.1 (0.2)	0.0	0.0	0.0	0.0	0.0
TOTAL	**45.8 (113.4)**	**1.3 (2.9)**	**10.2 (25.0)**	**11.5 (27.9)**	**23.3 (57.4)**	**0.0**

[1]All impacts resulting from the Galvin Avenue Alternative are permanent.
[2]Although the impact footprint of the Galvin Avenue Alternative encompasses areas of currently existing Diegan Coastal sage scrub (Figure 2.14-4), this area will be impacted during construction of the approved I-15 Managed Lanes project, which will occur prior to the Project.
Source: NES, February 2008.

Hillery Drive Alternative

Implementation of the Hillery Drive Alternative would not directly impact any sensitive vegetation communities (Table 2.14-2 and Figure 2.14-3). Temporary and permanent impacts resulting from this build alternative would include 1.3 ha (2.9 ac) of disturbed habitat and 10.2 ha (25.0 ac) of developed land, for a total of 11.5 ha (27.9 ac). Temporary impacts would include 1.0 ha (2.3 ac) of disturbed habitat and 0.3 ha (0.6 ac) of developed land, for a total of 1.3 ha (2.9 ac). Permanent impacts would total 10.2 ha (25.0 ac), including 0.3 ha (0.6 ac) of disturbed habitat and 9.9 ha (24.4 ac) of developed land. No direct impacts would occur to Diegan costal sage scrub (including disturbed), non-native grassland, non-native vegetation, eucalyptus woodland, or the interpretive park (Table 2.14-2). Non-native grassland occurs in close proximity to the impact footprint for this alternative (Figure 2.14-3). Indirect impacts to this sensitive vegetation community during Project construction would be avoided by flagging the non-native grassland throughout the construction period.

Galvin Avenue Alternative

Construction associated with the Galvin Avenue Alternative would occur on 0.6 ha (1.5 ac) of currently existing Diegan coastal sage scrub (including disturbed), 0.2 ha (0.5 ac) of non-native vegetation, 2.4 ha (5.9 ac) of disturbed habitat, and 20.7 ha (51.0 ac) of developed land (Figure 2.14-4). The impacted area of Diegan coastal sage scrub shown on Figure 2.14-4 occurs within the impact area of the approved I-15 Managed Lanes project, which will be constructed prior to the Galvin Avenue Alternative. Accordingly, no impacts to Diegan coastal sage scrub would occur as a result of the Galvin Avenue Alternative because the habitat would already be impacted.

The Galvin Avenue Alternative would result in permanent impacts to 0.2 ha (0.5 ac) of non-native vegetation, 2.4 ha (5.9 ac) of disturbed habitat, and 20.7 ha (51.0 ac) of developed land, for a total of 23.3 ha (57.4 ac) (Table 2.14-2 and Figure 2.14-4). Under this alternative, no sensitive vegetation communities, including Diegan coastal sage scrub, non-native grassland, eucalyptus woodland, or the interpretive park would be impacted (Table 2.14-2).

No Build Alternative

Implementation of the No Build Alternative would not result in impacts to natural communities because no construction is proposed (Table 2.14-2).

2.14.4 Avoidance, Minimization and/or Mitigation Measures

Hillery Drive Alternative

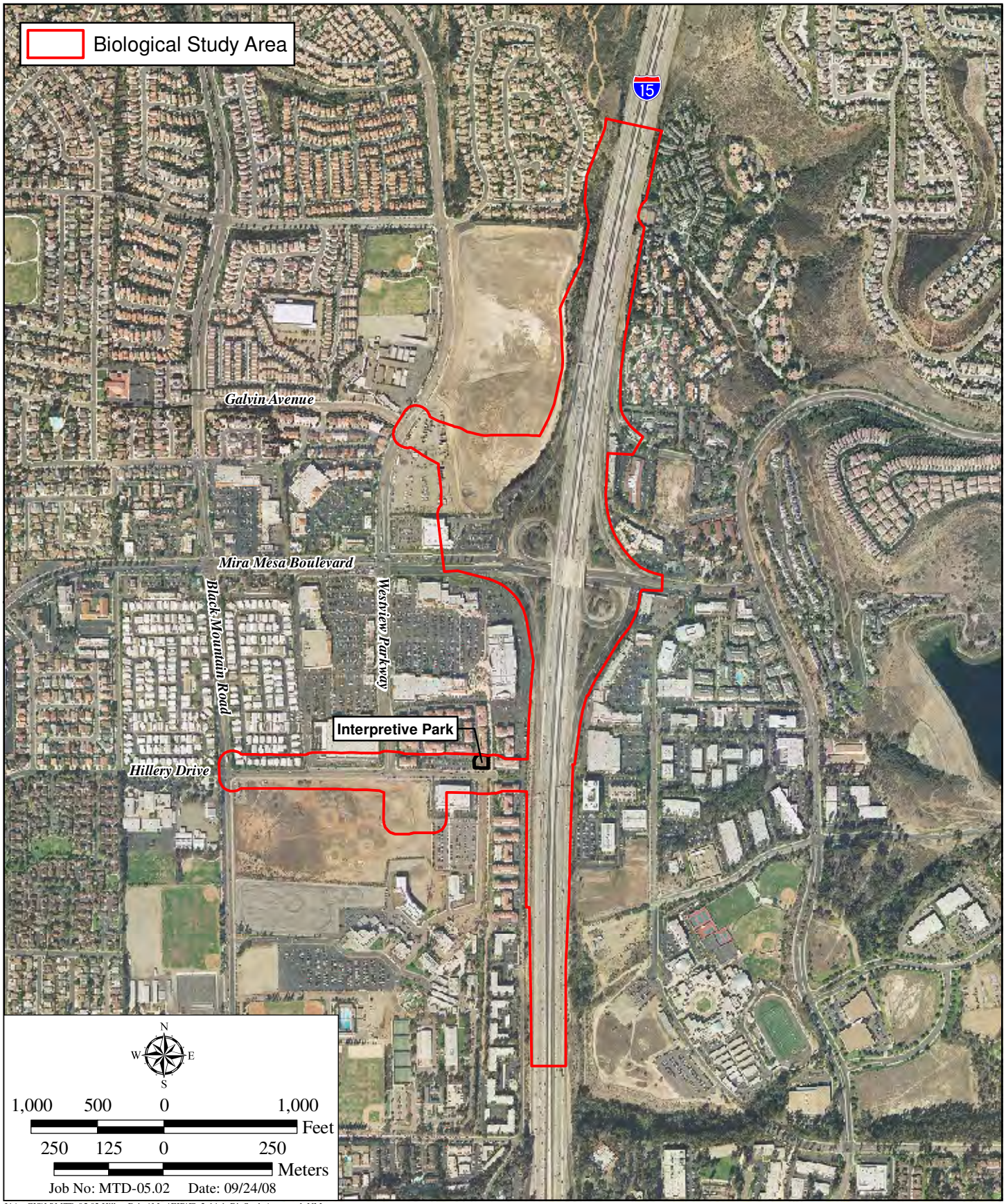
The Hillery Drive Alternative would avoid impacts to sensitive vegetation communities. No Diegan coastal sage scrub occurs within the BSA of the Hillery Drive Alternative. Non-native grassland would be flagged and monitored for avoidance during construction. Because implementation of the Hillery Drive Alternative would not impact sensitive vegetation communities, no mitigation is required.

Galvin Avenue Alternative

Implementation of the Galvin Avenue Alternative would not directly or indirectly affect sensitive vegetation communities and, thus, no avoidance, minimization or mitigation measures are required.

No Build Alternative

No avoidance, minimization or mitigation measure would be required, because no impacts would occur under the No Build Alternative.



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Biological Study Area

MIRA MESA/SCRIPPS RANCH DAR PROJECT EIR/EA

Figure 2.14-1

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Vegetation Communities

MIRA MESA/SCRIPPS RANCH DAR PROJECT EIR/EA

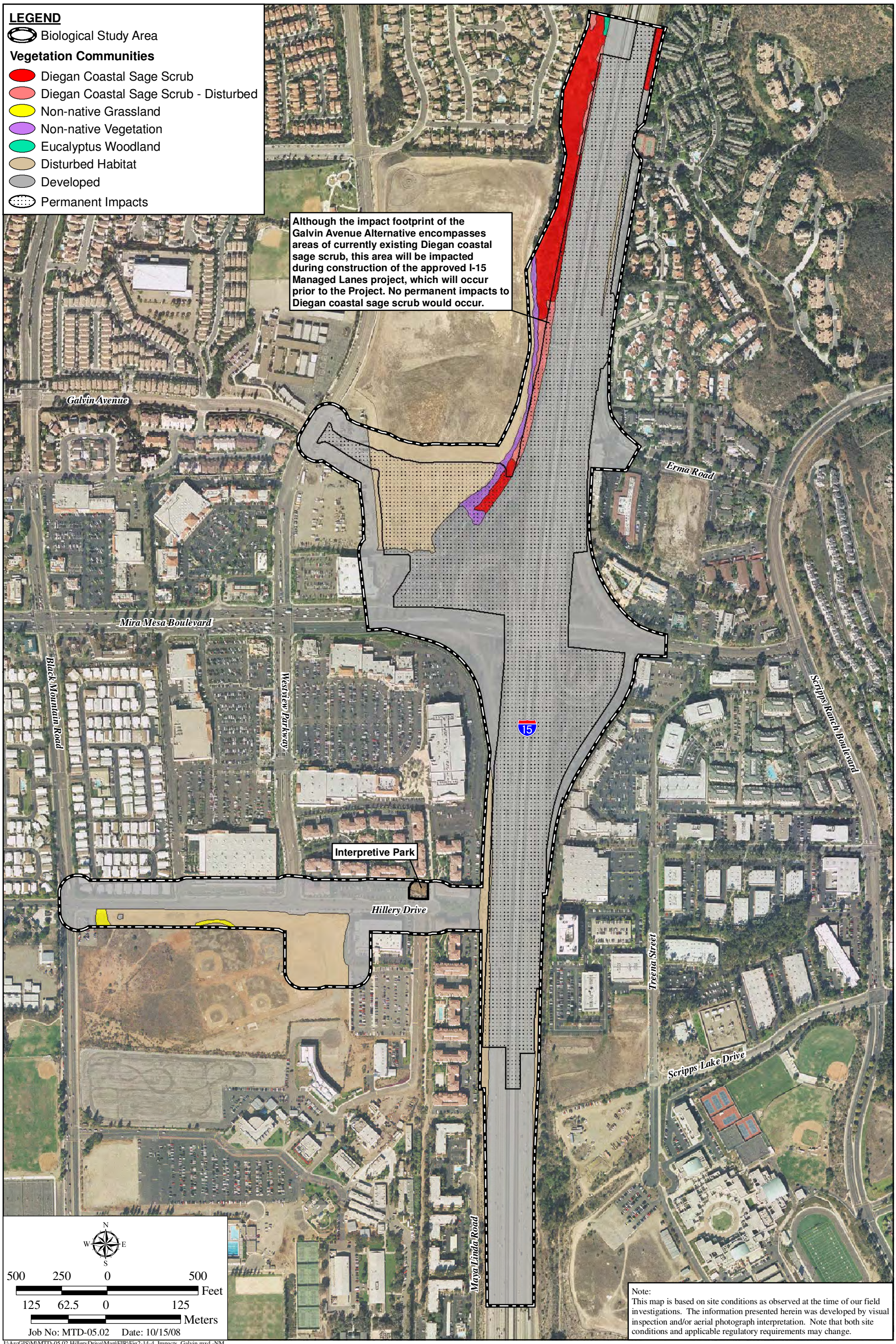
Figure 2.14-2

I:\ArcGIS\M\MTD-05.02 HilleryDrive\Map\EIR\Fig2-14-3_Impacts_Hillery.mxd -NM

Vegetation and Impacts – Hillery Drive Alternative

MIRA MESA/SCRIPPS RANCH DAR PROJECT EIR/EA

Figure 2.14-3



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Vegetation and Impacts – Galvin Avenue Alternative

MIRA MESA/SCRIPPS RANCH DAR PROJECT EIR/EA

Figure 2.14-4

2.15 ANIMAL SPECIES

2.15.1 Regulatory Setting

Many state and federal laws regulate impacts to wildlife. USFWS, National Oceanic and Atmospheric Administration (NOAA) Fisheries, and CDFG are responsible for implementing these laws. This subchapter discusses potential impacts and permit requirements associated with wildlife not listed or proposed for listing under the state or federal ESA. Species listed or proposed for listing as threatened or endangered are discussed in Subchapter 2.16, Threatened and Endangered Species. All other special status animal species are discussed here, including CDFG fully protected species and species of special concern, and USFWS or NOAA Fisheries candidate species.

Federal laws and regulations pertaining to wildlife include the following:

- NEPA
- Migratory Bird Treaty Act
- Fish and Wildlife Coordination Act

State laws and regulations pertaining to wildlife include the following:

- CEQA
- Sections 1600-1603 of the California Fish and Game Code
- Section 4150 and 4152 of the California Fish and Game Code

2.15.2 Affected Environment

The *Mira Mesa/Scripps Ranch Direct Access Ramp Natural Environment Study* (February 2008) evaluates the biological resources and potential impacts to such resources within the BSA identified for the Proposed Project. Information presented in this subchapter is summarized from the NES.

Table 2.15-1 identifies the sensitive animal species that have the potential to occur within an eight-km (five-mi) radius of the BSA according to the CNDDB.

No special status animal species were observed within the BSA during the general surveys.

The BSA contains a small area (less than 0.01 ha [0.1 ac]) of eucalyptus woodland, which could potentially support nesting raptors. No nesting raptor species were observed within the eucalyptus woodland within the BSA. Nesting activities are protected by the Migratory Bird Treaty Act.

Table 2.15-1
SPECIAL STATUS ANIMAL SPECIES POTENTIALLY OCCURRING OR KNOWN TO OCCUR WITHIN THE BSA

Scientific Name	Common Name	Status*	Specific Habitat Present/Absent	Species Present/ Absent**	Rationale
Reptiles and Amphibians					
Charina trivirgata roseofusca	Coastal rosy boa	--/-- MSCP Covered	Diegan coastal sage scrub occurs within the BSA.	ABSENT	Not observed during surveys.
Cnemidophorus hyperythra beldingi	Orange-throated whiptail	--/SSC	Diegan coastal sage scrub occurs within the BSA.	ABSENT	Not observed during surveys.
Cnemidophorus tigris multiscutatus	Coastal western whiptail	--/-- MSCP Covered	Diegan coastal sage scrub occurs within the BSA.	ABSENT	Not observed during surveys.
Eumeces skiltonianus interparietalis	Coronado skink	--/SSC	Diegan coastal sage scrub occurs within the BSA.	ABSENT	Not observed during surveys.
Phrynosoma coronatum blainvillei	San Diego horned lizard	--/SSC MSCP Covered	Diegan coastal sage scrub occurs within the BSA.	ABSENT	The habitat may be too small and disturbed to support this species.
Salvadora hexalepsis virgultea	Coast patch-nosed snake	-/SSC	Diegan coastal sage scrub occurs within the BSA.	ABSENT	Not observed during surveys.
Spea hammondii	Western spadefoot	--/SSC	Non-native grassland occurs within the BSA.	ABSENT	The habitat is too small, dry and disturbed to support this species.
Birds					
Accipiter cooperi	Cooper's hawk	--/SSC	Eucalyptus occurs within the BSA.	ABSENT	Not observed during surveys.
Aimophila ruficeps canescens	Southern California rufous-crowned sparrow	--/SSC MSCP Covered	Diegan coastal sage scrub occurs within the BSA.	ABSENT	Habitat within the BSA likely too small and disturbed to support species.
Ammodramus savannarum	Grasshopper sparrow	--/--	Non-native grassland occurs within the BSA.	ABSENT	Habitat within the BSA is too small to support species.
Amphispiza belli belli	Bell's sage sparrow	--/SSC	Diegan coastal sage scrub occurs within the BSA.	ABSENT	Not observed during surveys. Has been reported within 1.6 km (1.0 mi) of BSA (extensive population at nearby MCAS Miramar).
Asio flammeus	Short-eared owl	--/SSC	Non-native grassland occurs within the BSA.	ABSENT	Habitat within BSA is too small to support species.
Athene cunicularia	Burrowing owl	--/SSC MSCP Covered	Non-native grassland and Diegan coastal sage scrub occur within the BSA.	ABSENT	Has not been reported within 1.6 km (1.0 mi) of the BSA. Habitat within the BSA likely too urban and too small.
Buteo lineatus	Red-shouldered hawk	--/--	Eucalyptus occurs within the BSA.	ABSENT	Not observed during surveys.

Table 2.15-1 (cont.)
SPECIAL STATUS ANIMAL SPECIES POTENTIALLY OCCURRING OR KNOWN TO OCCUR WITHIN THE BSA

Scientific Name	Common Name	Status*	Specific Habitat Present/Absent	Species Present/ Absent**	Rationale
Birds (cont.)					
Circus cyaneus	Northern harrier	--/SSC MSCP Covered	Non-native grassland occurs within the BSA.	ABSENT	Habitat within the BSA is too disturbed to support species.
Eremophila alpestris actia	California horned lark	--/SSC	Non-native grassland occurs within the BSA.	ABSENT	Habitat within the BSA too disturbed to support species.
Falco columbarius	Merlin	--/SSC	Non-native grassland occurs within the BSA.	ABSENT	Habitat within the BSA too disturbed to support species.
Lanius ludovicianus	Loggerhead shrike	--/SSC	Non-native grassland occurs within the BSA.	ABSENT	Habitat within the BSA too disturbed to support species.
Tyto alba	Common barn owl	--/--	Eucalyptus occurs within the BSA.	ABSENT	Not observed during surveys.
Mammals					
Chaetodipus californicus femoralis	Dulzura pocket mouse	--/SSC	Diegan coastal sage scrub occurs within the BSA	ABSENT	Not observed during surveys.
Lepus californicus bennettii	San Diego black-tailed jackrabbit	--/SSC	Diegan coastal sage scrub occurs within the BSA.	ABSENT	Habitat within the BSA too disturbed to support species.
Neotoma lepida intermedia	San Diego desert woodrat	--/SSC	Diegan coastal sage scrub occurs within the BSA.	ABSENT	Habitat within the BSA too disturbed to support species.

*Status: SSC=California Species of Special Concern, NE = Narrow Endemic.
**ABSENT means no further work is needed. PRESENT means species was detected during field surveys.
Source: NES, February 2008.

2.15.3 Environmental Consequences

Hillery Drive Alternative

No sensitive animal species were observed within the BSA. Implementation of the Hillery Drive Alternative, therefore, would not result in impacts to special status animal species.

Galvin Avenue Alternative

No sensitive animal species were observed within the BSA. As such, implementation of the Galvin Avenue Alternative would not result in direct impacts to special status animal species.

There is a potential for raptors to nest within the eucalyptus trees present in the BSA near the Galvin Avenue Alternative site. Indirect impacts related to construction could occur during the raptor breeding season (February 1 to July 15) if birds are nesting within 152 m (500 ft) of construction.

No Build Alternative

The No Build Alterative also would not result in impacts to special status animal species because no sensitive animal species were observed in the BSA and no construction is proposed.

2.15.4 Avoidance, Minimization and/or Mitigation Measures

Hillery Drive Alternative

No impacts to special status animal species would occur under the Hillery Drive Alternative. Therefore, no avoidance, minimization or mitigation measures are required.

Galvin Avenue Alternative

Implementation of the following measure would avoid potential indirect impacts to nesting raptors:

- If Project construction occurs during the raptor breeding season (February 1 to July 15), a pre-construction raptor survey should be conducted by a biologist to determine absence or presence of active raptor nests (both tree and ground). If nesting raptors are observed within 152 m (500 ft) of the construction area (at the time of construction), no construction activity should occur within 152 m (500 ft) until the young have fledged or the breeding season has ended.

No Build Alternative

Because no impacts would occur to special status animal species under the No Build Alternative, no avoidance, minimization or mitigation measures are required.

2.16 THREATENED AND ENDANGERED SPECIES

2.16.1 Regulatory Setting

The primary federal law protecting threatened and endangered species is the federal ESA (16 U.S.C. Section 1531, et seq; also see 50 CFR Part 402). This act and subsequent amendments provide for the conservation of endangered and threatened species and the ecosystems upon which they depend. Under Section 7 of this act, federal agencies, such as the FHWA, are required to consult with USFWS and NOAA Fisheries to ensure that they are not undertaking, funding, permitting, or authorizing actions likely to jeopardize the continued existence of listed species or destroy or adversely modify designated critical habitat. Critical habitat is defined as geographic locations critical to the existence of a threatened or endangered species. The outcome of consultation under Section 7 (if required) is a Biological Opinion or an incidental take permit. Section 3 of the federal ESA defines take as "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or any attempt at such conduct."

California has enacted a similar law at the state level, the California ESA (California Fish and Game Code, Section 2050, et seq.). The California ESA emphasizes early consultation to avoid potential impacts to rare, endangered and threatened species, and to develop appropriate planning to offset project-caused losses of listed species populations and their essential habitats. CDFG is the agency responsible for implementing the California ESA. Section 2081 of the California Fish and Game Code prohibits 'take' of any species determined to be an endangered species or a threatened species. Take is defined in Section 86 of the California Fish and Game Code as "to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." The California ESA allows for take incidental to otherwise lawful development projects; for these actions an incidental take permit is issued by CDFG. For projects requiring a Biological Opinion under Section 7 of the federal ESA, CDFG may also authorize impacts to the California ESA species by issuing a Consistency Determination under Section 2080.1 of the California Fish and Game Code.

2.16.2 Affected Environment

An NES was prepared for the Project (*Mira Mesa/Scripps Ranch Direct Access Ramp Natural Environment Study*, February 2008) that evaluates the biological resources and potential impacts (permanent and temporary) to threatened and endangered plant and animal species within the BSA. Information presented in this subchapter is summarized from the NES.

General biological surveys were conducted within the BSA on August 6 and September 14, 2007 to identify and record plant and animal species (including threatened and endangered) occurring within the BSA. Additionally, the USFWS provided a species list (contained in Appendix D of this Final EIR/EA) that identified threatened and endangered plant and animal species with the potential to occur within the BSA, including San Diego button-celery (*Eryngium aristulatum* var. *parishii*), willowy monardella (*Monardella linoides* ssp. *viminea*), San Diego mesa mint (*Pogogyne abramsii*), Encinitas baccharis (*Baccharis vanessae*), spreading navarretia (*Navarretia fossalis*), coastal California gnatcatcher (*Polioptila californica californica*), San Diego fairy shrimp (*Branchinecta sandiegonensis*), and Riverside fairy shrimp (*Streptocephalus woottoni*).

Although the BSA contains Diegan coastal sage scrub, the suitable habitat for the federally listed threatened coastal California gnatcatcher, it was determined that no USFWS protocol surveys were necessary given that the impacted area of Diegan coastal sage scrub for the

Galvin Avenue Alternative would be removed during implementation of the approved I-15 Managed Lanes project, which would occur prior to implementation of the Galvin Avenue Alternative. It should be noted that coastal California gnatcatchers were not observed or detected within the BSA during USFWS protocol surveys conducted for the I-15 Managed Lanes project (Department 2003).

Table 2.16-1 identifies threatened and endangered plant and animal species that have potential to occur within an eight-km (five-mi) radius of the BSA according to the CNDDB and USFWS.

Table 2.16-1
FEDERALLY AND STATE LISTED THREATENED AND ENDANGERED SPECIES POTENTIALLY OCCURRING OR KNOWN TO OCCUR WITHIN THE BSA

Scientific Name	Common Name	Status*	Specific Habitat Present/Absent	Species Present/ Absent**	Rationale
Plants					
Acanthomintha ilicifolia	San Diego thorn-mint	FT/SE CNPS List 1B.1 MSCP NE	A vernal pool (within the interpretive park), non-native grasslands, and Diegan coastal sage scrub occur within the BSA.	ABSENT	Not observed during surveys.
Deinandra conjugens	Otay tarplant	FT/SE CNPS List 1B.1 MSCP NE	Diegan coastal sage scrub occurs within the BSA.	ABSENT	BSA is outside species distribution.
Dudleya brevifolia	Short-leaved dudleya	--/SE CNPS List 1B.1 CA Endemic MSCP NE	Diegan coastal sage scrub occurs within the BSA.	ABSENT	Not observed during surveys. Known from fewer than five occurrences in the Del Mar and La Jolla areas. Occurs on Torrey sandstone, which does not occur within the BSA.
Eryngium aristulatum var. *parishii*	San Diego button-celery	FE/SE CNPS List 1B.1 MSCP NE	Diegan coastal sage scrub and non-native grasslands occur within the BSA.	ABSENT	Not observed during surveys. Would have been observed if present.
Hazardia orcuttii	Orcutt's hazardia	FC/SE CNPS List 1B.1	Diegan coastal sage scrub occurs within the BSA.	ABSENT	Known in California from only one occurrence in Lux Canyon.
Monardella Linoides ssp. *viminea*	Willowy monardella	FE/SE CNPS List 1B MSCP Covered	Diegan coastal sage scrub occurs within the BSA.	ABSENT	Not observed during surveys. Appropriate microhabitat not present within BSA.
Navarretia fossalis	Spreading navarretia	FT/-- CNPS List 1B.1 MSCP NE	A vernal pool (within the interpretive park) occurs within the BSA.	ABSENT	Not observed during surveys.
Orcuttia californica	Orcutt grass	FE/SE CNPS List 1B.1 MSCP NE	A vernal pool (within the interpretive park) occurs within the BSA.	ABSENT	Not observed during surveys. Known from fewer than 20 occurrences.

Table 2.16-1 (cont.)
FEDERALLY AND STATE LISTED THREATENED AND ENDANGERED SPECIES POTENTIALLY OCCURRING OR KNOWN TO OCCUR WITHIN THE BSA

Scientific Name	Common Name	Status*	Specific Habitat Present/Absent	Species Present/ Absent**	Rationale
Plants (cont.)					
Pogogyne abramsii	San Diego mesa mint	FE/SE CNPS List 1B.1 CA Endemic MSCP NE	A vernal pool (within the interpretive park) occurs within the BSA.	ABSENT	Not observed during surveys. Would have been observed if present.
Pogogyne nudiscula	Otay Mesa mint	FE/SE CNPS List 1B.1 MSCP NE	A vernal pool (within the interpretive park) occurs within the BSA.	ABSENT	Known from six occurrences on Otay Mesa.
Wildlife					
Invertebrates					
Branchinecta sandiegonensis	San Diego fairy shrimp	FE/--	A vernal pool (within the interpretive park) occurs within the BSA.	PRESENT	Known to occur within vernal pool located within interpretive park.
Streptocephalus woottoni	Riverside fairy shrimp	FE/--	A vernal pool (within the interpretive park) occurs within the BSA.	ABSENT	Vernal pool within interpretive park too shallow to support this species.
Birds					
Polioptila californica californica	Coastal California gnatcatcher	FT/SSC MSCP Covered	Diegan coastal sage scrub occurs within the BSA.	ABSENT	Not observed/ detected within the BSA during protocol surveys for the I-15 Managed Lanes project (Department 2003). Diegan coastal sage scrub within the BSA is largely unsuitable.
Mammals					
Perognathus longimembris pacificus	Pacific pocket mouse	FE/SSC	Diegan coastal sage scrub occurs within the BSA.	ABSENT	Habitat within the BSA too disturbed to support species.

*Status: FE = Federal Endangered, FT = Federal Threatened, SE = State Endangered, ST = State Threatened, SSC=California Species of Special Concern, NE = Narrow Endemic. A listing and explanation of CNPS status codes is provided in the NES (February 2008).
**ABSENT means no further work is needed. PRESENT means species was detected during field surveys.
-- Species tracked by CNDDB although not listed as sensitive.
Source: NES, February 2008.

No federally or state-listed threatened or endangered plant or animal species were observed within the BSA during the general biological surveys. However, one federally listed endangered animal species, San Diego fairy shrimp, is known to occur within the BSA.

San Diego Fairy Shrimp (*Branchinecta sandiegonensis*)

San Diego fairy shrimp is a federally listed endangered species that is known to occur in the vernal pool located within the interpretive park in the BSA (Figure 2.14-1). This species occurs in seasonally astatic (unstable) pools, which range in depth from five to 30 cm (two to 12 in) that occur in tectonic swales or earth slump basins and other areas of shallow standing water, often in patches of grassland and agriculture interspersed in coastal sage scrub and chaparral. The water temperature for successful hatching of this species ranges between 10 to 20 degrees

Celsius (50 to 68 degrees Fahrenheit). Adult San Diego fairy shrimp are usually observed from January to March; however, in years with early or late rainfall, the hatching period may be extended.

2.16.3 Environmental Consequences

Hillery Drive Alternative

No direct or indirect impacts to San Diego fairy shrimp would occur with implementation of the Hillery Drive Alternative. This alternative would avoid direct impacts to the vernal pool within the interpretive park (refer to Figure 2.14-3). The Project limits of the Hillery Drive Alternative would occur approximately 15 m (50 ft) from the vernal pool. The maximum height of the proposed Hillery Drive overcrossing from the ground would be approximately 9 m (30 ft). The overcrossing would be 216.4 m (703.4 ft) in length and 12.9 m (42.3 ft) in width. Given this information and the fact that the angle of the sun between January and March is lower in the sky, the vernal pool would be shaded for much of the day by the proposed Hillery Drive overcrossing during the typical hatching period for this species. The water temperature of the vernal pool within the interpretive park, however, is not expected to drop below 10 degrees Celsius (50 degrees Fahrenheit) between January and March. In addition, the proposed overcrossing structure could block a small amount of rainfall from reaching the vernal pool during storms with extremely strong southerly winds. However, the amount of water that would be blocked would be very small and is not expected to prevent filling of the vernal pool. Furthermore, runoff from the overcrossing structure would not be discharged into the vernal pool. As such, no direct or indirect impacts to San Diego fairy shrimp, or other threatened or endangered species, would occur.

Galvin Avenue Alternative

Implementation of the Galvin Avenue Alternative would not result in impacts to threatened or endangered species, including the San Diego fairy shrimp.

No Build Alternative

Under the No Build Alterative, no impacts would occur to threatened or endangered species because no construction would occur.

2.16.4 Avoidance, Minimization and/or Mitigation Measures

Because no impacts would occur to threatened or endangered species under the Project build alternatives or the No Build Alternative, no avoidance, minimization or mitigation measures are required.

2.17 INVASIVE SPECIES

2.17.1 Regulatory Setting

On February 3, 1999, President Clinton signed EO 13112 requiring federal agencies to combat the introduction or spread of invasive species in the U.S. The order defines invasive species as "any species, including its seeds, eggs, spores, or other biological material capable of propagating that species, that is not native to that ecosystem whose introduction does or is likely to cause economic or environmental harm or harm to human health." FWHA guidance issued August 10, 1999 directs the use of the state's noxious weed list to define the invasive plants that must be considered as part of the NEPA analysis for a proposed project.

2.17.2 Affected Environment

An NES was prepared for the Project (*Mira Mesa/Scripps Ranch Direct Access Ramp Natural Environment Study*, February 2008) that evaluates biological resources and potential impacts (permanent and temporary) to such resources within the BSA. Information presented in this subchapter is summarized from the NES.

Several invasive plant species occur within the BSA, including mustard (*Brassica* sp.) within disturbed habitat and disturbed Diegan coastal sage scrub; and oats (*Avena* sp.) and bromes (*Bromus* sp.) in disturbed Diegan coastal sage scrub, disturbed habitat, and non-native grassland. Other invasive plant species within the BSA include, but are not limited to, rabbitsfoot grass (*Polypogon monspeliensis*), Bermuda grass (*Cynodon dactylon*), fountain grass (*Pennisetum setaceum*), fennel (*Foeniculum vulgare*), and artichoke thistle (*Cynara cardunculus*).

No invasive animal species were observed within the BSA.

2.17.3 Environmental Consequences

Hillery Drive Alternative

The Hillery Drive Alternative would comply with the requirements of EO 13112. Any proposed landscaping would not include invasive plant species. Additionally, none of the species on the California list of noxious weeds is currently used by the Department for erosion control or landscaping.

Although construction of the Hillery Drive Alternative would eliminate invasive species within the Project footprint, there is the potential for construction activities to result in the further spread of invasive plant species within the BSA. Non-native plants could colonize areas disturbed by construction and could potentially spread into adjacent native habitats. Many non-native plants are highly invasive and can displace native vegetation (reducing native species diversity), potentially increase flammability and fire frequency, change ground and surface water levels, and potentially affect native wildlife dependent on the native plant species. However, the Hillery Drive Alternative is located in a highly developed area with no large adjacent areas of natural habitat. The vernal pool is part of an interpretive park that is maintained in accordance with a long-term management plan. Therefore, the potential for colonization of invasive species during construction activities would be very low.

Galvin Avenue Alternative

The Galvin Avenue Alternative also would comply with the requirements of EO 13112. Any proposed landscaping planted under this alternative would not include invasive plant species. Additionally, none of the species on the California list of noxious weeds is currently used by Department for erosion control or landscaping.

The potential for colonization of invasive species during construction activities also would be very low. As with the Hillery Drive Alternative, this alternative is located within a highly developed area that does not contain large areas of natural habitat. Areas adjacent to the BSA are developed or disturbed.

No Build Alternative

Under the No Build Alternative, no impacts associated with invasive species would occur over existing conditions, as no construction is proposed.

2.17.4 Avoidance, Minimization and/or Mitigation Measures

Because no impacts would occur under the Project build alternatives or the No Build Alternative, no avoidance, minimization or mitigation measures would be required.

ADDITIONAL IMPACTS

2.18 CUMULATIVE IMPACTS

2.18.1 Regulatory Setting

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of this project. An assessment of cumulative effects looks at the collective impacts posed by individual land use plans and projects. Cumulative impacts can result from individually minor, but collectively substantial impacts taking place over a period of time.

Cumulative impacts to resources in the project area may result from residential, commercial, industrial, institutional, transit, and highway development. These land use activities can degrade biological habitat and species diversity; hydrology, erosion, sedimentation, and water quality; and destroy cultural or paleontological resources. They also can contribute to potential community impacts, such as changes in community character, traffic patterns, noise, air quality, housing availability, and employment.

State CEQA Guidelines, Section 15130, describes when a cumulative impact analysis is warranted and what elements are necessary for an adequate discussion of cumulative impacts. The definition of cumulative impacts, under CEQA, can be found in Section 15355 of the State CEQA Guidelines. Please see Chapter 3.0 for further information on cumulative analysis under CEQA. A definition of cumulative impacts, under NEPA, can be found in 40 CFR, Section 1508.7 of the CEQ Regulations.

2.18.2 Affected Environment

The analysis of cumulative impacts follows the process in the Department's *Guidance for Preparers of Cumulative Impact Analysis*. The following eight steps served as guidance for identifying and assessing cumulative impacts:

1. Identify the resources to consider in the cumulative impact analysis.
2. Define the geographic boundary or Resource Study Area (RSA) for each resource to be addressed in the cumulative impact analysis.
3. Describe the current health and the historical context of each resource.
4. Identify the direct and indirect impacts of the Proposed Project that might contribute to a cumulative impact on the identified resources.
5. Identify the set of other current and reasonably foreseeable future actions or projects and their associated environmental impacts to include in the cumulative impact analysis.
6. Assess the potential cumulative impacts.
7. Report the results of the cumulative impact analysis.
8. Assess the need for mitigation and/or recommendations for actions by other agencies to address a cumulative impact.

Determination of which resources to include in the cumulative analysis is based on the analysis in Chapter 2 of this Final EIR/EA, which documents the degree of impact for each resource area per NEPA and CEQA guidance. Pursuant to the *Guidance for Preparers of Cumulative Impact Analysis*, if a project will not have direct or indirect impacts on a resource, the project will not contribute to a cumulative impact on that resource. The cumulative impact analysis should focus only on: "1) those resources significantly impacted by the project; and 2) resources

currently in poor or declining health or at risk even if project impacts are relatively small (less than significant)." The following resources are included in this analysis of cumulative impacts:

- Traffic and Transportation/Pedestrian and Bicycle Facilities
- Visual/Aesthetics

The area of cumulative effect, or the RSA, varies depending on the resource issue analyzed. Projects that fall within a two-mile radius of the Project build alternative sites, as well as those identified in the Project traffic report (*Mira Mesa/Scripps Ranch Direct Access Ramp Traffic Impact Study,* July 2008) were considered for traffic. Projects considered in the cumulative analysis for visual/aesthetics included those located within the Project viewshed.

Current and reasonably foreseeable projects in the general RSA are identified in Table 2.18-1, Cumulative Projects. Information on these projects was obtained through consultation with City planners familiar with past, present and reasonably foreseeable projects in the area surrounding the Project site, as well as review of available environmental documentation. Table 2.18-1 provides a summary of the public and private development projects in the vicinity of the Project site. Refer to Figure 2.1-4 for the location of these identified cumulative projects.

Specifically, there are 16 projects that have been recently constructed, are under construction, are in various stages of processing/review by the applicable lead agency, or are currently planned for development. Cumulative projects largely consist of a mixture of commercial office, retail, residential, and institutional land uses. Cumulative projects also include a transit project, a military correctional facility, a ranger station, several water pipelines, and a water treatment plant expansion.

2.18.3 Environmental Consequences

A discussion of cumulative impacts associated with the Project and No Build Alternative in relation to these other projects in the surrounding area follows.

Traffic and Transportation/Pedestrian and Bicycle Facilities

Hillery Drive Alternative

Cumulative traffic impacts were evaluated in the traffic report prepared for the Project, (*Mira Mesa/Scripps Ranch Direct Access Ramp Traffic Impact Study*, July 2008). The cumulative traffic analysis evaluated future traffic conditions in the year 2030, which represents buildout of the Project area, including the proposed Project and the cumulative projects in Table 2.18-1. As identified in Subchapter 2.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, traffic impacts would occur to the following roadway segments and intersections under the Hillery Drive Alternative under 2030 conditions:

- Hillery Drive, between Greenford Drive and Westview Parkway
- Greenford Drive, between Mira Mesa Boulevard and Flanders Drive
- Hillery Drive/Greenford Drive (AM and PM peak hours)
- Hillery Drive/Marbury Avenue (PM peak hours)
- Hillery Drive/Black Mountain Road (PM peak hour)
- Gold Coast Drive/Black Mountain Road (AM and PM peak hours)

Table 2.18-1
CUMULATIVE PROJECTS

Map Key	Location	Project Name	Description	Status
Land Development Projects				
1	Eastern side of the intersection of Scripps Poway Parkway and I-15	Scripps Gateway Project	Mixed-use development on 15 ha (37 ac), including 10.1 ha (25 ac) of business park, 4.5 ha (11 ac) of retail commercial, 444 residential units, and a 0.8-ha (2-ac) park-and-ride lot.	Under construction.
2	Rancho Encantada community	Stone Bridge/Rancho Encantada	Master planned community on 1,075 ha (2,657 ac), including 842 single-family homes, 106 multi-family units, 4.9-ac (12-ac) of institutional use, and 6.5 ha (16 ac) of school/neighborhood park.	Under construction, with most of the homes constructed.
3	Southeast of intersection of Scripps Ranch Blvd. and Scripps Lake Drive	Scripps Ranch Business Park	Two-story commercial office buildings	Some two-story buildings have been constructed and other lots are vacant
4	11195 Westview Parkway, between Capricorn Way and Galvin Drive	Scripps Garden/Casa Mira View	Multi-family residential development consisting of 1,848 units on a 16.7-ha (41.3-ac) site.	Environmental process complete.
5	Camino Ruiz in Carroll Canyon	Carroll Canyon Business Park	Self-storage facilities	Application in process
6	Adjacent to Cypress Canyon Park, north of Spring Canyon Road	Scripps Cypress Pointe/Cypress Point/ Renzulli	Construction of additional 81 residential units and a 0.8-ha (2-ac) park extension.	Draft EIR in process.
7	10785 Pomerado Road	Chabad Hebrew Academy	Long-term buildout of phased master plan, including pre-school expansion, K-12 school, a University, and student housing.	Application in process.
8	Between I-15 and Scripps Ranch Blvd., off Erma Road	Erma Road Project/ Scripps Wisteria	Construction of 90 condominiums	Application in process.
9	Stone Creek	City of San Diego	Construction of 6,240 residential units, along with commercial retail, office, industrial and park uses.	In planning process.

Table 2.18-1 (cont.)
CUMULATIVE PROJECTS

Map Key	Location	Project Name	Description	Status
Public Projects				
A	10710 Scripps Lake Drive, between Scripps Ranch Boulevard and Red Cedar Drive	The Miramar Water Treatment Plant Upgrade and Expansion	Increase capacity from 140 to 215 MGD, with an ultimate capacity of 275 MGD. Includes a new rapid mix facility, installing new de-aeration basins, disinfection facilities, new chemical facilities, new and refurbished administration facilities, flocculation and sedimentation basins, washwater recovery system, and water filters.	Under construction with an estimated completion date of December 2010.
B	On MCAS Miramar, adjacent to Miramar Way, just north of airfield	Miramar Brig	Consolidation of correctional facilities into Joint Regional Correctional Facilities. Includes five new buildings: a 47,250-sf^2 Level I confinement facility, a 28,000 sf^2 Level II confinement facility, a 15,000 sf^2 shared industries facility, a 3,000 sf^2 women's industries facility, and a 1,000 sf^2 warehouse.	Environmental Document in process.
C	Western terminus of pipeline would be just west of I-15 at Mercy Road	San Vicente Pipeline	Connect the San Vicente reservoir to the San Diego County Water Authority's Second Aqueduct via a pipeline.	Under construction with completion anticipated in 2010.
D	Second Aqueduct from under I-15 near Spitfire Drive to Scripps Ranch Blvd.	Relining of pipelines 3, 4, and 4A	Relining of pipelines because of the widening of I-15 south of Mercy Road.	Environmental review in process.
E	Black Mountain Road and Mercy Road	Los Peñasquitos Canyon CAC	City ranger station	Postponed until 2009.

Table 2.18-1 (cont.)
CUMULATIVE PROJECTS

Map Key	Location	Project Name	Description	Status
Public Projects (cont.)				
F	Several sites on grounds of Miramar College, between Hillery Drive and Gold Coast Drive, and private college driveway and Black Mountain Road	Miramar College Master Plan Buildout	(1) Construction of Hourglass Fieldhouse joint use facility, (2) Infrastructure construction, (3) construction of Library Learning Resource Center (3 stories, approximately 100,000 SF), (4) construction of Math Business Technology Building, and (5) construction of Arts and Humanities Building.	Funded by Proposition S: (1) Hourglass Fieldhouse – estimated completion July 2008; (2) Infrastructure – estimated completion October 2008; (3) Library Learning Resource Center – estimated completion March 2009; (4) Math Business Technology Building, and (5) Arts and Humanities Building – estimated completion to be determined.
G	On Hillery Drive at northern edge of Miramar College campus	Mira Mesa/Miramar College Transit Center	Construction of 0.8-ha (2-ac) bus transit center and adjacent four-lane access road segment within the Miramar College campus. The proposed transit center would consist of eight bus bays and associated transit furnishings.	Environmental process complete.
H	I-15 corridor	I-15 Managed Lanes	Improvements to the mixed flow and HOV lanes within a 34-km (21.1-mi) segment of I-15, from 2.4 km (1.5 mi) south of SR-163 to 0.5 km (0.3 mi) north of SR-78. Major features of the approved Managed Lanes Project include a four-lane Managed Lanes Facility, multiple intermediate access points to and from freeway mixed flow lanes, and DARs.	Middle segment completed; South segments under construction with an estimated completion in 2012; North segment under construction with an estimated completion in 2011.

Galvin Avenue Alternative

As discussed above, cumulative traffic impacts associated with the Project build alternatives were evaluated in the referenced traffic reports prepared for the Project. As identified in Subchapter 2.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, no traffic impacts would occur under the Galvin Avenue Alternative in 2030 conditions. Therefore, the Galvin Avenue Alternative would not contribute to cumulative traffic impacts in the Project area.

No Build Alternative

Under the No Build Alternative, the Project would not be constructed and no associated trip diversions and resulting traffic impacts would occur. The No Build Alternative, therefore, would not contribute to cumulative traffic impacts.

Visual/Aesthetics

Hillery Drive Alternative

The Project study area is located in an area that is largely developed. A total of 6 of the 16 cumulative projects are located within the Project viewshed. These include the multi-family housing at Scripps Garden/Casa Mira View (Project 4 in Table 2.18-1); condominiums at Erma Road/Scripps Wisteria (Project 8 in Table 2.18-1); the realignment of pipelines (Project D in Table 2.18-1); buildout of the Master Plan at Miramar College (Project F in Table 2.18-1); Mira Mesa/Miramar College Transit Center (Project G in Table 2.18-1); and the I-15 Managed Lanes (Project H in Table 2.18-1).

The relining of pipelines would not create visible change once completed. The multi-family housing at Scripps Garden/Casa Mira View would be constructed on an existing graded lot near Galvin Avenue, to the west of I-15. This would expand the existing developed residential neighborhoods and likely would be visible from I-15. The condominiums at Erma Road/Scripps Wisteria, to the east of I-15, likely would be visually similar to the residential areas currently existing in the area east of I-15.

The proposed change to Miramar College based on the college's Master Plan could introduce new buildings, parking lots and/or other features. These could potentially change the visual environment that includes the area around the Hillery Drive Alternative. The approved transit center at Miramar College also would contribute more built elements to an area where currently no buildings are visible, and in combination with the Project features would cause change to the existing visual environment. Both the Hillery Drive Alternative and any of the proposed changes on the Miramar College campus could introduce more developed/built elements into the visual environment, contributing to incremental changes within the area.

The I-15 Managed Lanes project would increase the width of the freeway, expanding the width of pavement that is an existing dominant feature of the visual environment. Although the Hillery Drive Alternative would not cause visual impacts to the visual environment of the freeway, the combination of the I-15 Managed Lanes project with the Hillery Drive Alternative would incrementally increase the change of the overall visual environment of the area to a more developed, built out environment.

When viewed in combination with the Hillery Drive Alternative elements, these six future cumulative projects together would cause incrementally more visual change in the area than the

Hillery Drive Alternative would alone. The residential projects in particular would be the most visible, and would result in the highest level of change within the Project viewshed. The public projects within the area mostly would be small buildings or surface improvements that would not result in a high level of visible change from most points within the viewshed. Taken together, the cumulative projects would result in moderate to high change in the viewshed. The Hillery Drive Alternative, resulting in moderate and high levels of change on a Project level, would contribute to cumulative visual effects.

Galvin Avenue Alternative

Cumulative visual impacts under the Galvin Avenue Alternative would be similar to those anticipated under the Hillery Drive Alternative.

The relining of pipelines at Mercy Road would not create visible change once completed. The multi-family housing at Scripps Garden/Casa Mira View near Galvin Avenue would expand the existing developed residential neighborhoods and likely would be visible from I-15. This project also would be located next to the Galvin Avenue Alternative. The two projects in combination would create incrementally more visual change than either alone.

The condominiums at Erma Road/Scripps Wisteria, to the east of I-15, although within the viewshed and near the proposed changes to Erma Road, likely would be visually similar to the residential areas currently existing in the area east of I-15. The changes to Erma Road caused by the Galvin Avenue Alternative (i.e., minor realignment) would cause a moderately low level of change in this area and would not result in adverse visual impacts.

The proposed change to Miramar College and the approved transit center at Miramar College would not connect to the Galvin Avenue Alternative. Both projects would contribute more built elements to an undeveloped area; however, the proposed changes under the Galvin Avenue Alternative would not include changes immediately adjacent to Miramar College and therefore, would not substantially contribute to changes to the existing visual environment.

As stated above, the I-15 Managed Lanes project would increase the width of the freeway, expanding the width of pavement that is an existing dominant feature of the visual environment. Although the Galvin Avenue Alternative would not cause adverse visual impacts to the visual environment of the freeway, the combination of the I-15 Managed Lanes project with the Galvin Avenue Alternative would incrementally increase the change of the overall visual environment of the area to a more developed, built out environment.

When viewed in combination with the Proposed Project elements, these cumulative projects would cause incrementally more visual change in the area than the Galvin Avenue Alternative would alone. As stated above, the residential projects would be the most visible, and would result in the highest level of change within the Project viewshed, and the public projects would be small buildings or surface improvements that would not result in a high level of visible change from most points within the viewshed. Together, the cumulative projects would result in moderate to high change in the viewshed. The Galvin Avenue Alternative, resulting in moderate levels of change on a Project level, would contribute to cumulative visual effects.

No Build Alternative

Under the No Build Alternative, the Project would not be constructed and the proposed visual elements would not be introduced into the overall visual environment. The No Build Alternative, therefore, would not contribute to cumulative visual impacts.

2.18.4 Avoidance, Minimization and/or Mitigation Measures

Traffic and Transportation/Pedestrian and Bicycle Facilities

Cumulative traffic impacts would occur under the Hillery Drive Alternative to select roadway segments and intersections in the Project study area, including:

- Hillery Drive, between Greenford Drive and Westview Parkway
- Greenford Drive, between Mira Mesa Boulevard and Flanders Drive
- Hillery Drive/Greenford Drive (AM and PM peak hours)
- Hillery Drive/Marbury Avenue (PM peak hours)
- Hillery Drive/Black Mountain Road (PM peak hour)
- Gold Coast Drive/Black Mountain Road (AM and PM peak hours)

Implementation of the following avoidance, minimization and mitigation measures would avoid or reduce cumulative traffic impacts (refer to Table 2.5-10):

- Traffic calming should be implemented along Hillery Drive, between Greenford Drive and Black Mountain Road.

- A northbound right-turn lane should be provided at the intersection of Mira Mesa Boulevard/Black Mountain Road. This improvement is proposed to be constructed as part of the proposed Casa Mira View project. If, however, it is not constructed in conjunction with the Casa Mira View project, then the Department should implement this improvement.

- A northbound right-turn lane should be provided at the intersection of Hillery Drive/Black Mountain Road. This improvement is proposed to be constructed as part of the proposed Casa Mira View project. If, however, it is not constructed in conjunction with the Casa Mira View project, then the Department should implement this improvement.

- The signal at the intersection of Hillery Drive/Black Mountain Road should be modified to allow for northbound right-turn overlap and provide a northbound right-turn lane.

- The signal at the Gold Coast Drive/Black Mountain Road intersection should be modified to allow for eastbound right-turn overlap.

Visual/Aesthetics

Hillery Drive Alternative

Implementation of the following avoidance, minimization and mitigation measures would avoid or reduce cumulative visual impacts resulting from the Hillery Drive Alternative:

- A comprehensive landscape concept plan should be developed and implemented. This plan should be consistent with the existing context and established I-15 corridor design themes and details, and would include the following landscape features:
  - Drought tolerant and sustainable plant palettes.
  - Vine planting at retaining walls and noise attenuation walls to reduce the visual scale of the walls and to act as a graffiti deterrent. Architectural treatment—texture, pattern and color—consistent with corridor-wide design themes and the mitigation measures outlined below may be used.

- Lighting and signage attachments should occur at pilasters or be incorporated in other architectural features and be consistent with established corridor-wide design themes.

- The visual screening wall along the Hillery Drive overcrossing should be 1.5-m (5-ft)-high on a 0.9-m (3-ft)- high concrete barrier. The wall should be colored and textured. The exterior wall could have an element attached to the wall that would create a relief pattern and add shadows to reduce the monolithic quality of the wall. Enhanced materials, such as mosaic tiles, weathering steel accents and art designed by a local artist should also be considered in the design.

- MSE walls for the Hillery Drive overcrossing structure should incorporate the following design features:
  - The face of the panels should have a 100-mm (4-in) relief pattern, tan color, and an exposed aggregate texture.
  - The panel relief design should be at an appropriate scale for a neighborhood area.
  - MSE walls should be designed to cast shadow patterns and add spatial articulation to relieve monolithic surfaces.

- Retaining walls of masonry block should incorporate architectural treatments, including tan color, textured block, wall pilasters, and wall caps.

- Gantries, signage and other freeway appurtenances should be designed to be consistent with the smaller scale of the local street.

- Street trees and landscaping should be retained to the highest extent possible during construction of Project features at Hillery Drive.

- Replacement of street trees, shrubs and groundcover, and repair of existing irrigation systems should be considered and implemented if the adjacent property owner who currently maintains the landscaping in the City of San Diego R/W agrees to provide landscaping maintenance and water. Street trees, where replaced, should be installed in accordance with City of San Diego guidelines.

- Architectural treatments in raised medians should consist of enhanced paving or rock cobble mulch.

- Enhanced paving should be used where the wide pedestrian walkway, extending from the Edwards Cinemas building to Miramar College, meets the sidewalk at Hillery Drive.

- Metal fencing and safety railing at local streets should use masonry block pilasters, where appropriate, and have similar design and color as the existing fencing/railing.

- Bicycle lanes and other urban amenities on the local street sections of structures should be consistent with local Community Plan guidelines and the corridor-wide design themes.

While these measures would help integrate the Project features with the surrounding area, they would not reduce the visible scale of them. Implementation of these mitigation techniques at each impacted location would not mitigate the full impact caused by proposed Project features of the Hillery Drive Alternative.

Galvin Avenue Alternative

Implementation of the following avoidance, minimization and mitigation measures would avoid or reduce Project visual impacts resulting from the Galvin Avenue Alternative:

- A comprehensive landscape concept plan should be developed and implemented. This plan should be consistent with the existing context and established I-15 corridor design themes and details, and would include the following landscape features:
  - Drought tolerant and sustainable plant palettes.
  - Vine planting at retaining walls and noise attenuation walls to reduce the visual scale of the walls and to act as a graffiti deterrent. Architectural treatment—texture, pattern and color—consistent with corridor-wide design themes and the mitigation measures outlined below may be used.

- Lighting and signage attachments should occur at pilasters or be incorporated in other architectural features and be consistent with established corridor-wide design themes.

- MSE walls for the Galvin Avenue overcrossing structure should incorporate the following design features:
  - The face of the panels should have a 100-mm (4-in) relief pattern, tan color, and an exposed aggregate texture.
  - The panel relief design should be at an appropriate scale for a neighborhood area.
  - MSE walls should be designed to cast shadow patterns and add spatial articulation to relieve monolithic surfaces.

- Retaining walls of masonry block should incorporate architectural treatments, including tan color, textured block, wall pilasters, and wall caps.

- Gantries, signage and other freeway appurtenances should be designed to be consistent with the smaller scale of the local street.

- Erosion control planting at Galvin Avenue should include hydro-seeded slopes. Enhanced landscaping with trees, shrubs and groundcover should be implemented if the City of San Diego agrees to maintain the landscaping through a Landscape Maintenance/Cooperative Agreement. Erosion control planting at the freeway should be enhanced landscaping.

- Street tree planting and irrigation should be considered and implemented, provided the City of San Diego agrees to maintain the landscaping through a Landscape Maintenance/Cooperative Agreement.

- The existing retaining/noise wall between I-15 and Erma Road that would be reconstructed should include construction of a thickened barrier at the retaining wall to allow room for sound wall pilasters or to provide a 1.8-m (6-ft) planter pocket between the wall and concrete barrier.

- Modified barriers and slope faced girders should be used at the exterior edges of the widened Mira Mesa Boulevard undercrossing to conform with Corridor Design Guidelines for the I-15 Managed Lanes project. The flared columns of the existing structure should be maintained in the widened portion. Slope paving should consist of masonry block slope paving with colors and textures consistent with existing slope paving.

- Architectural treatments in raised medians should consist of enhanced paving or rock cobble mulch.

- Metal fencing and safety railing at local streets should use masonry block pilasters where appropriate and have similar design and color as the existing fencing/railing.

- Bicycle lanes and other urban amenities on the local street sections of structures should be consistent with local Community Plan guidelines and the corridor-wide design themes.

While these measures would help integrate the Project features with the surrounding area, they would not reduce the visible scale of them. Implementation of these mitigation techniques at each impacted location would not mitigate the full impact caused by Project features of the Galvin Avenue Alternative.

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Chapter 3.0

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) EVALUATION

CHAPTER 3.0 – CALIFORNIA ENVIRONMENTAL QUALITY ACT EVALUATION

3.1 DETERMINING SIGNIFICANCE UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

The Project is a joint project by the Department and FHWA, and is subject to state and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both CEQA and NEPA. FHWA's responsibility for environmental review, consultation and any other action required in accordance with NEPA and other applicable Federal laws for the Project is being, or has been, carried out by the Department, under its assumption of responsibility pursuant to 23 U.S.C. 327. The Department is the lead agency under both CEQA and NEPA.

One of the primary differences between NEPA and CEQA is the way significance is determined. Under NEPA, significance is used to determine whether an EIS, or some lower level of documentation, will be required. NEPA requires that an EIS be prepared when the proposed federal action (project), as a whole, has the potential to "significantly affect the quality of the human environment." The determination of significance is based on context and intensity. Some impacts determined to be significant under CEQA may not be of sufficient magnitude to be determined significant under NEPA. Under NEPA, once a decision is made regarding the need for an EIS, it is the magnitude of the impact that is evaluated, and no judgment of its individual significance is deemed important for the text. NEPA does not require that a determination of significant impacts be stated in the environmental documents.

CEQA, on the other hand, does require the Department to identify each "significant effect on the environment" resulting from the Project, and ways to mitigate each significant effect. If the project may have a significant effect on any environmental resource, then an EIR must be prepared. Each and every significant effect on the environment must be disclosed in the EIR and mitigated, if feasible. In addition, the CEQA Guidelines list a number of mandatory findings of significance, which also require the preparation of an EIR. There are no types of actions under NEPA that parallel the findings of mandatory significance of CEQA. This chapter discusses the effects of the Proposed Project and CEQA significance.

3.2 DISCUSSION OF SIGNIFICANCE OF IMPACTS

Less Than Significant Effects of the Project

<u>Agricultural Resources</u>

As stated at the beginning of Chapter 2.0, the Project site of either build alternative is not located on land under a Williamson Act contract, and no agricultural resources are located in the vicinity. The Project would not convert any farmland (Prime, Unique, Important or otherwise), including land zoned for agricultural use or farmlands currently under Williamson Act Land Conservation Contracts, to non-agricultural uses. Although a portion of the Hillery Drive Alternative footprint is zoned AR-1-2 (Agriculture-Residential), the Project study area is mostly built out and is surrounded by urban development. Accordingly, no impacts to agricultural resources would occur.

Air Quality

Subchapter 2.11, Air Quality, addresses potential impacts associated with buildout of the Project for each build alternative. Long-term effects of the Project generally would be positive, as congestion and related idling, with associated CO impacts, would be reduced. Predicted CO concentrations would be substantially below the 1-hour and 8-hour NAAQS and CAAQS for CO. Therefore, no exceedances of the CO standard are predicted, and the Project (either build alternative) would not cause or contribute to a violation of this air quality standard.

As stated in Subchapter 2.11, Air Quality, areas that have not had any federal PM_{10} violations, or have not measured PM_{10} concentrations that are within 80 percent of the PM_{10} NAAQS, are unlikely to experience an exceedance of the PM_{10} standard. The data from the San Diego monitoring station indicate that the existing PM_{10} levels are well below 80 percent of the PM_{10} NAAQS and the area has not seen any violations of the NAAQS. Because the Project would not generate traffic trips (but rather would divert existing trips, as detailed in Subchapter 2.5, Traffic and Transportation/Pedestrian and Bicycle Facilities), and because the background ambient air quality is well below 80 percent of the NAAQS for PM_{10}, it is unlikely that the Project's emissions would cause or contribute to a violation of the NAAQS for PM_{10}. Impacts associated with either build alternative would be less than significant.

Biological Resources

The biological resources subchapters of this document (including Subchapter 2.14, Natural Communities; Subchapter 2.15, Animal Species; Subchapter 2.16, Threatened and Endangered Species; and Subchapter 2.17, Invasive Species) analyze the impacts to vegetation communities, plants and wildlife. As discussed in the referenced subchapters, no sensitive vegetation communities would be directly impacted by the Project. Non-native grassland could be indirectly impacted during construction of the Hillery Drive Alternative; however, avoidance and minimization measures discussed in Subchapter 2.14, Natural Communities (i.e., non-native grassland would be flagged and monitored for avoidance during construction) would avoid significant indirect impacts to this sensitive vegetation community.

As mentioned at the beginning of Chapter 2.0, no wetland or Waters of the U.S. jurisdictional areas and sensitive plant species occur within the BSA. Accordingly, no impacts would occur to jurisdictional areas or sensitive plant species.

In addition, no sensitive animal species were observed during general biological surveys of the BSA (refer to Subchapter 2.15, Animal Species). Accordingly, no direct impacts would occur to sensitive plant or animal species. There is, however, potential for raptors to nest within the eucalyptus trees present in the northern portion of the BSA. Indirect impacts to nesting raptors during the raptor breeding season (February 1 to July 15) may occur during construction of the Galvin Avenue Alternative, if birds are nesting within 152 m (500 ft) of construction. Potential indirect impacts to nesting raptors would be avoided through a pre-construction raptor survey.

As stated in Subchapter 2.16, Threatened and Endangered Species, the federally listed endangered San Diego fairy shrimp is known to occur within the Cousins Market Center Vernal Pool Interactive Park in the BSA (refer to Figure 2.14-1). No direct impacts to San Diego fairy shrimp would occur with implementation of the Hillery Drive Alternative, because implementation of this alternative would occur approximately 15 m (50 ft) from the vernal pool (refer to Figure 2.14-2). Indirect impacts could potentially occur to San Diego fairy shrimp, as the proposed Hillery Drive bridge structure would result in shading of the vernal pool for much of

the day, during the typical hatching period for this species. The water temperature of the vernal pool due to shading, however, is not expected to drop below the required temperature for this species to survive. The proposed bridge structure could also block a small portion of rainfall from storms with very strong southerly winds from reaching the vernal pool; however, this is not expected to prevent filling of the vernal pool. Accordingly, indirect impacts to San Diego fairy shrimp would be less than significant.

There is very low potential for coastal California gnatcatchers (a federally listed threatened species and state species of special concern) to occur within the footprint of the Galvin Avenue Alternative. Existing Diegan coastal sage scrub (the preferred habitat of the gnatcatcher) within the impact footprint of the Galvin Avenue Alternative would be removed by the I-15 Managed Lanes project, which would occur prior to implementation of the Project. Because no suitable habitat would be present within the BSA at the time of Project construction, gnatcatchers would not be expected to be present; no impacts would occur to this species.

As discussed in Subchapter 2.17, Invasive Species, no indirect impacts associated with the colonization of invasive plants species would occur. Both Project build alternatives are located within a highly developed area that does not contain large areas of natural habitat. Areas adjacent to the BSA are developed. Furthermore, none of the species on the California list of noxious weeds is currently used by Department for erosion control or landscaping.

Cultural Resources

As stated in the beginning of Chapter 2.0, no archaeological or historical resources are located within the APEs for the Project build alternatives. Given the highly disturbed nature of the APEs, there is also little potential for buried cultural deposits occurring within the APE. As such, implementation of the Project would not impact known cultural resources. There is the potential to encounter unknown subsurface resources during Project construction, but significant impacts are not anticipated.

Geology and Soils

As stated in Subchapter 2.8, Geology/Soils/Seismic/Topography, no known active faults are located within or adjacent to the Project study area; therefore, the Project would not to be subject to seismic ground rupture hazards and/or related effects such as lurching. The estimated peak ground acceleration level for the study area and vicinity could potentially result in seismic ground acceleration impacts to proposed facilities. In addition, the potential for seismically-induced liquefaction and settlement in the Hillery Drive Alternative footprint is identified as low to moderate. Implementation of and conformance with recommendations and standards in the Project Geotechnical Report (*Geotechnical Reconnaissance Mira Mesa/Scripps Ranch Direct Access Ramp, Hillery Drive and Galvin Avenue Alternatives,* 2007) would avoid or effectively reduce potential seismic ground acceleration and liquefaction impacts. No seismic-related impacts related to tsunamis would occur, because the Project study area is located approximately 12.1 km (7.5 mi) inland, and between approximately 145 and 162 m (475 and 530 ft) above MSL.

With regard to non-seismic hazards, no significant impacts related to landslides or slope instability are anticipated from implementation of the Project, as stated in the referenced Project Geotechnical Report. The referenced report also identifies topsoils and geologic deposits at the sites of the two Project build alternatives that may range from moderate to highly expansive. Implementation of the described types of measures in Subchapter 2.8, Geology/Soils/

Seismic/Topography, as well as conformance with other pertinent geotechnical recommendations and applicable standards (e.g., the UBC and CBC), would avoid impacts related to expansive or compressible soils.

A detailed geotechnical design report would be prepared to provide specific geotechnical recommendations for design and construction of the Project. The geotechnical design report would include appropriate recommendations for applicable geotechnical issues to ensure conformance with associated regulatory and design requirements.

Hydrology and Water Quality

Implementation of the Hillery Drive Alternative would not result in a substantial net increase of impervious surface area. Accordingly, this Project Build alternative would not significantly reduce on-site infiltration capacity, and post-development runoff volumes and velocities, both within and from the site, would not change significantly from pre-development conditions. The Galvin Avenue Alternative would result in the generation of approximately 0.76 ha (1.87 ac) of new impervious surfaces (pavement), which would marginally reduce on-site infiltration capacity and marginally increase runoff volumes and velocities, both within and from the site. The proposed design for the Project build alternatives would include constructing a number of new storm drain facilities and upgrading existing structures, such that Project-related storm flows would be accommodated within the existing storm drain system, and associated drainage patterns would not change. All proposed storm drain facilities would be designed to accommodate anticipated peak flows associated with a 25-year storm event, pursuant to applicable Department requirements. Based on the minor amount of increased flow, as well as the described design elements, impacts related to drainage alteration, increased runoff volumes/velocities, storm drain capacity, or related hazards, such as flooding, would be less than significant.

No impacts related to floodplains or associated hazards would result from implementation of the Project build alternatives, because neither alternative is located within a mapped 500-year (and thus 100-year) floodplain.

Potential water quality impacts are associated primarily with short-term construction activities. Potential long-term impacts related to operation and maintenance of the proposed facilities would be generally minor, due to the small area of disturbance and the fact that only a minor net increase of impervious surface would occur (either build alternative). Potential water quality impacts would be avoided through compliance with regulatory requirements.

Hazards and Hazardous Materials

As stated in Subchapter 2.10, Hazardous Waste/Materials, both Project build alternatives would have the potential to encounter subsurface hazardous materials (i.e., contaminated soil and/or groundwater) and hazardous building materials, such as ACMs, LCSs or creosote, but significant impacts are not anticipated. A number of avoidance and minimization measures are identified in Subchapter 2.10 and Section 3.3 of this chapter that would avoid impacts.

Land Use and Planning

No significant land use impacts would be expected to occur with implementation of either build alternative, as discussed in Subchapter 2.1, Land Use. Both alternatives would be consistent with the Transportation Element of the RCP, RTP, RTIP, Mobility Element of the General Plan,

and Transportation Elements of the Mira Mesa, Scripps Miramar Ranch and Miramar Ranch North community plans. The build alternatives also would not conflict with applicable land use and zoning designations.

Mineral Resources

The Project site of both build alternatives and general vicinity is within Mineral Resource Zone 2 (MRZ-2) for aggregate minerals, as classified by the California Department of Conservation, Division of Mines and Geology (1982). MRZ-2 includes areas where adequate information indicates that significant aggregate mineral deposits are present, or where it is judged that a high likelihood exists for their presence. Although significant amounts of aggregate mineral deposits either are present or have a high potential to exist on the Project site or within the vicinity of either build alternative, it is unlikely that any mineral resources are located within the Project sites based on the geology of the sites, as discussed in Subchapter 2.8, Geology/Soils/Seismic/Topography. The Project build alternative sites are not currently used for mineral resource extraction, nor would it be practical to conduct mineral extraction operations at the Project sites, due to their urbanized location and current use. The Project build alternative sites are currently designated and zoned for residential and commercial uses. Mineral extraction is not an allowed use in the land use designations or zoning of the Project build alternative sites. Because the Hillery Drive Alternative Project site is currently developed, and the Gallin Avenue Alternative site is graded and designated for residential development, mineral resource extraction at either site is not a feasible activity, regardless of whether the Project is constructed. The Project, therefore, would not result in the loss of an available known mineral resource of value to the region or state residents, and no significant impacts would occur.

Noise

When determining whether a noise impact is significant under CEQA, a comparison is made between the baseline noise level and the build noise level. The CEQA noise analysis is completely independent of the NEPA analysis discussed in Subchapter 2.12, Noise, which is centered on noise abatement criteria. Under CEQA, the assessment entails looking at the setting of the noise impact and then how large or perceptible any noise increase would be in the given area. Key considerations include the uniqueness of the setting, the sensitive nature of the noise receptors, the magnitude of the noise increase, and the number of residents affected. The following CEQA noise analysis is based on the noise report prepared for the Project (*Noise Study Report, Interstate 15 Mira Mesa/Scripps Ranch Direct Access Ramp*, October 2008).

The noise sensitive locations in the Project area were evaluated based on future predicted noise levels. Generally, an increase of three dBA or less is not a perceptible change to the human ear. The Project site, however, is located in an existing noise environment next to a major interstate freeway and close to other major roadways, such as Mira Mesa Boulevard, Black Mountain Road and Westview Parkway. Given the existing noise environment of the Project setting, increases in noise levels greater than three dBA may not be perceptible.

Hillery Drive Alternative

Construction Noise Impacts. Noise produced by construction equipment required to build the Project would occur with varying intensity and duration during the different phases of construction. Construction is expected to occur over an estimated 18- to 24-month period. Typically, construction activities would occur on weekdays between the hours of 7:00 AM and 7:00 PM; however, nighttime construction may also occur as well.

Construction activities would result in a short-term, temporary increase in the ambient noise level. The increase in noise level would primarily be experienced close to the noise source. The magnitude of the impact would depend on the type of construction activity, noise level generated by various pieces of construction equipment, duration of the construction phase, and distance between the noise source and receiver.

Construction equipment would generate a noise level between approximately 60 dBA and 90 dBA at 15 m (50 ft) from the source. Noise levels generated by construction equipment (or by any "point source") decrease at a rate of approximately six dBA per doubling of distance away from the source. Therefore, at a distance of 30 m (100 ft), the noise levels would be approximately six dBA lower than at the 15 m (50 ft) reference distance.

During the construction period, several sensitive receptors close to I-15 and/or the proposed DAR may be exposed to high noise levels. Worst-case noise levels would be expected at Legacy Apartments, where construction of the Hillery Drive overcrossing would occur within 15 m (50 ft) of some apartments. Periodic sound levels may be as high as 90 dBA L_{eq}(h). Short-term noise impacts during construction would be avoided through compliance with the Department's Standard Specifications 7-1.011 (July 1999).

Operational Noise Impacts. Table 3-1 shows the predicted peak hour noise levels for 18 receptor locations (refer to Figure 2.12-1) associated with the Hillery Drive Alternative. As seen in the table, noise levels at four receptor locations (R13, R14, R20, and R22) would increase by greater than three dBA. Receptors R13 and R14 represent four units within the Legacy Apartments along the north side of Hillery Drive, near the intersection of Hillery Drive and Westview Parkway (see Figure 2.12-1). Noise levels at these two receptor locations would increase by five dBA. Receptor location R20 represents two multi-family units within the Legacy Apartment complex, adjacent to I-15 and south of Hillery Drive (see Figure 2.12-1). Noise levels at these units would increase by four dBA. Receptor location R22 also represents two multi-family units within the Legacy Apartment complex. These units are located in the southernmost building, immediately adjacent to I-15 (see Figure 2.12-1). Noise levels at these units would increase by five dBA. Given that three dBA is the threshold for human perceptibility to noise changes, and the proximity of these units to I-15, a four- to five-dBA increase would not be noticeable at these locations. Associated noise impacts would be less than significant.

Table 3-1
FUTURE NOISE LEVELS– HILLERY DRIVE ALTERNATIVE

Receptor	Peak Hour Noise Level		
	No Build	Build	Δ Noise Level
R13	65	70	5
R14	65	70	5
R15	59	55	-4
R16	80	77	-3
R17A (1st floor)	64	65	1
R17B (2nd floor)	67	69	2
R17C (3rd floor)	73	71	-2
R18A (1st floor)	65	66	1
R18B (2nd floor)	69	69	0

Table 3-1 (cont.)
FUTURE NOISE LEVELS– HILLERY DRIVE ALTERNATIVE

Receptor	Peak Hour Noise Level		
	No Build	Build	Δ Noise Level
R18C (3rd floor)	74	71	-3
R19	59	56	-3
R20	70	74	4
R21	60	52	-8
R22	71	76	5
R23/ST2	71	70	-1
R24	68	68	0
R25	65	65	0
R26/LT1	81	82	1

Source: *Noise Study Report, Interstate 15 Mira Mesa/Scripps Ranch Direct Access Ramp*, October 2008.

Galvin Avenue Alternative

Construction Noise Impacts. Short-term construction noise impacts would be similar to those identified for the Hillery Drive Alternative. Construction noise levels, however, would be expected to be lower at the noise sensitive receptors, due to a greater distance from the Project site.

Operation Noise Impacts. The noise sensitive locations in the Galvin Avenue Alternative area were evaluated based on future predicted noise levels. Table 3-2 shows the predicted noise levels for 12 receptor locations (refer to Figure 2.12-1) associated with the Galvin Avenue Alternative. As seen in the table, noise levels at three receptor locations (R4, R5 and R6) would increase by three or more dBA with the Galvin Avenue Alternative. These three receptor locations represent an outdoor recreation area (swimming pool) and eight residences within a multi-family development on the east side of Erma Road (see Figure 2.12-1). Noise levels at the swimming pool (R4) would increase by three dBA. Given that three dBA is the threshold for human perceptibility to noise changes, and the proximity of these units to I-15, a three-dBA increase would not be noticeable. Noise levels at R5 and R6 would increase by 10 and 7 dBA, respectively. Although noise level increases at these receptors would not be highly noticeable given the proximity to I-15, a sound wall would be built on the east side of the I-15 R/W, with respective lengths and average heights of 455 m (1,493 ft) and 3.0 m (10.0 ft). The sound wall would reduce noise levels by a minimum five dBA at these two receptor locations, thus reducing the increase in noise levels at R5 and R6 to five and two dBA, respectively, which would not be audible based on proximity to I-15. Associated noise impacts would be less than significant.

Table 3-2
FUTURE NOISE LEVELS – GALVIN AVENUE ALTERNATIVE

Receptor	Peak Hour Noise Level		
	No Build	Build	Δ Noise Level
R1/ST1	63	60	-3
R2	63	64	1
R3	61	61	0
R4	67	70	3
R5/ST3	71	81	10
R6	66	73	7
R7	66	68	2
R8	69	69	0
R9	62	52	-10
R10	79	73	-6
R11	67	63	-4
R12/ST5	55	45	-10

Source: *Noise Study Report, Interstate 15 Mira Mesa/Scripps Ranch Direct Access Ramp*, October 2008.

Population and Housing

The Project would not displace any people, as no existing residential uses would be removed during construction of the Project. Therefore, it would not be necessary to construct any replacement housing. The Project also would not influence population growth in the area, as it would not involve the construction of new housing or infrastructure (i.e., roadways and utility lines that run to undeveloped areas) that could lead to population growth. The Project is meant to solely accommodate existing and projected traffic. Accordingly, impacts related to population or housing would not be significant.

Public Services

As stated in Subchapter 2.4, Utilities/Emergency Services, construction of either Project build alternative could temporarily disrupt travel along existing roadways within the construction zone, potentially affecting emergency response times. A traffic control plan would be developed and would provide passage for emergency vehicles. In addition, construction plans require the contractor to coordinate with local emergency services, so that public safety is not threatened. Therefore, impacts on emergency services are not expected to be significant.

The Project would not increase the demand for law enforcement or fire protection. The Project would consist of construction of a DAR to access the I-15 Managed Lanes facility. Because the Project would relieve congestion on some of the roadways in the Project vicinity, service response time may be improved as a result of Project improvements.

The Project consists of a transportation facility to provide improved access for buses and HOVs to the I-15 Managed Lanes facility. As such, the Project would not result in additional demand for schools, parks, libraries, or other public service. No significant impacts to public services would occur.

Recreation

The Project would not increase the use of existing parks and recreation facilities in the Project area. The Project build alternatives would not impact any public parks or recreational facilities in the Project area (refer to Figure 2.1-1). The Hillery Drive Alternative would not directly or indirectly impact the Cousins Market Center Vernal Pool Interpretive Park, within the Legacy Apartments. Additionally, the existing north/south-trending pedestrian promenade at the Hillery Drive cul-de-sac would not be affected by the proposed improvements under the Hillery Drive Alternative. The existing Class I bikeway, located at the northern extent of the Project site of the Galvin Avenue Alternative along the east side of I-15, would not be affected by the proposed improvements under the Galvin Avenue Alternative. Impacts related to recreation would not be significant.

Utility and Service Systems

The Project would not require or result in the construction of new water or wastewater facilities or the expansion of existing facilities. The Project may require limited amounts of water for landscaping; however, these demands would be less than significant and the Project could potentially use recycled water. The Project would require the relocation of existing utility lines within the Project area; however, no associated adverse impacts would occur. The Project would generate solid waste from construction activities (i.e., demolition). Debris from construction would be recycled, as appropriate, to reduce waste. The Project would not generate waste over the long term. Impacts to public services, therefore, would be less than significant.

Significant Environmental Effects of the Proposed Project

Paleontological Resources

As stated in Subchapter 2.9, Paleontology, grading and excavation activities associated with the Project could potentially impact previously undisturbed portions of geologic formations that have a moderate to high sensitivity for paleontological resources, including the Lindavista and Stadium Conglomerate formations. Such impacts would be potentially significant. Avoidance, minimization and mitigation measures, as identified in Subchapter 2.9, Paleontology, and below in Section 3.3, would include preparation and implementation of an approved Paleontological Monitoring Plan. With implementation of the identified mitigation, impacts would be reduced to less than significant levels.

Mandatory Findings of Significance

As discussed above and in Subchapter 2.14, Natural Communities, no sensitive vegetation communities would be directly impacted by the Project. Non-native grassland could be indirectly impacted during construction of the Hillery Drive Alternative; however, avoidance and minimization measures discussed in Subchapter 2.14 (i.e., non-native grassland would be flagged and monitored for avoidance during construction) would avoid indirect impacts to this sensitive vegetation community. Therefore, implementation of either build alternative would not substantially reduce the habitat of fish or wildlife species. As stated in Subchapter 2.16, Threatened and Endangered Species, the federally listed endangered San Diego fairy shrimp is known to occur within the Cousins Market Center Vernal Pool Interactive Park in the BSA (refer to Figure 2.14-1). No direct impacts to San Diego fairy shrimp would occur with implementation of the Hillery Drive Alternative; nonetheless, indirect impacts could potentially occur to the

species, as the proposed Hillery Drive overcrossing would result in shading of the vernal pool and could block a small portion of rainfall from storms with very strong southerly winds from reaching the vernal pool. However, it has been determined that neither of these indirect impacts would significantly affect the species population in the vernal pool. As stated in Subchapter 2.15, Animal Species, no other fish or wildlife populations were observed within the BSA. Accordingly, such populations would not drop below self-sustaining levels, and the Project would not threaten to eliminate an animal community. Similarly, the Project would not threaten to eliminate a plant community, as no such communities were documented within the BSA, nor would the Project reduce the number or restrict the range of rare or endangered plant or animal species. In addition, no archaeological or historical resources occur within the APEs for the Project build alternatives. Therefore the build alternatives would not eliminate important examples of the major periods of California history or prehistory. Nonetheless, avoidance and minimization measures for the accidental discovery of cultural resources or human remains during construction are included.

As discussed in Subchapter 2.18, Cumulative Impacts, the Project build alternatives could potentially result in cumulative impacts related to traffic and visual/aesthetics. The Hillery Drive Alternative would result in considerable cumulative traffic impacts to select roadway segments and intersections in the Project study area. With implementation of the traffic mitigation measures identified below in Section 3.3, cumulative traffic impacts would be reduced to below a level of significance, except for the segment of Hillery Drive, between Black Mountain Road and Westview Parkway. Traffic volumes on the segment of Hillery Drive, between Black Mountain Road and Westview Parkway, would not be reduced with implementation of the identified mitigation measures, resulting in a significant and unmitigated cumulative traffic impact. Additionally, the identified mitigation would result in a significant cumulative secondary traffic impact to the intersection of Mira Mesa Boulevard/Black Mountain Road during the AM peak hour. The proposed mitigation would divert traffic trips along Hillery Drive back to Mira Mesa Boulevard, which would cause the Mira Mesa Boulevard/Black Mountain Road intersection to degrade to LOS F, resulting in a significant and unmitigated traffic impact. These impacts are discussed in greater detail below under Unavoidable Significant Environmental Effects, and would require the Department to make Findings and adopt a Statement of Overriding Considerations. The Galvin Avenue Alternative would not result in considerable cumulative traffic impacts. The Project build alternatives also could contribute to cumulative visual impacts in the Project area. With implementation of the visual mitigation measures identified below in Section 3.3, cumulative visual impacts would be reduced to below a level of significance, No other potential cumulative impacts would occur under the Project Build alternatives.

As stated above and in Subchapter 2.11, Air Quality, impacts to air quality would be less than significant. Both Project build alternatives would have the potential to encounter subsurface hazardous materials, such as contaminated soil and/or groundwater, and hazardous building materials, such as ACMs, LCSs or creosote. A number of avoidance, minimization and mitigation measures are identified below and in Subchapter 2.10, Hazardous Waste/Materials, that would reduce impacts to below a level of significance. Accordingly, with mitigation, impacts to human beings would be less than significant.

Unavoidable Significant Environmental Effects

Aesthetics/Visual Quality

Potential visual impacts of the Project build alternatives were evaluated in the VIA prepared for the Project (*Visual Impact Assessment Mira Mesa/Scripps Ranch Direct Access Ramp*, August 2008). The analysis and conclusions in this section are based on the VIA, as well as on analysis contained in Subchapter 2.6, Visual/Aesthetics.

Hillery Drive Alternative

Six key views were identified to illustrate typical views of the Hillery Drive Alternative site and surrounding area from locations accessible to the public, and how the proposed Project features would relate to the surrounding area. Refer to Figure 2.6-2 for the locations of these key view locations of the Hillery Drive Alternative. In addition to these six key views, two other locations were evaluated for Project visual effects, including Westview Parkway, south of Mira Mesa Boulevard, and the Legacy Apartment complex. Detailed descriptions of existing visual resources (in terms of visual character and visual quality) and resulting change to the visual character and quality are contained in Subchapter 2.6, Visual Aesthetics. The Hillery Drive Alternative would result in varying levels of change to I-15 and the local streets within and near the Hillery Drive Alternative site represented by the key view and other locations, as summarized below.

Key View 1. Key View 1 is located along the pedestrian walkway paralleling the private college driveway, near the Hillery Drive cul-de-sac, and looks northeast at the cul-de-sac, the entrance to the Legacy Apartments, and a building within the apartment complex (refer to Figure 2.6-3). The Hillery Drive Alternative would introduce dominant, contrasting elements that would cause major changes to the composition of visual elements in the area represented in Key View 1 (refer to Figure 2.6-11). This high level of change in the visual environment, combined with an anticipated high viewer response, would result in significant visual impacts.

Mitigation measures are identified in Section 3.3 of this chapter that would lessen these significant visual impacts. While the identified mitigation measures would help integrate the Project features with the surrounding area, they would not reduce the visible scale of them. Project impacts to the visual environment represented by Key View 1, therefore, would remain significant and unmitigated. This would require the Department to make Findings and adopt a Statement of Overriding Considerations.

Key View 2. Key View 2 is located at the sidewalk abutting the southern side of Hillery Drive, across from the southern terminus of Westview Parkway. It looks east along Hillery Drive at the sidewalk, roadway, parked cars, and buildings aligned along the road (refer to Figure 2.6-4). The newly introduced Hillery Drive Alternative elements would introduce dominant elements that would contrast with the existing visual environment and would cause a moderate degree of change to the composition of visual elements in the area represented in Key View 2, reducing the moderate visual character and quality to moderately low levels (refer to Figure 2.6-12). This level of change, combined with an anticipated moderately high viewer response, would result in significant visual impacts.

Key View 3. Key View 3 is located at the edge of a residential parking lot, from a walkway that provides entry to the Legacy Apartment complex and looks south toward Hillery Drive, the Distribution and Computing Center building within Miramar College, and Legacy Apartment

buildings (refer to Figure 2.6-5). The Hillery Drive Alternative would introduce large, geometric elements into the area that would visually encroach into the existing visual environment, reducing the amount of visible vegetation, and causing a substantial degree of change to the composition of visual elements in the area represented in Key View 3 (refer to Figure 2.6-13). This moderately high level of change in the visual environment, combined with an anticipated high viewer response, would result in significant visual impacts.

Key View 4. Key View 4 is located on the north side of Hillery Drive, at the pedestrian walkway that extends parallel to the east side of the private college driveway, through the Legacy Apartment complex, and terminates at the Edwards Cinemas within the Mira Mesa Market Center, north of the apartments. This view looks southeast at the Legacy Apartment complex and Hillery Drive cul-de-sac (refer to Figure 2.6-6). The Hillery Drive Alternative would introduce new large, geometric structures, columns and walls that would visually encroach into the visual environment represented by Key View 4, reducing the visual quality of the area and causing a major change to the visual character (refer to Figure 2.6-14). This moderately high level of change in the visual environment, combined with an anticipated high viewer response, would result in significant visual impacts.

Mitigation measures are identified in Section 3.3 of this chapter that would lessen these significant visual impacts. While the identified mitigation measures would help integrate the Project features with the surrounding area, they would not reduce the visible scale of them. Project impacts to the visual environment represented by Key View 4, therefore, would remain significant and unmitigated. This would require the Department to make Findings and adopt a Statement of Overriding Considerations.

Key View 5. Key View 5 is located within the southbound I-15 lanes, north of the proposed Hillery Drive DAR location, and looks southward (refer to Figure 2.6-7). The Project elements associated with the Hillery Drive Alternative would be visually similar to the existing visual environment, and would result in minor changes to the visual environment (refer to Figure 2.6-15). The combination of the anticipated moderate viewer response with the low level of change to visual resources would not result in significant visual impacts.

Key View 6. Key View 6 looks northward from the northbound I-15 lanes, south of Mira Mesa Boulevard, near the proposed Hillery Drive Alternative project site (refer to Figure 2.6-8). The Hillery Drive Alternative would create minor changes to the visual environment through the introduction of elements that would be visually similar to the existing elements, would reduce the visibility of competing visual elements, and generally would not obscure views to the hills in the background (refer to Figure 2.6-16). In combination with the anticipated moderate viewer response, the low level of change to visual resources, caused by the Hillery Drive Alternative in views from northbound I-15 (represented by Key View 6), would not result in significant visual impacts.

Westview Parkway, South of Mira Mesa Boulevard. Commercial buildings, parking lots and some Legacy Apartment buildings abut Westview Parkway, south of Mira Mesa Boulevard. The buildings and parking lots are set back from the street with landscaped areas consisting of grass lawn, shrubs and trees. Westview Parkway terminates at Hillery Drive, and expansive views toward Miramar College across a graded, vacant area are available to southbound motorists, pedestrians and bicyclists at the intersection. The Hillery Drive Alternative would reconfigure the Westview Parkway traffic lanes at the Hillery Drive intersection, but would not require widening of Westview Parkway. The proposed configuration would be similar to the existing roadway, and the scale and diversity of the proposed features would be similar to the existing

visible features. The low level of change to the visual environment of Westview Parkway, south of Mira Mesa Boulevard, that would be caused by the Hillery Drive Alternative, in combination with the anticipated moderately high level of viewer response, would not result in significant visual impacts.

Legacy Apartment Complex. The Project features of the Hillery Drive alternative would be seen by residents of the Legacy Apartments complex on the grounds in these areas, and by motorists, pedestrians and bicyclists on the nearby streets and walkways (as represented in Key Views 1 through 4, discussed above). From the access road, residents mainly would see the support columns and the shadows cast by the overhead structure and walls, similar to views represented in Key View 1. The overhead structure and resulting cast shadows would appear larger than in views of the structures from other areas. Additionally, less vegetation would be visible in the area, due to the removal of the existing trees and landscaped median. The Hillery Drive Alternative would cause a high level of change in the visual environment of this area. In combination with the anticipated moderately high to high viewer response, the Hillery Drive Alternative would result in significant visual impacts.

Mitigation measures are identified in Section 3.3 of this chapter that would lessen these significant visual impacts. While the identified mitigation measures would help integrate the Project features with the surrounding area, they would not reduce the visible scale of them. Project impacts to the visual environment of the Legacy Apartment complex, therefore, would remain significant and unmitigated. This would require the Department to make Findings and adopt a Statement of Overriding Considerations.

Galvin Avenue Alternative

Two key views were identified for the Galvin Avenue Alternative, the locations of which are shown in Figure 2.6-2. In addition, four other locations were evaluated for Project visual effects, including Erma Road; Westview Parkway, north of Mira Mesa Boulevard; the I-15/Mira Mesa Boulevard interchange; and northbound I-15, north of Mira Mesa Boulevard. Detailed descriptions of existing visual resources and resulting change to the visual character and quality are contained in Subchapter 2.6, Visual Aesthetics. The Galvin Avenue Alternative would result in varying levels of change to I-15 and the local streets within and near the Galvin Avenue Alternative site, represented by the key view and other locations, as summarized below.

Key View 7. Key View 7 is located at the southwestern corner of the intersection of Galvin Avenue and Westview Parkway, and looks eastward at the equipment yard located at the eastern side of this T-intersection (refer to Figure 2.6-9). The Galvin Avenue Alternative would create a moderately low level of change to the visual character of the view and the area, and would cause a low level of change to the visual quality of the area (refer to Figure 2.6-17). Overall, although the Project elements of the Galvin Avenue Alternative would be different from the elements that currently comprise views in this area, the change they would cause to the visual resources would be low. The low levels of change, combined with the anticipated moderately high viewer response, would not result in significant visual impacts.

Key View 8. Key View 8 looks southward from the southbound I-15 freeway lanes, north of the proposed Galvin Avenue Alternative Project site (refer to Figure 2.6-10). The Project elements of the Galvin Avenue Alternative would create a low level of change in the visual environment of southbound I-15, as represented by Key View 8 (refer to Figure 2.6-18). In combination with the anticipated moderate viewer response, the low level of change to visual resources caused by the Galvin Avenue Alternative to views of this area would not result in significant visual impacts.

Erma Road. The proposed Galvin Avenue Alternative would require a slight realignment of the portion of Erma Road that parallels I-15. The resulting realigned roadway would be of the same configuration as the existing lanes, and would not require the removal of the vegetation on the east side of the roadway. This alternative also would require the replacement of the existing noise attenuation wall located between the I-15 and Erma Road. This would create low levels of change to the visual environment of Erma Road. The low level of change that would be caused by the Galvin Avenue Alternative along Erma Drive, in combination with a moderate viewer response, would not result in significant visual impacts.

Westview Parkway, North of Mira Mesa Boulevard. The proposed Galvin Avenue Alternative would create visible changes to the visual environment of Westview Parkway, north of Mira Mesa Boulevard. The Project would remove the equipment yard east of the roadway, and would extend Galvin Avenue eastward, past its current terminus at Westview Parkway. The Galvin Avenue Alternative would introduce more geometric, smooth and rectilinear elements into the area, and would include larger, more monolithic elements. It would also result in a more consistent and open visual environment east of Westview Parkway. The resulting change to the visual environment of Westview Parkway, north of Mira Mesa Boulevard, would be moderately low. The low level of change, in combination with a moderately high to high viewer response, would not result in significant visual impacts.

I-15/Mira Mesa Boulevard Interchange. The proposed Galvin Avenue Alternative would necessitate the widening of I-15 and, subsequently, the realignment of some of the ramps at the I-15/Mira Mesa Boulevard interchange and the widening of the Mira Mesa Boulevard undercrossing. The realigned ramps would retain their curvilinear layout. The enlarged undercrossing structure would be similar in configuration to the existing structure, and the columns and slopes would be visually similar to the existing columns and slopes. Overall, the proposed reconfiguration would only slightly change the visual character of the interchange, due to the similar configuration of the ramps and the similar visual elements of the undercrossing structure. The low level of change to the interchange caused by the Galvin Avenue Alternative would not result in significant visual impacts.

Northbound I-15, north of Mira Mesa Boulevard. The Galvin Avenue Alternative would require freeway widening and removal/replacement of an existing retaining wall and noise wall east of I-15. In addition, a retaining wall east of I-15 would be constructed that would extend from a point below the southern edge of the commercial building, near the Mira Mesa Boulevard on-ramp, northward for approximately 840 m (2,750 ft or 0.5 mi). The proposed retaining wall would be a new geometric, rectilinear, large-scale feature in the visual environment of I-15, causing a moderate change to the visual character and quality of I-15 in this area. The moderate change caused by the Galvin Avenue Alternative, in combination with the moderate viewer response, would not result in significant visual impacts.

Construction-related Impacts

Both Project build alternatives would result in temporary visual impacts during the 18- to 24-month construction period. The visual construction elements and staging area would highly contrast with the existing visual environment surrounding the Project site, which would introduce complex forms, geometric lines, monotonous colors, and a variety of textures. The elements would be large in scale and high in diversity, but not continuous or harmonious. They also would reduce the visual quality of the area, creating low vividness, intactness, and unity. While they would be highly noticeable changes to the visual environment, the visual impacts caused by construction would be temporary in nature (18 to 24 months). Most visual disruptions (i.e.,

construction staging) would be removed upon completion of the construction period. Others, such as new cut and fill slopes and exposed soil, would be addressed through Project design (i.e., application of hydroseeding and other landscaping). Temporary visual impacts related to construction, therefore, would be less than significant.

Transportation/Traffic

Potential traffic impacts of the Proposed Project were evaluated in the traffic report prepared for the Project (*Mira Mesa/Scripps Ranch Direct Access Ramp Traffic Impact Study*, July 2008). Refer to Subchapter 2.5, Traffic and Transportation/Bicycle and Pedestrian Facilities, for detailed traffic data contained in these reports. The analysis and conclusions in this section are based on these reports.

The local transportation network was analyzed for both Project build alternatives under years 2015 and 2030 conditions, with and without the Project, based on traffic models provided by SANDAG. The Year 2015 represents traffic conditions for opening day of the Project, and the Year 2030 denotes future buildout traffic conditions. The I-15 corridor (between SR-52 and SR-56) was analyzed under Year 2030 conditions, with and without the Project, for both Project build alternatives.

Hillery Drive Alternative

Year 2015 Conditions. Roadway segments and intersections that would experience a substantial increase in traffic (i.e., in terms of LOS and change in V/C ratio on segments and change in delays at intersections), resulting from implementation of the Hillery Drive Alternative in 2015 conditions, are identified in Tables 3-3 and 3-4. For the purposes of this CEQA analysis, a substantial increase occurs on roadways when the LOS degrades to E or F and the V/C increases by 0.02 or greater. A substantial increase occurs at intersections when the LOS degrades to E or F and the delay increases by two or more seconds.

Table 3-3
YEAR 2015 ROADWAY SEGMENTS THAT WOULD EXPERIENCE SUBSTANTIAL TRAFFIC INCREASES
HILLERY DRIVE ALTERNATIVE

Roadway Segment	No Build		Build		Δ V/C	Significant
	V/C	LOS	V/C	LOS		
Hillery Drive						
Greenford Dr to Marbury Ave	1.518	F	2.014	F	0.496	**Yes**
Marbury Ave to Black Mountain Rd	1.648	F	2.218	F	0.570	**Yes**
Black Mountain Rd to Westview Pkwy	1.655	F	2.435	F	0.780	**Yes**
Greenford Drive						
Mira Mesa Blvd to Hillery Dr	0.649	D	1.109	F	0.460	**Yes**
Hillery Dr to Flanders Dr	1.132	F	1.204	F	0.073	**Yes**

V/C = volume to capacity ratio; Δ V/C = change in volume to capacity ratio.
Source: *Mira Mesa/Scripps Ranch Direct Access Ramp Traffic Impact Study*, July 2008.

Table 3-4
YEAR 2015 INTERSECTIONS THAT WOULD EXPERIENCE SUBSTANTIAL TRAFFIC INCREASES
HILLERY DRIVE ALTERNATIVE

Intersection	AM Peak						PM Peak					
	No Build		Build		Δ Delay[1]	Sig	No Build		Build		Δ Delay[1]	Sig
	Delay[1]	LOS	Delay[1]	LOS			Delay[1]	LOS	Delay[1]	LOS		
Mira Mesa Blvd/Black Mountain Rd	NA	NA	NA	NA	NA	NA	146.3	F	151.3	F	5.0	**Yes**
Hillery Dr/Greenford Dr	22.0	C	82.0	F	60.0	**Yes**	48.2	E	169.3	F	121.1	**Yes**
Hillery Dr/Marbury Ave	15.4	C	35.1	E	19.7	**Yes**	61.8	F	350.7	F	288.9	**Yes**
Hillery Dr/Black Mountain Rd	81.1	F	130.2	F	49.1	Yes	72.9	E	161.4	F	88.5	**Yes**
Gold Coast Dr/Black Mountain Rd	98.6	F	104.3	F	5.7	**Yes**	157.4	F	166.6	F	9.2	**Yes**

[1] Delay measured in seconds.
Δ Delay = change in delay; NA = Not Applicable; Sig = Significant.
Source: *Mira Mesa/Scripps Ranch Direct Access Ramp Traffic Impact Study*, July 2008.

Because of the substantial increase to the V/C and delay, impacts to these roadway segments and intersections would be significant under the Hillery Drive Alternative in 2015 conditions.

Mitigation measures are identified in Section 3.3 of this chapter that would reduce significant traffic impacts to the segments of Hillery Drive, between Greenford Drive and Black Mountain Road, and Greenford Drive to below of a level of significance. Traffic volumes on the segment of Hillery Drive, between Black Mountain Road and Westview Parkway, however, would not be reduced with the implementation of the identified mitigation measures. The only means to accommodate the increased traffic volumes would be to widen this segment of Hillery Drive, which is not feasible due to R/W constraints. Widening would require acquisition of additional R/W, which would include several mobile homes within a mobile home park on the north side of the roadway. Impacts to the segment of Hillery Drive, between Black Mountain Road and Westview Parkway would, therefore, be significant and unmitigated under the Hillery Drive Alternative in 2015 conditions. This would require the Department to make Findings and adopt a Statement of Overriding Considerations.

Implementation of the identified mitigation measures would reduce significant impacts to the intersections listed in Table 3-4 to below a level of significance, except for the Hillery Drive/Black Mountain Road intersection. Delays at this intersection would be reduced by approximately 60 percent during the AM peak hour and by approximately 70 percent during the PM peak hour with implementation of the identified measures; however, they would still substantially exceed two seconds. There is no feasible mitigation to effectively reduce delays at this intersection. Impacts to the Hillery Drive/Black Mountain Road intersection, therefore, would be significant and unmitigated under the Hillery Drive Alternative in 2015 conditions. This would require the Department to make Findings and adopt a Statement of Overriding Considerations.

Although implementation of the identified mitigation measures would reduce significant Project impacts to all but one roadway segment and one intersection (as discussed above), it also would result in a significant secondary traffic impact to the Mira Mesa Boulevard/Black Mountain Road intersection. The proposed mitigation would divert traffic trips along Hillery Drive, west of Black Mountain Road, back to Mira Mesa Boulevard. As a result, eastbound diverted trips would travel along Mira Mesa Boulevard and turn south at Black Mountain Road, to ultimately

access the DAR on Hillery Drive. These diverted trips would cause the Mira Mesa Boulevard/Black Mountain Road intersection to degrade to LOS F and increase delays by approximately six seconds during the AM peak period. There is no feasible mitigation to effectively reduce delays at this intersection. This secondary impact to the Mira Mesa Boulevard/Black Mountain Road intersection, therefore, would be significant and unmitigated for the Hillery Drive Alternative under 2015 conditions. This would require the Department to make Findings and adopt a Statement of Overriding Considerations.

Year 2030 Conditions. Roadway segments and intersections that would experience a substantial increase in traffic (in terms of LOS and change in V/C ratio on segments and LOS and change in delays at intersections), resulting from implementation of the Hillery Drive Alternative in 2030 conditions, are identified below in Tables 3-5 and 3-6. Because of the substantial increase to the V/C or delay, impacts to these roadway segments and intersections from the Hillery Drive Alternative would be significant under 2030 conditions. As discussed under Mandatory Findings of Significance, these represent considerable cumulative impacts.

Table 3-5
YEAR 2030 ROADWAY SEGMENTS THAT WOULD EXPERIENCE SUBSTANTIAL TRAFFIC INCREASES
HILLERY DRIVE ALTERNATIVE

Roadway Segment	No Build		Build		Δ V/C	Significant
	V/C	LOS	V/C	LOS		
Hillery Drive						
Greenford Dr to Marbury Ave	1.518	F	2.088	F	0.570	**Yes**
Marbury Ave to Black Mountain Rd	1.648	F	2.303	F	0.655	**Yes**
Black Mountain Rd to Westview Pkwy	0.827	D	1.276	F	0.448	**Yes**
Greenford Drive						
Mira Mesa Blvd to Hillery Dr	0.649	D	1.177	F	0.529	**Yes**
Hillery Dr to Flanders Dr	1.132	F	1.215	F	0.083	**Yes**

V/C = volume to capacity ratio; Δ V/C = change in volume to capacity ratio.
Source: *Mira Mesa/Scripps Ranch Direct Access Ramp Traffic Impact Study*, July 2008.

Table 3-6
YEAR 2030 INTERSECTIONS THAT WOULD EXPERIENCE SUBSTANTIAL TRAFFIC INCREASES
HILLERY DRIVE ALTERNATIVE

Intersection	AM Peak						PM Peak					
	No Build		Build		Δ Delay[1]	Sig	No Build		Build		Δ Delay[1]	Sig
	Delay[1]	LOS	Delay[1]	LOS			Delay[1]	LOS	Delay[1]	LOS		
Hillery Dr/Greenford Dr	22.0	C	97.4	F	75.4	**Yes**	48.2	E	192.1	F	143.9	**Yes**
Hillery Dr/Marbury Ave	15.4	C	41.9	E	26.5	**Yes**	61.8	F	426.2	F	364.4	**Yes**
Hillery Dr/Black Mountain Rd	--	--	--	--	--	NA	30.2	C	62.3	E	32.1	**Yes**
Gold Coast Dr/Black Mountain Rd	64.4	E	67.9	E	3.5	**Yes**	115.5	F	121.9	F	6.4	**Yes**

[1] Delay measured in seconds.
Δ Delay = change in delay; NA = Not Applicable; Sig = Significant.
Source: *Mira Mesa/Scripps Ranch Direct Access Ramp Traffic Impact Study*, July 2008.

Mitigation measures are identified in Section 3.3 of this chapter that would reduce significant traffic impacts to the segments of Hillery Drive, between Greenford Drive and Black Mountain Road, and Greenford Drive to below of a level of significance. As with the 2015 conditions discussed above, traffic volumes on the segment of Hillery Drive, between Black Mountain Road

and Westview Parkway, would not decrease to below a level of significance with implementation of the mitigation measures. For the same reasons discussed above, impacts to the segment of Hillery Drive, between Black Mountain Road and Westview Parkway, would be significant and unmitigated for the Hillery Drive Alternative under 2030 conditions. This would require the Department to make Findings and adopt a Statement of Overriding Considerations.

Implementation of the identified mitigation measures would reduce significant impacts to the intersections listed in Table 3-6 to below a level of significance. However, a significant secondary traffic impact would occur to the intersection of Mira Mesa Boulevard/Black Mountain Road during the AM peak hour. Impacts would be similar to those described above under 2015 conditions. Because there is no feasible mitigation to effectively reduce delays at this intersection, impacts to the Mira Mesa Boulevard/Black Mountain Road intersection would be significant and unmitigated for the Hillery Drive Alternative under 2030 conditions. This would require the Department to make Findings and adopt a Statement of Overriding Considerations.

Galvin Avenue Alternative

Year 2015 Conditions. No roadway segments would experience a substantial increase in traffic (i.e., in terms of LOS and change in V/C ration and change in delay at intersections) resulting from implementation of the Galvin Alternative under 2015 conditions. Intersections that would experience a substantial increase in traffic resulting from implementation of the Galvin Avenue Alternative under 2015 conditions are identified below in Table 3-7.

Table 3-7
YEAR 2015 INTERSECTIONS THAT WOULD EXPERIENCE SUBSTANTIAL TRAFFIC INCREASES
GALVIN AVENUE ALTERNATIVE

Intersection	AM Peak						PM Peak					
	No Build		Build		Δ	Sig	No Build		Build		Δ	Sig
	Delay[1]	LOS	Delay[1]	LOS	Delay[1]		Delay[1]	LOS	Delay[1]	LOS	Delay[1]	
Mira Mesa Blvd/Black Mountain Rd	78.5	E	80.1	F	1.6	**Yes**	NA	NA	NA	NA	NA	NA
Hillery Dr/Black Mountain Rd	81.1	F	83.5	F	2.4	**Yes**	NA	NA	NA	NA	NA	NA
Gold Coast Dr/Black Mountain Rd	NA	NA	NA	NA	NA	NA	157.4	F	159.4	F	2.0	**Yes**

[1] Delay measured in seconds.
Δ Delay = change in delay; NA = Not Applicable; Sig = Significant.
Source: *Mira Mesa/Scripps Ranch Direct Access Ramp Traffic Impact Study,* July 2008.

Impacts to these intersections would be significant from the Galvin Avenue Alternative under 2015 conditions. Mitigation measures are identified in Section 3.3 of this chapter that would reduce these impacts to below a level of significance.

Year 2030 Conditions**.** No roadway segments or intersections would experience a substantial increase in traffic from the Galvin Avenue Alternative under 2030 conditions. As such, no significant traffic impacts would occur from the Galvin Avenue Alternative under 2030 conditions.

Climate Change

While climate change has been a concern since at least 1988, as evidenced by the establishment of the United Nations and World Meteorological Organization's Intergovernmental Panel on Climate Change, the efforts devoted to greenhouse gas[1] (GHG) emissions reduction and climate change research and policy have increased dramatically in recent years. In 2002, with the passage of AB 1493, California launched an innovative and pro-active approach to dealing with GHG emissions and climate change at the state level. AB 1493 requires the California ARB to develop and implement regulations to reduce automobile and light truck GHG emissions; these regulations will apply to automobiles and light trucks beginning with the 2009 model year.

In 2002, with the passage of Assembly Bill 1493 (AB 1493), California launched an innovative and pro-active approach to dealing with GHG emissions and climate change at the state level. Assembly Bill 1493 requires the California ARB to develop and implement regulations to reduce automobile and light truck GHG emissions. These stricter emissions standards were designed to apply to automobiles and light trucks beginning with the 2009-model year; however, in order to enact the standards California needed a waiver from the USEPA. The waiver was denied by USEPA in December 2007. See *California v. Environmental Protection Agency*, 9th Cir. Jul. 25, 2008, No. 08-70011. However, on January 26, 2009, it was announced that USEPA will reconsider their decision regarding the denial of California's waiver.

On June 1, 2005, Governor Arnold Schwarzenegger signed EO S-3-05. The goal of this EO is to reduce California's GHG emissions to: (1) 2000 levels by 2010, (2) 1990 levels by the 2020 and (3) 80 percent below the 1990 levels by the year 2050. In 2006, this goal was further reinforced with the passage of AB 32, the Global Warming Solutions Act of 2006. AB 32 sets the same overall GHG emissions reduction goals, while further mandating that CARB create a plan, which includes market mechanisms, and implement rules to achieve "real, quantifiable, cost-effective reductions of GHGs." EO S-20-06 further directs state agencies to begin implementing AB 32, including the recommendations made by the state's Climate Action Team.

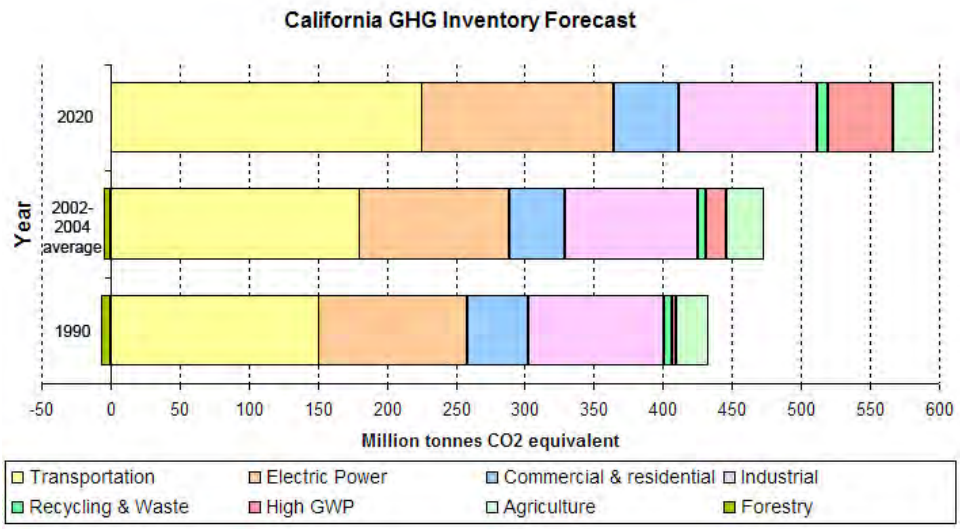
With EO S-01-07, Governor Schwarzenegger set forth the low carbon fuel standard for California. Under this EO, the carbon dioxide intensity of California's transportation fuels is to be reduced by at least 10 percent by 2020.

Climate change and GHG reduction is also a concern at the federal level; however, at this time, no legislation or regulations have been enacted specifically addressing GHG emissions reductions and climate change. California, in conjunction with several environmental organizations and several other states, sued to force the USEPA to regulate GHGs as a pollutant under the CAA (*Massachusetts vs. Environmental Protection Agency et al.,* 549 U.S. 497 (2007). The court ruled that GHGs do fit within the Clean Air Act's definition of a pollutant, and that the USEPA does have the authority to regulate GHGs. Despite the Supreme Court ruling, there are no promulgated federal regulations to date limiting GHG emissions.

According to a recent white paper by the Association of Environmental Professionals (Hendrix and Wilson 2007), "an individual project does not generate enough greenhouse gas emissions to significantly influence global climate change. Global climate change is a cumulative impact; a project participates in this potential impact through its incremental contribution, combined with the cumulative increase of all other sources of greenhouse gases."

[1] GHGs related to human activity include: CO, methane, nitrogen oxide, tetrafluouomethane, hexafluoroethane, sulfur hexafluoride, HFC-23, HFC-134a, and HFC-152a.

As part of its supporting documentation for the Draft Scoping Plan, the California ARB recently released an updated version of the GHG inventory for California (June 26, 2008). Shown below is a graph from that update that shows the total GHG emissions for California for 1990, 2002-2004 average, and 2020 projected, if no action is taken.



Taken from: http://www.arb.ca.gov/cc/inventory/data/forecast.htm

Figure 3-1 California Greenhouse Gas Inventory

The Department and its parent agency, the Business, Transportation and Housing Agency, have taken an active role in addressing GHG emission reduction and climate change. Recognizing that 98 percent of California's GHG emissions are from the burning of fossil fuels and 40 percent of all human made GHG emissions are from transportation (see *Climate Action Program at Caltrans*, December 2006). The Department has created and is implementing the *Climate Action Program at Caltrans* that was published in December 2006. This document can be found at: http://www.dot.ca.gov/docs/ClimateReport.pdf.

One of the main strategies in the Department's Climate Action Program to reduce GHG emissions is to make California's transportation system more efficient. The highest levels of carbon dioxide from mobile sources, such as automobiles, occur at stop-and-go speeds (0-40 km/h [0-25 mph]) and speeds over 89 km/h (55 mph). Relieving congestion by enhancing operations and improving travel times in high congestion travel corridors may help to reduce overall GHG emissions.

Project Analysis

GHG emissions associated with the Project are attributable to emissions from operations and construction. During operations, the Project will provide additional access to I-15 and will alter traffic patterns in the project area. However, the Project itself would not result in an increase in vehicular emissions within the air basin, as overall on-road vehicle trips would occur regardless of whether the Project is constructed. Please see Section 2.5.3 for additional discussion of the traffic impacts.

In addition, the Project would improve the overall efficiency of the transportation network in the Project area by serving approved transit and other transportation facilities. Approved transit/transportation facilities in the Project area include a transit center at Miramar College and the I-15 Managed Lanes facility. This transit center would serve access and transfer needs for existing local and express bus routes and also would accommodate planned Bus Rapid Transit (BRT) services. Together with the I-15 Managed Lanes facility, augmented transit service would be provided in the Project vicinity. The managed lanes will provide flexibility to alter lane configurations through movable barriers to improve corridor capacity for HOV, transit and FasTrak users in the peak direction. The Managed Lanes facility also would feature four approved DARs that connect to transit centers or the local street system. Please see Section 1.2.2, Need for the Project, for additional information regarding transit and the I-15 Managed Lanes facility.

Construction-related GHG emissions are expected to occur with the Project. These include emissions produced as a result of material processing, emissions produced by on-site construction equipment, and emissions arising from traffic delays due to construction. These emissions would be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through implementation of measures, such as idling restrictions, in the plans and specifications and by implementing better traffic management during construction phases.

There are numerous key GHG variables that are likely to change dramatically during the design life of the Project and result in decreases in GHG emissions.

First, vehicle fuel economy is increasing. The USEPA's annual report, *Light-Duty Automotive Technology and Fuel Economy Trends: 1975 through 2008* (available at http://www.epa.gov/oms/fetrends.htm), which provides data on the fuel economy and technology characteristics of new light-duty vehicles, including cars, minivans, sport utility vehicles, and pickup trucks, confirms that average fuel economy, has improved each year beginning in 2005, and is now the highest since 1993. Most of the increase since 2004 is due to higher fuel economy for light trucks, following a long-term trend of slightly declining overall fuel economy that peaked in 1987. These vehicles also have a slightly lower market share, peaking at 52 percent in 2004 with projections at 48 percent in 2008.

Second, near zero carbon vehicles will come into the market during the design life of this Project. According to a March 2008 report released by University of California Davis (UC Davis), Institute of Transportation Studies:

> "Large advancements have occurred in fuel cell vehicle and hydrogen infrastructure technology over the past 15 years. Fuel cell technology has progressed substantially resulting in power density, efficiency, range, cost, and durability all improving each year. A number of the U.S. Department of Energy (DOE) 2010 milestones for fuel cell vehicles development and commercialization are expected to be met by 2010. Accounting for a five to six year production development cycle, the scenarios developed by the DOE suggest that 10,000s of vehicles per year from 2015 to 2017 would be possible in a federal demonstration program, assuming large cost share grants by the government and industry are available to reduce the cost of production vehicles."[2]

[2] Cunningham, Joshua, Sig Cronich, Michael A. Nicholas. March 2008. *Why Hydrogen and Fuel Cells are Needed to Support California Climate Policy*, UC Davis, Institute of Transportation Studies, pp. 9-10.

Third and as previously stated, California has recently adopted a low-carbon transportation fuel standard. CARB is scheduled to come out with draft regulations for low carbon fuels in late 2008, with implementation of the standard to begin in 2010.

Fourth, driver behavior has been changing as the U.S. economy and oil prices have changed. In its January 2008 report, *Effects of Gasoline Prices on Driving Behavior and Vehicle Market*, http://www.cbo.gov/ftpdocs/88xx/doc8893/01-14-GasolinePrices.pdf, the Congressional Budget Office found the following results based on data collected from California: 1) freeway motorists have adjusted to higher gas prices by making fewer trips and driving more slowly; 2) the market share of sports utility vehicles is declining; and 3) the average prices for larger, less-fuel-efficient models have declined over the past five years as average prices for the most-fuel-efficient automobiles have risen, showing an increase in demand for the more fuel-efficient vehicles.

CEQA Conclusion

Based on the above, it is the Department's determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a determination regarding the Project's direct impact and its contribution on the cumulative scale to climate change. However, as previously stated, the Department does not anticipate any increase in GHG emissions with the Project. Nonetheless, the Department is taking further measures to help reduce energy consumption and GHG emissions. These measures are outlined in the following section.

AB 32 Compliance

The Department continues to be actively involved on the Governor's Climate Action Team as the California ARB works to implement AB 1493 and help achieve the targets set forth in AB 32. Many of the strategies the Department is using to help meet the targets in AB 32 come from the California Strategic Growth Plan, which is updated each year.

Governor Arnold Schwarzenegger's Strategic Growth Plan calls for a $222 billion infrastructure improvement program to fortify the state's transportation system, education, housing, and waterways, including $107 billion in transportation funding during the next decade. As shown in Figure 3-2 below, the Strategic Growth Plan targets a significant decrease in traffic congestion below today's level and a corresponding reduction in GHG emissions. The Strategic Growth Plan proposes to do this while accommodating growth in population and the economy. A suite of investment options has been created that, combined together, yield the promised reduction in congestion. The Strategic Growth Plan relies on a complete systems approach of a variety of strategies: system monitoring and evaluation, maintenance and preservation, smart land use and demand management, and operational improvements.

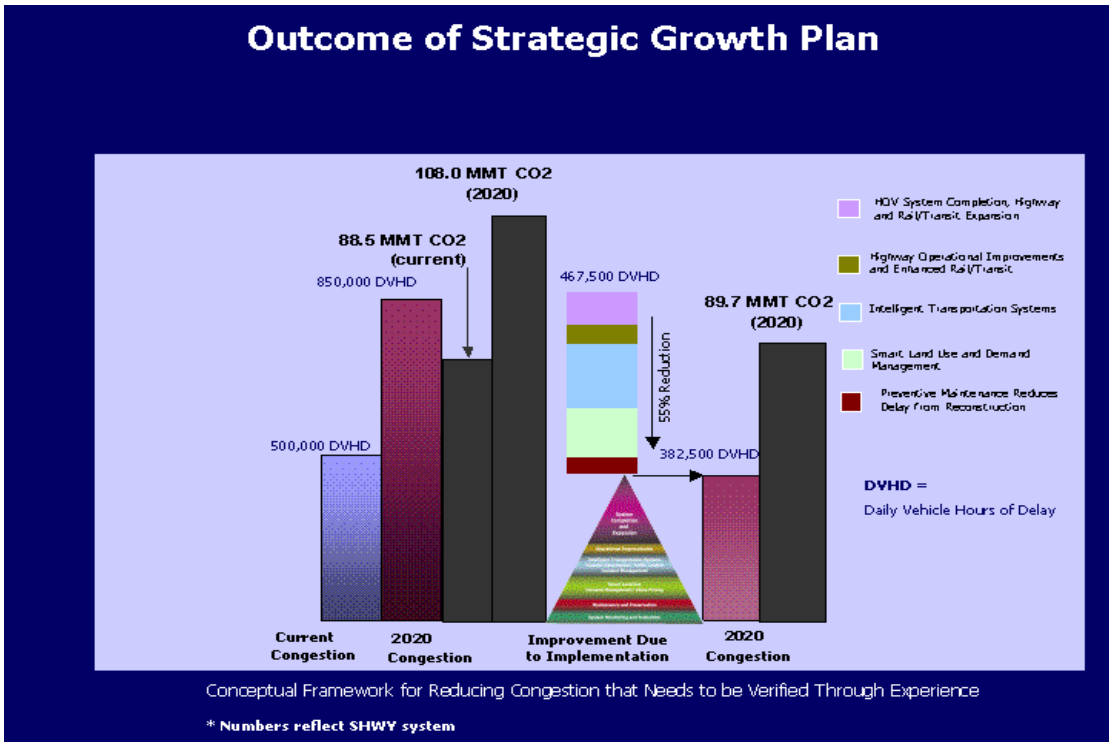


Figure 3-2. Outcome of Strategic Growth Plan

As part of the *Climate Action Program at Caltrans* (December 2006, http://www.dot.ca.gov/docs/ClimateReport.pdf), the Department is supporting efforts to reduce vehicle miles traveled by planning and implementing smart land use strategies: job/housing proximity, developing transit-oriented communities, and high density housing along transit corridors. The Department is working closely with local jurisdictions on planning activities; however, the Department does not have local land use planning authority. The Department is also supporting efforts to improve the energy efficiency of the transportation sector by increasing vehicle fuel economy in new cars, and light and heavy-duty trucks. The Department is doing this by supporting on-going research efforts at universities, by supporting legislation efforts to increase fuel economy, and by its participation on the Climate Action Team. It is important to note, however, that the control of the fuel economy standards is held by the USEPA and California ARB. Lastly, the use of alternative fuels is also being considered; the Department is participating in funding for alternative fuel research at the University of California Davis.

Table 3.8 summarizes statewide efforts that the Department is implementing in order to reduce GHG emissions. For more detailed information about each strategy, please see *Climate Action Program at Caltrans* (December 2006); it is available at: http://www.dot.ca.gov/docs/ClimateReport.pdf.

Table 3-8
CLIMATE CHANGE STRATEGIES

Strategy	Program	Partnership		Method/Process	Estimated CO_2 Savings (MMT)	
		Lead	Agency		2010	2020
Smart Land Use	Intergovernmental Review (IGR)	Department	Local Governments	Review and seek to mitigate development proposals	Not Estimated	Not Estimated
	Planning Grants	Department	Local and regional agencies and other stakeholders	Competitive selection process	Not Estimated	Not Estimated
	Regional Plans and Blueprint Planning	Regional Agencies	Department	Regional plans and application process	0.975	7.8
Operational Improvements and Intelligent Transportation Systems (ITS) Deployment	Strategic Growth Plan	Department	Regions	State ITS; Congestion Management Plan	0.007	2.17
Mainstream Energy and Greenhouse Gas into Plans and Projects	Office of Policy Analysis and Research; Division of Environmental Analysis	Interdepartmental effort		Policy establishment, guidelines, technical assistance	Not Estimated	Not Estimated
Educational and Information Program	Office of Policy Analysis and Research	Interdepartmental, California EPA (CalEPA), California ARB, California Energy Commission		Analytical report, data collection, publication, workshops, outreach	Not Estimated	Not Estimated
Fleet Greening and Fuel Diversification	Division of Equipment	Department of General Services		Fleet Replacement B20 B100	0.0045	0.0065 0.45 0.0225
Non-vehicular Conservation Measures	Energy Conservation Program	Green Action Team		Energy Conservation Opportunities	0.117	0.34
Portland Cement	Office of Rigid Pavement	Cement and Construction Industries		2.5 % limestone cement mix 25% fly ash cement mix	1.2 0.36	3.6
Goods Movement	Office of Goods Movement	CalEPA; California ARB; Business, Transportation, and Housing Agency; MPOs		Goods Movement Action Plan	Not Estimated	Not Estimated
Total					2.72	18.67

MMT = million metric tons

To the extent that it is applicable or feasible for the Project through coordination with the PTD, the following measures will also be included in the Project to reduce the GHG emissions and potential climate change impacts from the Project:

- The Project would be designed to minimize removal of existing trees, especially mature trees.

- The Department and the CHP are working with regional agencies to implement Intelligent Transportation Systems (ITS) to help manage the efficiency of the existing highway system. ITS is commonly referred to as electronics, communications or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system.

- In addition, The Department and SANDAG provide ridesharing services and park-and-ride facilities to help manage the growth in demand for highway capacity.

- The Project would incorporate the use of energy efficient appurtenances, such as light emitting diode (LED) traffic signals and inductive sign lighting (ISL) fixtures. Signal heads consume 10 percent of the electricity of traditional incandescent lights and ISL sign lighting fixtures consume less than half the power of traditional mercury vapor fixtures.

The following "green" practices and materials would be used in the Project as part of highway planting and erosion control work:

- Compost and soil amendments derived from sewage sludge and green waste materials in erosion control mixes;

- Fiber produced from recycled pulp such as newspaper, chipboard, cardboard in erosion control mixes; and

- Wood mulch made from green waste and/or clean manufactured wood or natural wood.

The State of California maintains several websites, which provide public information on measures to improve renewable energy use, energy efficiency, water conservation and efficiency, land use and landscape maintenance, solid waste measures, and transportation alternatives.

3.3 AVOIDANCE AND MINIMIZATION MEASURES

<u>Aesthetics/Visual Quality</u>

Hillery Drive Alternative

Implementation of the following mitigation measures would reduce most of the Project visual impacts resulting from the Hillery Drive Alternative to below a level of significance:

- A comprehensive landscape concept plan should be developed and implemented. This plan should be consistent with the existing context and established I-15 corridor design themes and details, and shall include the following landscape features:
    - Drought tolerant and sustainable plant palettes.

- o Vine planting at retaining walls and noise attenuation walls to reduce the visual scale of the walls and to act as a graffiti deterrent. Architectural treatment—texture, pattern and color—consistent with corridor-wide design themes and the mitigation measures outlined below may be used.

- Lighting and signage attachments should occur at pilasters or be incorporated in other architectural features and be consistent with established corridor-wide design themes.

- The visual screening wall along the Hillery Drive overcrossing should be 1.5-m (5-ft)-high on a 0.9-m (3-ft)- high concrete barrier. The wall should be colored and textured. The exterior wall could have an element attached to the wall that would create a relief pattern and add shadows to reduce the monolithic quality of the wall. Enhanced materials, such as mosaic tiles, weathering steel accents and art designed by a local artist should also be considered in the design.

- MSE walls for the Hillery Drive overcrossing structure should incorporate the following design features:
  - o The face of the panels should have a 100-mm (4-in) relief pattern, tan color and an exposed aggregate texture.
  - o The panel relief design should be at an appropriate scale for a neighborhood area.
  - o MSE walls should be designed to cast shadow patterns and add spatial articulation to relieve monolithic surfaces.

- Retaining walls of masonry block should incorporate architectural treatments, including tan color, textured block, wall pilasters, and wall caps.

- Gantries, signage and other freeway appurtenances should be designed to be consistent with the smaller scale of the local street.

- Street trees and landscaping should be retained to the highest extent possible during construction of Project features at Hillery Drive.

- Replacement of street trees, shrubs and groundcover, and repair of existing irrigation systems should be considered and implemented if the adjacent property owner who currently maintains the landscaping in the City of San Diego R/W agrees to provide landscaping maintenance and water. Street trees, where replaced, should be installed in accordance with City of San Diego guidelines.

- Architectural treatments in raised medians should consist of enhanced paving or rock cobble mulch.

- Enhanced paving should be used where the wide pedestrian walkway, extending from the Edwards Cinemas building to Miramar College, meets the sidewalk at Hillery Drive.

- Metal fencing and safety railing at local streets should use masonry block pilasters, where appropriate, and have similar design and color as the existing fencing/railing.

- Bicycle lanes and other urban amenities on the local street sections of structures should be consistent with local Community Plan guidelines and the corridor-wide design themes.

As previously stated, these mitigation measures would help integrate the Project features of the Hillery Drive Alternative with the surrounding area, but they would not reduce the visible scale of them at Key Views 1 and 4, as well as at common areas within the Legacy Apartments. Visual impacts associated with Key Views 1 and 4, and the Legacy Apartment complex, therefore, would remain significant and unmitigated. This would require the Department to make Findings and adopt a Statement of Overriding Considerations.

Galvin Avenue Alternative

Implementation of the following mitigation measures would reduce Project visual impacts resulting from the Galvin Avenue Alternative:

- A comprehensive landscape concept plan should be developed and implemented. This plan should be consistent with the existing context and established I-15 corridor design themes and details, and shall include the following landscape features:
  - Drought tolerant and sustainable plant palettes.
  - Vine planting at retaining walls and noise attenuation walls to reduce the visual scale of the walls and to act as a graffiti deterrent. Architectural treatment—texture, pattern and color—consistent with corridor-wide design themes and the mitigation measures outlined below may be used.
- Lighting and signage attachments should occur at pilasters or be incorporated in other architectural features and be consistent with established corridor-wide design themes.
- MSE walls for the Galvin Avenue overcrossing structure should incorporate the following design features:
  - The face of the panels should have a 100-mm (4-in) relief pattern, tan color and an exposed aggregate texture.
  - The panel relief design should be at an appropriate scale for a neighborhood area.
  - MSE walls should be designed to cast shadow patterns and add spatial articulation to relieve monolithic surfaces.
- Retaining walls of masonry block should incorporate architectural treatments, including tan color, textured block, wall pilasters, and wall caps.
- Gantries, signage and other freeway appurtenances should l be designed to be consistent with the smaller scale of the local street.
- Erosion control planting at Galvin Avenue should include hydro-seeded slopes. Enhanced landscaping with trees, shrubs and groundcover should be implemented if the City of San Diego agrees to maintain the landscaping through a Landscape Maintenance/Cooperative Agreement. Erosion control planting at the freeway should be enhanced landscaping.
- Street tree planting and irrigation should be considered and implemented, provided the City of San Diego agrees to maintain the landscaping through a Landscape Maintenance/Cooperative Agreement.
- The existing retaining/noise wall between I-15 and Erma Road that would be reconstructed should include construction of a thickened barrier at the retaining wall to

allow room for sound wall pilasters or to provide a 1.8-m (6-ft) planter pocket between the wall and concrete barrier.

- Modified barriers and slope faced girders should be used at the exterior edges of the widened Mira Mesa Boulevard undercrossing to conform with Corridor Design Guidelines for the I-15 Managed Lanes facility project. The flared columns of the existing structure should be maintained in the widened portion. Slope paving should consist of masonry block slope paving, with colors and textures consistent with existing slope paving.

- Architectural treatments in raised medians should consist of enhanced paving or rock cobble mulch.

- Metal fencing and safety railing at local streets should use masonry block pilasters, where appropriate, and have similar design and color as the existing fencing/railing.

- Bicycle lanes and other urban amenities on the local street sections of structures should be consistent with local Community Plan guidelines and the corridor-wide design themes.

Biological Resources

Implementation of the following avoidance measure would avoid indirect impacts to nesting raptors:

- If Project construction occurs during the raptor breeding season (February 1 to July 15), a pre-construction raptor survey should be conducted by a biologist to determine absence or presence of active raptor nests (both tree and ground). If nesting raptors are observed within 152 m (500 ft) of the construction area (at the time of construction), no construction activity should occur within 152 m (500 ft) until the young have fledged or the breeding season has ended.

Cultural Resources

Implementation of the following avoidance measure would avoid impacts to unknown subsurface cultural resources:

- If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area should be diverted until a qualified archaeologist can assess the nature and significance of the find.

- If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities should cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the Department should notify the Native American Heritage Commission, who will provide a Most Likely Descendant (MLD). The Department would contact the MLD. Department Professional Qualified Staff (PQS) would work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 would be followed, as applicable.

Geology and Soils

The Project Geotechnical Report (*Geotechnical Reconnaissance Mira Mesa/Scripps Ranch Direct Access Ramp, Hillery Drive and Galvin Avenue Alternatives,* 2007) recommends that "…a comprehensive geotechnical evaluation, including subsurface exploration and laboratory testing, be conducted prior to design and construction." This evaluation, which is a standard Department requirement, would assess subsurface conditions in proposed development areas and provide related information/recommendations regarding engineering characteristics of associated earth materials. From these data, specific recommendations would be generated for applicable geotechnical issues to ensure conformance with associated regulatory and design requirements. The following types of standard design and construction measures may be considered in the noted geotechnical investigation. Implementation of these or other appropriate measures would avoid or minimize potential impacts related to geology, soils, seismic or topographic conditions.

- Potential liquefaction and seismically induced settlement effects (Hillery Drive Alternative only) could be addressed through efforts such as: (1) conformance with applicable seismic parameters from sources, including Department standards and the UBC/CBC; (2) removal and recompaction or replacement of materials susceptible to liquefaction or seismic settlement; (3) in-place soil and/or structural modifications, such as compaction grouting, soil mixing, dynamic compaction, or driving piles below liquefiable layers; and (4) use of subdrains in appropriate areas.

- Potential impacts related to landslide/slope stability hazards could be addressed through efforts such as: (1) removal of potentially unstable landslide deposits; (2) stabilization of applicable areas through buttressing or use of rock anchors; (3) placement of energy dissipators in appropriate areas; and (4) implementation of appropriate BMPs for erosion/sediment control.

- Expansive or compressive characteristics in surficial materials could be addressed through efforts such as: (1) removal and recompaction or replacement of unsuitable soils; (2) selective placement and/or capping of expansive soils; (3) use of subdrains and moisture conditioning in areas of expansive soils; (4) soil mixing and use of specially designed foundations or slabs in areas of expansive deposits; (5) use of in-place soil modifications in areas of compressible soils (as described above for liquefaction/seismic settlement); (6) surcharging of compressible materials left in place to accelerate consolidation rates; and (7) settlement monitoring in areas of compressible soils.

Hazards and Hazardous Materials

Hillery Drive Alternative

The following avoidance and minimization measures would avoid impacts related to hazardous waste/materials from the Hillery Drive Alternative:

- Wastes and potentially hazardous wastes on the Project site, including old tires, equipment, trash, and drums and containers should be removed and disposed of in accordance with applicable regulatory requirements.

- Prior to disturbance of any painted surfaces, sampling should be performed to assess the presence of lead. Suspect surfaces, including guardrails, piping and pavement striping, should be sampled and analyzed, and, if present, appropriate abatement actions should be implemented in accordance with applicable regulatory requirements.

- Prior to renovation or demolition of bridge components, surveys should be conducted of affected bridges to evaluate the presence, locations and quantities of ACMs. Suspect materials, including bridge joints and piping material, should be sampled and analyzed, and, if present, appropriate abatement actions shall be implemented in accordance with applicable regulatory requirements.

- If creosote-treated wood is present on the Project site, it should be characterized, managed and disposed of in accordance with applicable regulatory requirements.

- Prior to commencement of excavation activities, a Site and Community Health and Safety Plan should be prepared to manage potential health and safety hazards to workers and the public.

- Prior to commencement of excavation activities, a Soil Management Plan should be prepared to address the notification, monitoring, sampling, testing, handling, storage, and disposal of contaminated media or substances that may be encountered during construction activities.

- If groundwater is anticipated to be encountered during Project construction, a Groundwater Management Plan should be prepared to address the notification, monitoring, sampling, testing, handling, storage, and disposal of potentially contaminated groundwater.

- Contract specifications should include references to the potential to encounter contaminated soil, groundwater or other regulated wastes during Project construction.

- Further assessment should be performed at the Project site if discolored soil suggestive of contamination or other potential environmental issues are encountered during Project construction.

Galvin Avenue Alternative

Implementation of the measures listed above for the Hillery Drive Alternative, as well as the one listed below, would avoid impacts related to hazardous waste/materials from the Galvin Avenue Alternative:

- Prior to disturbance and disposal, soil at the equipment yard should be characterized for constituents of potential environmental concern, and, if present, appropriate abatement actions should be implemented in accordance with applicable regulatory requirements.

<u>Noise</u>

Short-term construction noise impacts would be avoided through implementation of the following measures during Project construction:

- Compliance with the Department's Standard Specifications 7-1.011 (July 1999) Sound Control Requirements. "The contractor shall comply with all local sound control and noise level rules, regulations and ordinances which apply to any work performed pursuant to the contract. Each internal combustion engine, used for any purpose on the job or related to the job, shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine shall be operated on the project without said muffler."
- Idling equipment should be turned off.
- A noise-control monitoring program should be implemented.
- Noisier operations should be performed during the times least sensitive to receptors.
- Temporary sound walls should be constructed during construction, as appropriate.
- The community should be informed of anticipated construction activities and schedules.

Paleontological Resources

Mitigation recommendations for implementation of both described build alternatives would involve preparation and implementation of an approved Paleontological Monitoring Plan. The Paleontological Monitoring Plan would likely include the following types of measures, with detailed requirements to be determined during plan preparation.

- A qualified principal paleontologist (M.S. or Ph.D. in paleontology or geology, and familiar with paleontological procedures and techniques) would be retained to be present at pre-grading meetings to consult with grading and excavation contractors.

- A paleontological monitor, under the direction of the qualified principal paleontologist, would be on-site to inspect cuts for fossils at all times during original grading involving sensitive geologic formations (i.e., previously undisturbed areas of the Old Paralic Deposits, Stadium Conglomerate and/or volcaniclastic members of the Santiago Peak Volcanics).

- When fossils are discovered, the paleontologist (or paleontological monitor) would recover them. Construction work in these areas would be halted or diverted to allow recovery of fossil remains in a timely manner.

- Fossil remains collected during the monitoring and salvage portion of the mitigation program would be cleaned, repaired, sorted, and cataloged.

- Prepared fossils, along with copies of all pertinent field notes, photos and maps, would then be deposited in a scientific institution with paleontological collections.

- A final report would be completed that outlines the results of the mitigation program.

- Where feasible, selected road cuts or large finished slopes in areas of critically interesting geology may be left exposed, so they can serve as important educational and scientific features.

Transportation/Traffic

Hillery Drive Alternative

Year 2015 Conditions. As identified above, significant traffic impacts would occur to the following roadway segments and intersections from the Hillery Drive Alternative under 2015 conditions:

- Hillery Drive, between Greenford Drive and Westview Parkway
- Greenford Drive, between Mira Mesa Boulevard and Flanders Drive
- Mira Mesa Boulevard/Black Mountain Road (PM peak hour)
- Hillery Drive/Greenford Drive (AM and PM peak hours)
- Hillery Drive/Marbury Avenue (AM and PM peak hours)
- Hillery Drive/Black Mountain Road (AM and PM peak hours)
- Gold Coast Drive/Black Mountain Road (AM and PM peak hours)

Implementation of the following mitigation measures would reduce most of these traffic impacts to below a level of significance:

- Traffic calming should be implemented along Hillery Drive, between Greenford Drive and Black Mountain Road. Specific types of traffic calming should be determined in consultation with the Department and City of San Diego.

Traffic calming would reduce significant Project impacts to the segments of Hillery Drive, between Greenford Drive and Black Mountain Road, and Greenford Drive to below a level of significance. As shown in Table 3-8, traffic calming also would reduce significant Project impacts to Hillery Drive's intersections with Greenford Drive and Marbury Avenue.

The Department/SANDAG conducted a Series 11 model run for the Hillery Drive Alternative Build scenario with the implementation of traffic calming along Hillery Drive, west of Black Mountain Road. The model run concluded that, with the implementation of traffic calming on Hillery Drive, vehicular traffic trying to access the DAR would begin diverting off Mira Mesa Boulevard onto Hillery Drive at Black Mountain Road rather than diverting at Greenford Drive. The implementation of traffic calming would discourage drivers from taking shortcuts through residential areas to access the DAR. Traffic calming methods that could be implemented to those streets where traffic is being diverted include, but are not limited to, narrow travel lanes, curb extensions (also called bulbouts), and all-way stop traffic control. Determination of the appropriate traffic calming methods would occur during design of the facility. Implementation of these measures would be subject to development of a cooperative agreement with the City of San Diego and public input on the proposal.

Traffic volumes on the segment of Hillery Drive, between Black Mountain Road and Westview Parkway, would not be reduced with the implementation of the identified mitigation measures. As discussed above, the only means to accommodate the increased traffic volumes would be to widen this segment of Hillery Drive, which is not feasible due to R/W constraints. Widening would require acquisition of additional R/W, including several mobile homes within a mobile home park on the north side of the roadway. Impacts to the segment of Hillery Drive, between Black Mountain Road and Westview Parkway would, therefore, be significant and unmitigated. This would require the Department to make Findings and adopt a Statement of Overriding Considerations.

Traffic calming would result in significant secondary impacts to the Mira Mesa boulevard/Black Mountain Road intersection during the AM peak period. As discussed above, traffic calming would divert traffic trips along Hillery Drive, west of Black Mountain Road, back to Mira Mesa Boulevard. As a result, eastbound diverted trips would travel along Mira Mesa Boulevard and turn south at Black Mountain Road, to ultimately access the DAR on Hillery Drive. These diverted trips would cause the Mira Mesa Boulevard/Black Mountain Road intersection to degrade to LOS F and increase delays by approximately six seconds during the AM peak period. There is no feasible mitigation to effectively reduce delays at this intersection. This secondary impact to the Mira Mesa Boulevard/Black Mountain Road intersection, therefore, would be significant and unmitigated. This would require the Department to make Findings and adopt a Statement of Overriding Considerations.

- A northbound right-turn lane should be provided at the intersection of Mira Mesa Boulevard/Black Mountain Road. This improvement is proposed to be constructed as part of the proposed Casa Mira View project. If, however, it is not constructed in conjunction with the Casa Mira View project, then the Department should implement this improvement.

With this improvement, the delay at the intersection with the Project would be reduced below 2015 without Project volumes, as shown in Table 3-8.

- A northbound, right-turn lane should be provided at the intersection of Hillery Drive/Black Mountain Road. This improvement is proposed to be constructed as part of the proposed Casa Mira View project. If, however, it is not constructed in conjunction with the Casa Mira View project, then the Department should implement this improvement.

- The signal at the intersection of Hillery Drive/Black Mountain Road should be modified to allow for northbound right-turn overlap.

With these improvements, delays at the intersection under 2015 conditions with the Hillery Drive Alternative would be reduced by approximately 60 percent during the AM peak hour, and by approximately 70 percent during the PM peak hour; however, they would still substantially exceed two seconds (Table 3-8). There is no feasible mitigation to effectively reduce delays at this intersection. Impacts to the Hillery Drive/Black Mountain Road intersection, therefore, would remain significant and unmitigated for the Hillery Drive Alternative under 2015 conditions. This would require the Department to make Findings and adopt a Statement of Overriding Considerations.

- The signal at the Gold Coast Drive/Black Mountain Road intersection should be modified to allow for eastbound right-turn overlap.

With this improvement, significant Project impacts would be reduced to below a level of significance, as delays at this intersection with the Project would be reduced to below 2015 without Project volumes (Table 3-8).

Year 2030 Conditions. As identified above, significant traffic impacts would occur to the following roadway segments and intersections from the Hillery Drive Alternative under 2030 conditions:

- Hillery Drive, between Greenford Drive and Westview Parkway
- Greenford Drive, between Mira Mesa Boulevard and Flanders Drive
- Hillery Drive/Greenford Drive (AM and PM peak hours)
- Hillery Drive/Marbury Avenue (AM and PM peak hours)
- Hillery Drive/Black Mountain Road (PM peak hour)
- Gold Coast Drive/Black Mountain Road (AM and PM peak hours)

Implementation of the mitigation measures identified above would reduce most of these 2030 traffic impacts to below a level of significance. Specifically, traffic calming would reduce Project impacts on Hillery Drive, between Greenford Drive and Black Mountain Road, and Greenford Drive to less than significant. Traffic calming also would reduce impacts to Hillery Drive's intersections with Greenford Drive and Marbury Avenue to less than significant as shown in Table 3-9.

As with the 2015 condition, traffic volumes on the segment of Hillery Drive, between Black Mountain Road and Westview Parkway, would not be reduced with the implementation of the identified mitigation measures. Impacts to this segment of Hillery Drive, therefore, would remain significant and unmitigated. Furthermore, the mitigation measures, namely traffic calming, would result in a significant secondary impact to the Mira Mesa Boulevard/Black Mountain Road intersection during the AM peak period (as discussed above). This secondary impact to the Mira Mesa Boulevard/Black Mountain Road intersection, therefore, would also be significant and unmitigated. This would require the Department to make Findings and adopt a Statement of Overriding Considerations.

The identified improvements to the Hillery Drive/Black Mountain Road intersection would reduce impacts at this intersection during the PM peak period to below a level of significance, as shown in Table 3-9.

The signal improvements at the Gold Coast Drive/Black Mountain Road intersection would reduce Project impacts to below a level of significance, because delays at this intersection would be reduced to below 2030 without Project volumes, as shown in Table 3-9.

Galvin Avenue Alternative

Year 2015 Conditions. As identified above, significant traffic impacts would occur to the following intersections from the Galvin Avenue Alternative under 2015 conditions:

- Mira Mesa Boulevard/Black Mountain Road (AM peak hour)
- Hillery Drive/Black Mountain Road (AM peak hour)
- Gold Coast Drive/Black Mountain Road (PM peak hour)

Implementation of the mitigation measures identified above would reduce these 2015 traffic impacts to below a level of significance. The identified improvements to the Mira Mesa Boulevard/Black Mountain Road intersection would reduce delays to less than two seconds and improve the LOS at this intersection from F to E, as shown in Table 3-10. The improvements to the intersection of Hillery Drive/Black Mountain Road would also reduce the delay at this intersection to less than two seconds in the AM peak hours (Table 3-10). Additionally, the improvements to the Gold Coast Drive/Black Mountain Road intersection would reduce delays at this intersection during the PM peak period to below 2015 without Project volumes (Table 3-10).

Year 2030 Conditions. Because no significant traffic impacts were identified from the Galvin Avenue Alternative under 2030 conditions, no mitigation measures are required.

Table 3-9
YEAR 2015 INTERSECTION CONDITIONS WITH MITIGATION – HILLERY DRIVE ALTERNATIVE

Intersection	No Build		Build		Build with Mitigation		Δ Delay[1]	Sig
	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS		
AM Peak								
Mira Mesa Blvd/Black Mountain Rd	89.2	F	80.0	E	95.7	F	6.5	**Yes**
Hillery Dr/Greenford Dr	22.0	C	82.0	F	22.0	C	0	No
Hillery Dr/Marbury Ave	15.4	C	35.1	E	15.4	C	0	No
Hillery Dr/Black Mountain Rd	81.1	F	130.2	F	100.1	F	19	**Yes**
Gold Coast Dr/Black Mountain Rd	98.6	F	104.3	F	95.3	F	-3.3	No
PM Peak								
Mira Mesa Blvd/Black Mountain Rd	146.3	F	151.3	F	116.8	F	-29.5	No
Hillery Dr/Greenford Dr	48.2	E	169.3	F	48.2	F	0	No
Hillery Dr/Marbury Ave	61.8	F	350.7	F	61.8	F	0	No
Hillery Dr/Black Mountain Rd	72.9	E	161.4	F	100.7	F	27.8	**Yes**
Gold Coast Dr/Black Mountain Rd	157.4	F	166.6	F	94.9	F	-62.5	No

[1] Delay measured in seconds. Δ Delay = change in delay; Sig = Significant.
Source: *Mira Mesa/Scripps Ranch Direct Access Ramp Traffic Impact Study*, July 2008.

Table 3-10
YEAR 2030 INTERSECTION CONDITIONS WITH MITIGATION – HILLERY DRIVE ALTERNATIVE

Intersection	No Build		Build		Build with Mitigation		Δ Delay[1]	Sig
	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS		
AM Peak								
Mira Mesa Blvd/Black Mountain Rd	78.5	E	71.4	E	84.4	F	5.9	**Yes**
Hillery Dr/Greenford Dr	22.0	C	97.4	F	22.0	C	0	No
Hillery Dr/Marbury Ave	15.4	C	41.9	E	15.4	C	0	No
Hillery Dr/Black Mountain Rd	28.7	C	36.9	D	32.7	C	4.0	No
Gold Coast Dr/Black Mountain Rd	64.4	E	67.9	E	62.1	E	-2.3	No
PM Peak								
Mira Mesa Blvd/Black Mountain Rd	110.9	F	109.7	F	90.6	F	-20.3	No
Hillery Dr/Greenford Dr	48.2	E	192.1	F	48.2	E	0	No
Hillery Dr/Marbury Ave	61.8	F	426.2	F	61.8	F	0	No
Hillery Dr/Black Mountain Rd	30.2	C	62.3	E	32.8	C	2.6	No
Gold Coast Dr/Black Mountain Rd	115.5	F	121.9	F	69.9	E	-45.6	No

[1] Delay measured in seconds. Δ Delay = change in delay; Sig = Significant.
Source: *Mira Mesa/Scripps Ranch Direct Access Ramp Traffic Impact Study*, July 2008.

Table 3-11
2015 INTERSECTION CONDITIONS WITH MITIGATION – GALVIN AVENUE ALTERNATIVE

Intersection	No Build		Build		Build with Mitigation		Δ Delay[1]	Sig
	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS		
AM Peak								
Mira Mesa Blvd/Black Mountain Rd	78.5	E	80.1	F	79.9	E	1.4	No
Hillery Dr/Black Mountain Rd	81.1	F	83.5	F	82.6	F	1.5	No
PM Peak								
Gold Coast Dr/Black Mountain Rd	157.4	F	159.4	F	84.4	F	-73.0	No

[1] Delay measured in seconds. Δ Delay = change in delay; Sig = Significant.
Source: *Mira Mesa/Scripps Ranch Direct Access Ramp Traffic Impact Study*, July 2008.

Chapter 4.0

COMMENTS AND COORDINATION

CHAPTER 4.0 – COMMENTS AND COORDINATION

4.1 INTRODUCTION

Early and continuing coordination with the general public agencies is an essential part of the environmental process to determine the scope of environmental documentation, the level of analysis, potential impacts, mitigation measures, and related environmental requirements. Agency consultation and public participation for the Proposed Project have been accomplished through a variety of formal and informal methods, including PDT meetings, interagency coordination, and the public scoping process. This chapter summarizes the results of the Department's efforts to fully identify, address, and resolve Project-related issues through early and continuing consultation.

4.2 PUBLIC SCOPING PROCESS

4.2.1 Notice of Preparation

Pursuant to CEQA, a NOP was prepared for the Project. The NOP was issued by the State Clearinghouse on May 25, 2007, and the review was completed on June 25, 2007. The State Clearinghouse number for the Project is 2007051137.

Comments on the NOP were received from the Native American Heritage Commission; San Diego Unified School District; City of San Diego Resource Management Division of the Environmental Services Department; U.S. Army Corps of Engineers; Department of Toxic Substances Control; Hecht Solberg Robinson Goldberg Bagley LLP; Mira Mesa Town Council; Urban Systems Associates, Inc.; and the California Highway Patrol. A summary of the comments from each of these agencies and organizations is provided below.

Native American Heritage Commission

Comments from the Native American Heritage Commission (NAHC) were associated with "project-related" impacts to cultural resources within the APE; specifically Native American cultural resources. NAHC recommended contact with appropriate Native American representatives in an attached contact list, conducting a sacred lands file search, following appropriate procedures, preparing a mitigation plan for the accidental discovery of cultural resources, and avoidance if significant cultural resources are discovered during Project activities.

San Diego Unified School District

The San Diego Unified School District commented that the Eastern Connection could potentially affect Scripps Ranch High School due to dust, noise, traffic, and staging during construction.

City of San Diego, Resource Management Division of the Environmental Services Department

Comments from the City of San Diego addressed including analysis of solid waste impacts during Project construction in the environmental document.

U.S. Army Corps of Engineers

The Corps commented that the Project may require a Clean Water Act Section 404 permit from the Corps, and provided a permit application form and associated information.

Department of Toxic Substances Control

Comments from the DTSC primarily addressed whether conditions at the Project site would pose a threat to human health or the environment. DTSC suggested that the environmental document address releases of hazardous wastes/substances and identify and perform remedial actions or measures, if required.

Hecht Solberg Robinson Goldberg Bagley LLP

Comments were with regard to concern that the Project would require removal of residential units, the prevention of construction of other residential units, and the relocation or removal of other amenities and utilities. The commenter recommended that the environmental document address aesthetics/visual quality with simulations; air quality impacts associated with vehicular emissions, hot spots, and health risk; geology/soils impacts related to settlement; hazards/hazardous materials impacts on neighboring residents; hydrology/water quality impacts associated with flooding and pollution; land use and planning impacts related to community division; noise impacts on area residents; population and housing impacts due to reducing the available housing supply; traffic impacts; utilities impacts due to utility relocations/replacements; and inclusion of a reasonable range of alternatives. Direct coordination with the Department also was requested to minimize impacts on existing and planned residential units.

Mira Mesa Town Council

The Mira Mesa Town Council requested analysis of potential traffic impacts on Hillery Drive and surrounding streets and intersections, as well as impacts to the existing pedestrian access between Mira Mesa Market Center and Miramar College. An additional comment was related to the planned residential development at the Galvin Avenue Alternative site and the Project's effect on this planned residential development, the community's housing supply, and corresponding fiscal impacts related to loss of Facilities Benefit Assessment (FBA) fees.

Urban Systems Associates, Inc.

Comments from Urban Systems Associates, Inc. were with regard to the planned residential development at the Galvin Avenue Alternative site. Specifically, the commenter stated that the Galvin Avenue Alternative would require acquisition of privately held land and would result in loss of proposed residential units and corresponding FBA fees to fund community infrastructure.

California Highway Patrol

The California Highway Patrol (CHP) commented that traffic impacts in the environmental document would be assessed to determine if the Project could affect CHP operations.

4.2.2 Public Scoping Meeting

A public scoping meeting was held on July 19, 2007 from 4:00 p.m. to 7:00 p.m. at the Walker Elementary School in Mira Mesa to give the community an opportunity to review and comment

on the proposed Project. The meeting was conducted in an "Open House" format, with representatives of Department and SANDAG in attendance to answer questions regarding the Project, studies, and the anticipated schedule. Notices were mailed to the cooperating/participating agencies; state, federal and local agencies; elected officials; and members of the public. The Notice of Public Meeting was published in the San Diego Union Tribune in English and the Hispanos Unidos newspaper in Spanish. The Public Scoping Meeting was attended by approximately 16 people. Comments were encouraged at the meeting, and comment sheets were made available. The Department also accepted comments after the meeting via mail through August 20, 2007. Comments were received from two individuals, which are summarized below.

Richard Schulman, Hecht Solberg Robinson Goldberg Bagley LLP

Richard Schulman, an attorney representing Garden Communities, noted that comment letters on the NOP were already provided to the Department and wanted to confirm that the letters were received. Mr. Schulman also stated that the Galvin Avenue Alternative would preclude development of 230 proposed residential units within Garden Communities' proposed Casa Mira View project. Of those, 23 would be affordable housing units, which are crucial for the City of San Diego to meet its Housing Element obligation.

Ted Brengel, Chairman of the Mira Mesa Community Planning Group

Ted Brengel was representing the Mira Mesa Community Planning Group (MMCPG) and commented that the MMCPG supports access to the I-15 Managed Lanes Facility, but is very concerned about community impacts resulting from the Project alternatives, particularly traffic impacts on Hillery Drive.

4.3 CONSULTATION AND COORDINATION WITH PUBLIC AGENCIES

The PDT has met on a regular basis (generally once a month) since Project inception to facilitate coordination and keep an open dialogue between the Project team members, which includes Department engineering and environmental staff, and SANDAG engineering and planning staff. The meetings have addressed engineering design, traffic considerations, and environmental issues.

The Department consulted with USFWS on biological resource issues. USFWS Carlsbad Field Office was contacted on March 16, 2006 via U.S. mail to request USFWS's assessment for potential presence of federally listed threatened, endangered, or proposed for listing species. A response dated April 19, 2006, was received outlining listed threatened, endangered, and proposed for listing species that may occur near the Project site (Appendix D).

CDFG was contacted on March 16, 2006 via U.S. mail requesting CDFG's assessment for the potential presence of state listed threatened, endangered, or rare species. CDFG responded via email providing direction to the CNDDB.

The Native American Heritage Commission was contacted for a records search of their Sacred Lands files. The results of the search indicated that no sacred lands are recorded in the Project area. Consultation with local Native American tribes was recommended, and a list of Native American contacts was provided. Letters describing the Project and a map of the study area were mailed to local Native American representatives in June 2007, and follow-up telephone calls were made in July 2007.

4.4 PUBLIC REVIEW PERIOD

The Draft EIR/EA for the Mira Mesa/Scripps Ranch DAR was circulated for public review and comment between October 23, 2008 and December 8, 2008. A public hearing was held November 12, 2008 (Figure 4-1). During the public review period, the Department received written and oral comments from public agencies, organizations and individuals concerning the environmental document (see tabular listing below). The comments are reprinted below along with written responses from the Department. The comments are located on the left half of the page, with each specific comment numbered on the left-hand margin and the correspondingly numbered response to each comment on the right site of the page.

Federal Agencies	Received Via	Addressed
MCAS Miramar	Mail/Email	Included
MCAS Miramar	Mail/Email	Included

State Agencies	Received Via	Addressed
State Clearinghouse – Terry Roberts	Mail/Email	Included
California Regional Water Quality Control Board	Mail/Email	Included
California Highway Patrol	Mail/Email	Included
Department of Toxic Substances Control	Mail/Email	Included

Local Agencies	Received Via	Addressed
San Diego Community College District	Mail/Email	Included

Local Organizations, Interest Groups and Businesses	Received Via	Addressed
Scripps Ranch Planning Group	Mail/Email	Included
San Diego County Archaeological Society, Inc.	Mail/Email	Included
Scripps Townhomes HOA	Mail/Email	Included
HG Fenton Company	Mail/Email	Included
Garden Communities	Mail/Email	Included
Law Offices of Rutan and Tucker	Mail/Email	Included

Individuals	Received Via	Addressed
Linda Geldner	Mail/Email	Included
Erik R. Basil	Mail/Email	Included
Shela Dentino	Mail/Email	Included
Sylvia Wister	Mail/Email	Included
Kelly Scott	Mail/Email	Included
John Horst	Mail/Email	Included
Haris Zulic	Mail/Email	Included
William & Estefania Allen-Perez	Mail/Email	Included
Michelle Durant	Mail/Email	Included
Maureen Pankotai	Mail/Email	Included

Selina Lai	Mail/Email	Included
Dorothy Olson	Mail/Email	Included
Peachie Ulutu	Mail/Email	Included
Abdolreza Torabzadeh	Mail/Email	Included
Edith & Mark Smith	Mail/Email	Included
Frank Y. Takenaga	Mail/Email	Included
Richard St. Hilaire	PH[1] Oral Comment	Included
Simran Budwani	PH Oral Comment	Included
Mary Hoeger	PH Oral Comment	Included
Ada Garcia	PH Oral Comment	Included
Guillermo Bejarano	PH Oral Comment	Included
Frank Musotto	PH Oral Comment	Included
Julie Finney	PH Oral Comment	Included
Patricia Osborne	PH Oral Comment	Included
Bethoven Salinas	PH Oral Comment	Included
Susan Pastor (1)	PH Oral Comment	Included
Lynn Rocheleau	PH Oral Comment	Included
Susan Pastor (2)	PH Oral Comment	Included
Bernard Brown	PH Oral Comment	Included
Bill Banning	PH Oral Comment	Included
Chrystal Basil	PH Oral Comment	Included
Vanessa McInturf	PH Oral Comment	Included
Matthew McInturf	PH Oral Comment	Included
Sara Clancy (1)	PH Oral Comment	Included
Joann Ferrer	PH Oral Comment	Included
Sara Clancy (2)	PH Oral Comment	Included
Michelle Molina	PH Oral Comment	Included
Sanjay Mukherji	PH Oral Comment	Included
Linda Bryson	PH Oral Comment	Included
Somer Gates	PH Oral Comment	Included
Michael Gates	PH Oral Comment	Included
Scott Brown	PH Oral Comment	Included
Rick Cianci	PH Oral Comment	Included
Betty Ireton	PH Oral Comment	Included
Susan James	PH Oral Comment	Included
Wendy Rose	PH Oral Comment	Included
Brook Havener	PH Oral Comment	Included
Erik Basil	PH Oral Comment	Included
Mylen Bustin	PH Oral Comment	Included
Damien Daily	PH Oral Comment	Included
Ray Bustin	PH Oral Comment	Included
Ann Salvati	PH Written Comment	Included
Lee & Sylvia Wister	PH Written Comment	Included
Helmie Chaput	PH Written Comment	Included
Jared Smith	PH Written Comment	Included
Richard St. Hilaire	PH Written Comment	Included
Darren Walker	PH Written Comment	Included
Bill Banning (1)	PH Written Comment	Included
Joe Gonzales	PH Written Comment	Included

Natascha De Vries	PH Written Comment	Included
Donna L. Frye	PH Written Comment	Included
Charlene Soriano	PH Written Comment	Included
Marie Stimpson	PH Written Comment	Included
Kathy Kaleka	PH Written Comment	Included
Maggie Sakadelis (1)	PH Written Comment	Included
Andrew Hilliard	PH Written Comment	Included
Sarah McGaugh	PH Written Comment	Included
Linda Moran	PH Written Comment	Included
Annette Riegir	PH Written Comment	Included
Diane Garcia	PH Written Comment	Included
D. Robert Ward	PH Written Comment	Included
Janelle Walker	PH Written Comment	Included
Gretchen Kecskes (1)	PH Written Comment	Included
Douglas Cunning	PH Written Comment	Included
Deborah K. Lowery	PH Written Comment	Included
Gretchen Hilliard	PH Written Comment	Included
Christina Kress	PH Written Comment	Included
Mary Ngai	PH Written Comment	Included
Vicki Joy	PH Written Comment	Included
Kelly Thornquist	PH Written Comment	Included
Eva Vegh	PH Written Comment	Included
Rick & Tiffany Cianci	PH Written Comment	Included
Marlene Kramer	PH Written Comment	Included
Vilmos Vegh	PH Written Comment	Included
Kathy Jarttary	PH Written Comment	Included
Eric Forslund	PH Written Comment	Included
John Lawton	PH Written Comment	Included
Carmen Lawton	PH Written Comment	Included
Do Kim	PH Written Comment	Included
Cynthia Morales	PH Written Comment	Included
Sanjay Mukherji	PH Written Comment	Included
James Sullivan	PH Written Comment	Included
Patti Perna	PH Written Comment	Included
Dorothy Olson	PH Written Comment	Included
Geraldine Powell	PH Written Comment	Included
Rachel Lawton	PH Written Comment	Included
Guillermo Bejarano	PH Written Comment	Included
John Joyce	PH Written Comment	Included
Robert A. Skelton	PH Written Comment	Included
Donald Cicchetti	PH Written Comment	Included
Eric John Lefever	PH Written Comment	Included
Elesa Daniels Lefever	PH Written Comment	Included
Maggie Sakadelis (2)	PH Written Comment	Included
Jessica Peterson	PH Written Comment	Included
Todd Peterson	PH Written Comment	Included
Yolanda Vallina	PH Written Comment	Included
Ada Garcia-Abascal	PH Written Comment	Included
Gretchen Krecskes (2)	PH Written Comment	Included

Doreen Perez	PH Written Comment	Included
Bill Banning (2)	PH Written Comment	Included
Rukhsana Budhwani	PH Written Comment	Included
Amber Budhwani	PH Written Comment	Included
Jacqueline Skelton	PH Written Comment	Included
Simran Budhwani	PH Written Comment	Included
Chuck Perez	PH Written Comment	Included
Gregory T. Kamp	PH Written Comment	Included
Jonna Kamp	PH Written Comment	Included
Brian Curtiss	PH Written Comment	Included
Regina White	PH Written Comment	Included
Anthony White	PH Written Comment	Included
Do Kim (2)	PH Written Comment	Included
Amanda Halpuch	PH Written Comment	Included
Deborah Joyce	PH Written Comment	Included
Walker Elementary School – 15 letters from teachers/staff	Mail/Email	1 included
167 letters from Hage Elementary School Parents (Form Letter)	Mail/Email	1 included

PH[1] = Public Hearing
(x) = indicates multiple comments were submitted within the specified category (i.e., written comment, oral comment, etc.)

In order to avoid duplication, some letters/comments are not individually addressed in this document, particularly if they raised the same or similar concerns or questions. However, responses to all environmental concerns are provided.

Comment Summary

During the public comment period 318 letters, emails, and written or oral comments were received. Thirteen responses were received from Governmental Agencies, San Diego Community College District, Community Planning Groups, or businesses representing them. At the public hearing 72 written comments, 35 oral comments and 167 form letters were received. In a few instances, a single individual submitted more than one oral or written comment, email or letter. When individuals submitted comments at the public hearing and later followed with a letter or email, both were accepted. Sixteen citizens responded via mail or email. Fifteen form letters were also mailed. One letter received following the close of the public comment period was also accepted.

A comment matrix was assembled to summarize environmental impacts resulting from the Project. Perceived impact categories developed were as follows: traffic/safety, noise, air quality, land use, cost, visual impacts, and property value. Following is a summary of the general comments received:

Comments from the 13 Governmental Agencies, San Diego Community College District, Community Planning Groups, or businesses representing them included:

8 on traffic/safety,
5 on noise,
4 on air quality,
8 on land use,
4 on visual impacts,

4 on cost, and
1 on water quality.

107 oral and written comments received at the public hearing included:

60 on traffic/safety,
21 on noise,
18 on air quality,
37 on land use,
1 on visual impacts,
35 on cost, and
6 on property value.

167 form letters from parents of Hage Elementary School students "We Oppose the Galvin DAR Project" expressed concern with student safety, due to increased traffic, noise and air pollution from the Project.

Fifteen form letters from teachers and staff at Walker Elementary School voiced concern with student safety, due to increased traffic from the Project.

The letter accepted after the close of the public comment period expressed concerns regarding traffic.

Four comments favored the Galvin Avenue Alternative because of concerns with traffic and land use; two of these were from the same individual.

287 comments supported selection of the Hillery Drive Alternative as the preferred alternative.

General concerns raised in the comment letters included:

General Comment 1: Traffic/Safety

263 comments were received from citizens regarding potential traffic and student safety impacts from the Project in the vicinity of Hage and Walker elementary schools.

Response

The roadway segment level of service (LOS) is determined by comparing the collected daily traffic volumes to the functional daily capacity of the roadway segment being analyzed. The LOS evaluation of an intersection is based on the collected turning volumes within a peak hour, which determine the calculated control delay. It is understandable that roadway segments and intersections located in the immediate vicinity of a school will experience vehicular congestion for a short period of time during the pick-up and drop-off period. This can be addressed by coordinating with the school in finding alternatives to better improve the on-site vehicular circulation within that period.

As stated in the EIR/EA (Page 2.5-9), the Project is not expected to generate new traffic in the surrounding area, but rather, would change existing traffic patterns. Some of the existing traffic accessing the I-15 would divert their route to access the DAR instead. Both build alternatives would reduce traffic trips along segments of Mira Mesa Boulevard. As shown in Table 2.5-6 (Page 2.5-10) of the EIR/EA, between the I-15 northbound ramps and Greenford Drive, traffic

volumes would decrease by several thousands of cars in the Years 2015 and 2030 with the Hillery Drive Alternative. Under the Galvin Avenue Alternative, traffic volumes would also decrease by several thousands of cars between the I-15 northbound ramps and Westview Parkway in the Years 2015 and 2030. Traffic would decrease slightly between Westview Parkway and Black Mountain Road. Between Black Mountain Road and Greenford Drive, traffic volumes would remain the same. Traffic volumes would actually decrease on Black Mountain Road between Gemini Avenue and Mira Mesa Boulevard.

Additional traffic would be diverted to existing roadways in the vicinity of the proposed Hillery Drive Alternative and Walker Elementary School. As identified in Subchapter 2.5 of the EIR/EA, traffic calming is proposed to be implemented along Hillery Drive, between Greenford Drive and Black Mountain Road. Using the regional transportation model, it has been demonstrated for the Hillery Drive Alternative that it is possible to use traffic calming measures such as narrow travel lanes, speed bumps, curb extensions (also called bulbouts), all-way stop traffic control, and specialized signaling and striping to reduce speeds near the school, and thereby lessen the potential for accidents. Traffic calming would also have the effect of discouraging drivers that are able to use alternative paths from taking shortcuts through residential areas, including in front of Walker Elementary School. Based on traffic modeling, with the traffic calming, cars would begin to divert off Mira Mesa Boulevard onto Hillery Drive at Black Mountain Road, thereby bypassing the school. Additionally the Black Mountain Road/Hillery Drive intersection is signalized with crosswalks. These traffic controls would not be affected by the Hillery Drive Alternative.

Additional traffic would also be diverted to existing roadways in the vicinity of the proposed Galvin Avenue Alternative and Hage Elementary School. Although daily traffic volumes on Galvin Avenue between Black Mountain Road and Westview Parkway (the segment the school is located on) are projected to essentially double with the Galvin Avenue Alternative in 2015 and 2030, traffic along this roadway segment would continue to operate at free flow or stable conditions,. As shown in Table 2.5-8 (Page 2.5-18) of the EIR/EA, volumes along segments of Westview Parkway, Capricorn Way, and Black Mountain Road within the vicinity of the school would not drastically increase.
Under the Galvin Avenue Alternative, Galvin Avenue would be extended eastward at its intersection with Westview Parkway. This intersection (located across from the school) is currently signalized with pedestrian crosswalks. With the Galvin Avenue Alternative, the traffic signals and crosswalks would remain so that pedestrians could safely cross the street. The Project would not change the posted speed limits in the area. Using the Hillery Drive Alternative as an example, it has been demonstrated using the regional transportation model that it is possible to use traffic calming measures such as speed bumps, bulb outs and specialized signaling and striping to reduce speeds near the school, and thereby lessen the potential for accidents. Traffic calming measures would also be considered adjacent to Hage Elementary School, where pedestrian movements are a concern.

General Comment 2: Noise

196 comments expressed concerns regarding noise impacts, both during and after construction.

Response

Noise impacts for both alternatives were evaluated in Subchapter 2.12 of the EIR/EA, including where the direct access ramps would be constructed and where the physical alternation of the existing lanes or ramps would substantially change. Sensitive receptors close to I-15 and/or the

proposed DAR may be exposed to high noise levels during construction. Worst-case noise levels would be expected at the Legacy Apartments, where construction of an overcrossing under the Hillery Drive Alternative would occur within approximately 15 m (50 ft) of some apartments. Periodic sound levels may be as high as 90 dBA L_{eq}(h). There are more sensitive noise receptors in the immediate vicinity of the Hillery Drive Alternative site than the Galvin Avenue Alternative site. Long term noise levels at 13 of the 18 receptor locations for the Hillery Drive Alternative would approach or exceed the Noise Abatement Criteria (67 dBA) without abatement, compared to six of the 12 receptor locations for the Galvin Avenue Alternative.

The design of the Galvin Avenue Alternative does not propose any physical alternations to I-15, adjacent to Scripps Townhomes. Noise abatement to the Scripps Townhomes from I-15 resulting from the Managed Lanes project would have been addressed by that project. Hage Elementary School is located on the west side of Westview Parkway, which is west of the development footprint for the Galvin Avenue Alternative and is therefore, outside of the study area. Additionally, no improvements to Westview Parkway or Galvin Avenue are proposed as part of the Galvin Avenue Alternative.

General Comment 3: Air Quality

191 comments expressed concerns regarding air quality impacts, both during and after construction.

Response

It is acknowledged that short-term air quality impacts may occur to sensitive receptors during construction of the Project at either build alternative. Dust generated during construction would be controlled by implementation of avoidance and minimization measures discussed in Section 2.11.4 of the EIR/EA.

The Project build alternatives would not result in adverse operational impacts to air quality. Predicted CO concentrations would be substantially below the 1-hour and 8-hour federal and state standards for CO. Therefore, no exceedances of the CO standard are predicted. Both build alternatives would be consistent with applicable air quality plans. Neither build alternative would cause or contribute to new localized exceedances of CO or MSAT ambient air quality standards, nor would they increase the frequency or severity of any existing exceedances. Therefore, the Project would not result in an increased health risk to the community.

General Comment 4: Land Use

49 comments expressed concerns from citizens regarding land use compatibility.

Response

The Galvin Avenue Alternative would result in impacts on future residential development. The EIR/EA acknowledges this on Page 2.2-4 of the EIR/EA, “The Galvin Avenue Alternative would occur on … parcels planned for future residential development. Implementation of this alternative therefore could potentially inhibit planned growth within the Galvin Avenue Alternative site. Planned growth within the surrounding community would be expected to continue, pursuant to development controls within applicable land use plans.” This alternative would not impact existing residences.

The Galvin Avenue Alternative would not require rezoning land. Local land use decisions are within the sole jurisdiction of, and subject to the discretion of, the City of San Diego. The EIR/EA has been revised accordingly.

General Comment 5: Cost

41 comments were received regarding the cost of the Project.

Response

The Galvin Avenue Alternative would require reconfiguration of some freeways ramps, widening of the Mira Mesa Boulevard undercrossing and removal of portions of noise and retaining walls. Refer to Pages 1-14 and 1-15 of the EIR/EA for specific details. These modifications are accounted for in the estimated cost in Table 1-1 of the EIR/EA. As stated in Table 1-1, the Galvin Avenue Alternative is estimated to cost $45 million more than the Hillery Drive Alternative (estimated $95 million compared to $50 million).

General Comment 6: Visual

Five comments expressed concern with visual impacts from the Project resulting in blocked views and damaged landscaping.

Response

Subchapter 2.6 of the EIR/EA evaluates visual impacts of the Project and concludes that varying degrees of visual impacts would result from both of the build alternatives. Avoidance, minimization and mitigation measures are identified in Section 2.6.4 to reduce impacts.

General Comment 7: Property Values

Seven comments were received from citizens concerned about decreased property values as a result of the Project.

Response

Property value impacts are dynamic and not easily quantified. Negative impacts, such as increased noise or negative visual effects, are not expected to adversely affect the areas adjacent to the Mira Mesa/Scripps Ranch DAR. Positive effects on the values of existing and planned commercial properties are expected due to better accessibility and exposure to higher traffic volumes. Positive impacts to residential property values are also anticipated. A more efficient transportation system in the area would likely increase the potential marketability of all properties. The higher marketability would likely translate into increased values, which would likely result in increased property tax revenues.

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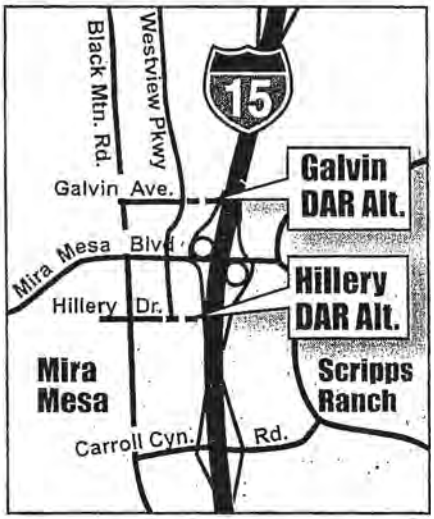
Notice of Availablility

of the Draft Environmental Document and Public Hearing for the Proposed Direct Access Ramp for Interstate-15 Managed Lanes Project



WHAT'S BEING PLANNED? The California Department of Transportation (Caltrans) in cooperation with the San Diego Association of Governments (SANDAG) is proposing a direct access ramp to connect local street traffic in Mira Mesa to the Managed Lanes facility on Interstate 15.

WHY THIS NOTICE? Caltrans has prepared a Draft Environmental Impact Report / Environmental Assessment (DEIR/EA) in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) to analyze potential effects the proposed project alternatives may have on the environment. This notice is to inform you of the DEIR/EA and its availability for review, and a scheduled public hearing. The public hearing will provide you an opportunity to review the draft document and discuss proposed project features before a final environmental document is prepared.

ABOUT THE PUBLIC HEARING: There will be no formal presentation. This will be an "Open House" format where you will have the opportunity to speak directly with Caltrans representatives about the project and its environmental impacts. A certified court reporter will be available to take public comments for the record, or comments may be submitted in writing. The public is invited to make formal comments on the project. Caltrans will address all substantive comments in the Final EIR/EA.

WHAT'S AVAILABLE? The DEIR/EA which describes the project is now available to the public for review at the following locations: Caltrans District 11, 4050 Taylor Street, San Diego, CA 92110; the Mira Mesa Branch Library, 8405 New Salem Street, San Diego, CA 92126; and Scripps Miramar Ranch Branch Library, 10301 Scripps Lake Drive, San Diego, CA 92131. In addition, the environmental document will also be available on-line at the following web address: www.dot.ca.gov/dist11. Comments on this environmental document will be accepted until the end of the public circulation period on December 8, 2008.

WHERE YOU COME IN: Your comments will become part of the public record. You may submit comments at the meeting via the comment sheets provided, verbally to the stenographer, or mail your written comments to: David Nagy, Caltrans - District 11, 4050 Taylor St., MS 242, San Diego, CA, 92110.

PUBLIC HEARING

DATE: November 12, 2008
TIME: 5:00 p.m. to 8:00 p.m.

PLACE: Quality Inn and Suites
9880 Mira Mesa Blvd., San Diego, CA

Individuals who require special accommodation (American Sign or Foreign Language interpreter, accessible seating, documentation in alternate formats, etc.) are requested to contact the District 11 Public Information Office at (619) 688-6670 at least 10 days prior to the scheduled meeting date. TYY users may contact the California Relay Service TYY line at 711.

CONTACT: For more information about this project, please contact Andrew Rice, Project Manager, at (619) 688-3284, or David Nagy, Senior Environmental Planner, at (619) 688-0224. For general information about transportation issues, please call the Caltrans Public Information Office at (619) 688-6670.

Source: San Diego Union-Tribune; Thursday, November 6 2008

I:\ArcGIS\M\MTD-05.02 HilleryDrive\Map\EIR\Fig4-1_NoticeofAvailability.pmd -JP

Notice of Availability

MIRA MESA/SCRIPPS RANCH DAR PROJECT EIR/EA

Figure 4.1

COMMUNITY PLANS AND LIAISON
MARINE CORPS AIR STATION, MIRAMAR
BOX 452001
SAN DIEGO, CALIFORNIA 92145-2001

FAX TRANSMISSION COVER SHEET
Tel. (858) 577-6603 DSN: 267-6603 • Fax. (858) 577-6604 DSN: 267-6604

Date: 11/18/2008

From: Juan Lias, Community Planner

To: David Nagy

Office: CA Department of Transportation - Branch B, MS 242

Fax: 619 688 4258

Subject: Mira Mesa - Scripps Ranch Direct Access Ramp Project EIR/EA

YOU SHOULD RECEIVE 4 PAGE(S), INCLUDING THIS COVER SHEET. IF YOU DO NOT RECEIVE ALL THE PAGES, PLEASE CALL (858) 577-6603.

Remarks:

Mr. Nagy,

These are comments regarding the proposed Direct Access Ramp project (EA 2T0950) in the Mira Mesa community (APN 318-120-03, 318-410-20, -21, 318-600-01). If you have any questions, please let us know.

Juan Lias

UNITED STATES MARINE CORPS
MARINE CORPS AIR STATION
P.O. BOX 452001
SAN DIEGO, CA 92145-2001

11103
CP&L/DAR Project
November 18, 2008

CALIFORNIA DEPARTMENT OF TRANSPORTATION
DISTRICT 11
ENVIRONMENTAL ANALYSIS - BRANCH B, CHIEF
ATTN DAVID NAGY
4050 TAYLOR STREET MS 242
SAN DIEGO, CA 92110

RE: MIRA MESA COMMUNITY PLAN; MIRA MESA - SCRIPPS RANCH DIRECT ACCESS RAMP PROJECT DRAFT ENVIRONMENTAL IMPACT REPORT / ENVIRONMENTAL ASSESSMENT, EA 2T0950, APN 318-120-03, 318-410-20, 318-410-21, 318-600-01

Dear Mr. Nagy,

This is in response to the Environmental Impact Report (EIR) / Environmental Assessment (EA) of October 22, 2008, which proposes the construction of a Direct Access Ramp (DAR) to Interstate 15 within the Mira Mesa Community Planning area.

On October 2, 2008, the Airport Land Use Commission (ALUC) approved the adoption of a revised Marine Corps Air Station (MCAS) Miramar Airport Land Use Compatibility Plan (ALUCP) that is consistent with the 2005 MCAS Miramar Air Installations Compatible Use Zones (AICUZ) Update. As a result, all future development within the Mira Mesa community is subject to new guidelines and recommendations consistent with the 2005 AICUZ Update, and will be examined using new safety, height, noise and overflight standards.

The proposed project is within the "MCAS Miramar AICUZ Study Area" identified in the 2005 AICUZ Update for MCAS Miramar. To determine if the proposed project is compatible with AICUZ guidelines, it has been determined that this project is: 1) within the adopted 2008 MCAS Miramar ALUCP Airport Influence Area (AIA) Review Area 2, 2) outside the 60+ dB Community Noise Equivalent Level (CNEL) noise contours, 3) outside all Accident Potential Zones (APZ), 4) beneath the Conical and Outer Horizontal Surfaces of MCAS Miramar (Federal Aviation Regulation (FAR) Part 77), and 5) beneath and/or near establish fixed and rotary-wing flight corridors for aircraft transiting to and from MCAS Miramar.

ov 18 2008 9:11HM HP LHSERJET 3330 p.

11103
CP&L/DAR Project
November 18, 2008

1 After closer examination of the draft EIR/EA, it has been determined that the proposed project is consistent with AICUZ noise and safety compatibility guidelines. The proposed height of the DAR does not appear to penetrate the FAR Part 77 Conical and Outer Horizontal Surfaces and/or any Terminal Instrument Procedures (TERPS) surfaces. However, the Federal Aviation Administration (FAA) is the only agency that can officially determine if a structure exceeds an airspace surface and/or what impact it would have on air navigation.

2 The only other substantive comment we have concerns the use of construction cranes during the development of the DAR. The proposed DAR is located directly below the I-15 approach and departure flight corridor for helicopters, and within two to three miles of the Ground Controlled Approach (GCA) Box Pattern flight corridor for fixed and rotary-wing aircraft. Aircraft altitudes within these flight corridors can be relatively low (ranging from 1,500 to 5,000 ft AMSL; lower if necessary) and in some cases, are directly under FAA control. As a result, MCAS Miramar would encourage the California Department of Transportation to: 1) coordinate with the FAA regarding the appropriate public notification process and lighting/marking requirements needed for temporary cranes in the event they are used, and 2) notify the MCAS Miramar Air Operations department (S-3) concerning the location, height and time duration of any temporary construction cranes that will be used. This will allow the Air Operations department to voice any additional concerns and/or adjust their operational parameters if necessary.

3 Since the project is within the AIA for the MCAS Miramar ALUCP, and to ensure that the project is consistent with ALUCP guidelines, we also recommend that the California Department of Transportation voluntarily submit the project to the San Diego County Airport Land Use Commission (ALUC) for an official consistency determination to ensure multi-agency coordination.

Normal hours of operation at MCAS Miramar are as follows:

Monday through Thursday	7:00 a.m. to 12:00 midnight
Friday	7:00 a.m. to 6:00 p.m.
Saturday, Sunday, Holidays	8:00 a.m. to 6:00 p.m.

MCAS Miramar is a master air station, and as such, can operate 24 hours per day, 7 days per week. Fiscal and manpower constraints, as well as efforts to reduce the noise impacts of our operations

1: Thank you. The Department will coordinate with the FAA regarding this matter. It should be noted that the proposed DAR structures would not exceed the heights of existing surrounding buildings.

2: Thank you. The Department will coordinate with the FAA and MCAS Miramar during construction of the Project.

3: The Department will coordinate with the ALUC for the consistency determination.

11103
CP&L/DAR Project
November 18, 2008

on the surrounding community, impose the above hours of operation. Circumstances frequently arise which require an extension of these operating hours.

Thank you for the opportunity to review this land use proposal. If we may be of any further assistance, please contact Mr. Juan Lias at (858) 577-6603.

Sincerely,

C. L. THORNTON
Community Plans and Liaison Officer
By direction of the Commanding Officer

Copy to:
Mira Mesa Community Planning Group, Chair, Ted Brengel
San Diego County Regional Airport Authority, Sandi Sawa

Nov 25 2008 1:37PM HP LASERJET 3330 P.

COMMUNITY PLANS AND LIAISON
MARINE CORPS AIR STATION, MIRAMAR
BOX 452001
SAN DIEGO, CALIFORNIA 92145-2001

FAX TRANSMISSION COVER SHEET
Tel. (858) 577-6603 DSN: 267-6603 • Fax. (858) 577-6604 DSN: 267-6604

Date: 11/25/2008

From: Juan Lias, Community Planner

To: David Nagy

Office: CA Department of Transportation - Branch B, MS 242

Fax: 619 688 4258

Subject: Mira Mesa - Scripps Ranch Direct Access Ramp Project EIR/EA

YOU SHOULD RECEIVE 3 PAGE(S), INCLUDING THIS COVER SHEET. IF YOU DO NOT RECEIVE ALL THE PAGES, PLEASE CALL (858) 577-6603.

Remarks:

Mr. Nagy,

These are additional comments on public health and safety regarding the proposed Direct Access Ramp project (EA 2T0950) in the Mira Mesa community (APN 318-120-03, 318-410-20, -21, 318-600-01). If you have any questions, please let us know.

Juan Lias

Nov 25 2008 1:37PM HP LASERJET 3330 P.

UNITED STATES MARINE CORPS
MARINE CORPS AIR STATION
P.O. BOX 452001
SAN DIEGO, CA 92145-2001

11103
CP&L/DAR Project
November 25, 2008

CALIFORNIA DEPARTMENT OF TRANSPORTATION
DISTRICT 11
ENVIRONMENTAL ANALYSIS - BRANCH B, CHIEF
ATTN DAVID NAGY
4050 TAYLOR STREET MS 242
SAN DIEGO, CA 92110

RE: MIRA MESA COMMUNITY PLAN; MIRA MESA - SCRIPPS RANCH DIRECT ACCESS RAMP PROJECT DRAFT ENVIRONMENTAL IMPACT REPORT / ENVIRONMENTAL ASSESSMENT, EA 2T0950, APN 318-120-03, 318-410-20, 318-410-21, 318-600-01

Dear Mr. Nagy,

This is in response to the Environmental Impact Report (EIR) / Environmental Assessment (EA) of October 22, 2008, which proposes the construction of a Direct Access Ramp (DAR) to Interstate 15 within the Mira Mesa Community Planning area. This letter provides additional comments on public health and safety.

Although not commonly known, military housing exists in the vicinity of the Galvin Avenue Alternative. A 65-unit residential complex known as Mira Mesa Ridge serves as a housing complex specifically devoted to military families, and is located directly to the south of Hage Elementary School on the southwest corner of Galvin Avenue and Westview Parkway.

1 At the present time, it is estimated that the number of average daily trips (ADT) on Galvin Avenue between Black Mountain Road and Westview Parkway is 4,511. If the Galvin Avenue Alternative is constructed, it is estimated that by 2015 and 2030 the number of ADTs would increase respectively to 9,457 and 10,478. This could in effect more than double the present-day amount of traffic along this road segment. These numbers also do not reflect the ADTs that will be generated by the extension of Galvin Avenue from Westview Parkway to the DAR onto Interstate 15. It is anticipated that this new road segment would generate 10,500 - 13,400 ADTs per year between 2015 and 2030. The United States Marine Corps remains concerned about the lack of mitigation measures to enhance

1: Please refer to Response to General Comment 1 regarding traffic and student safety concerns.

11103
CP&L/DAR Project
November 25, 2008

1 cont. the safety of children crossing in the vicinity of Hage Elementary School.

Normal hours of operation at MCAS Miramar are as follows:

Monday through Thursday	7:00 a.m. to 12:00 midnight
Friday	7:00 a.m. to 6:00 p.m.
Saturday, Sunday, Holidays	8:00 a.m. to 6:00 p.m.

MCAS Miramar is a master air station, and as such, can operate 24 hours per day, 7 days per week. Fiscal and manpower constraints, as well as efforts to reduce the noise impacts of our operations on the surrounding community, impose the above hours of operation. Circumstances frequently arise which require an extension of these operating hours.

Thank you for the opportunity to review this land use proposal. If we may be of any further assistance, please contact Mr. Juan Lias at (858) 577-6603.

Sincerely,

C. L. THORNTON
Community Plans and Liaison Officer
By direction of the Commanding Officer

Copy to:
Mira Mesa Community Planning Group, Chair, Ted Brengel
Hage Elementary School, Principal, Ethel Daniels

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

December 10, 2008

David Nagy
California Department of Transportation, District 11
4050 Taylor Street, MS 242
San Diego, CA 92110

Subject: Mira Mesa/Scripps Ranch Direct Access Ramp
SCH#: 2007051137

Dear David Nagy:

1 The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on December 8, 2008, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts
Director, State Clearinghouse

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

1: Comment noted.

Document Details Report
State Clearinghouse Data Base

SCH# 2007051137
Project Title Mira Mesa/Scripps Ranch Direct Access Ramp
Lead Agency Caltrans #11

Type EIR Draft EIR

Description Construct a Direct Access Ramp (DAR) to connect the Interstate 15 (I-15) Managed Lanes facility with the local street system and transit facilities in the Mira Mesa and Scripps Miramar Ranch communities on I-15; in San Diego County from 385 meters (m: 1,265 ft) north of the Carrol Canyon Road Overcrossing to 960 m (3, 150 ft) north of the Mira Mesa Boulevard Undercrossing.

Lead Agency Contact

Name David Nagy
Agency California Department of Transportation, District 11
Phone (619) 688-0224 **Fax**
email
Address 4050 Taylor Street, MS 242
City San Diego **State** CA **Zip** 92110

Project Location

County San Diego
City
Region
Cross Streets Carroll Canyon Road/Mira Mesa Boulevard
Lat / Long
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways I-15
Airports 1
Railways
Waterways
Schools 4
Land Use Mix of commercial retail, office buildings, single-family and multi-family residential, and school facilities

Project Issues Aesthetic/Visual; Air Quality; Biological Resources; Cumulative Effects; Landuse; Noise; Population/Housing Balance; Public Services; Schools/Universities; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Traffic/Circulation; Water Quality; Wildlife

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 5; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Regional Water Quality Control Board, Region 9; Department of Toxic Substances Control; Native American Heritage Commission

Date Received 10/23/2008 **Start of Review** 10/23/2008 **End of Review** 12/08/2008

Note: Blanks in data fields result from insufficient information provided by lead agency.

California Regional Water Quality Control Board
San Diego Region

Linda S. Adams
Secretary for
Environmental Protection

Over 50 Years Serving San Diego, Orange, and Riverside Counties
Recipient of the 2004 Environmental Award for Outstanding Achievement from U.S. EPA

Arnold Schwarzenegger
Governor

9174 Sky Park Court, Suite 100, San Diego, California 92123-4353
(858) 467-2952 • Fax (858) 571-6972
http://www.waterboards.ca.gov/sandiego

November 18, 2008

David Nagy
California Department of Transportation
4050 Taylor Street
San Diego, CA 92110

SUBJECT: Comments on the Environmental Impact Report/Environmental Assessment for the Mira Mesa/Scripps Ranch Direct Access Ramp Project, California Department of Transportation (SCH#2007051137)

Dear Mr. Nagy:

The California Regional Water Quality Control Board, San Diego Region (Regional Board) appreciates the opportunity to comment on the Environmental Impact Report/Environmental Assessment (EIR/EA) for the Mira Mesa/Scripps Ranch Direct Access Ramp Project. The Project site is located along I-15, in San Diego County, from approximately 385 meters north of the Carroll Canyon Road overcrossing to approximately 960 meters north of the Mira Mesa Boulevard undercrossing.

The Mira Mesa/Scripps Ranch Direct Access Ramp Project proposes construction of a Direct Access Ramp to connect the I-15 Managed Lanes facility with the local street system and transit facilities in the Mira Mesa and Scripps Miramar Ranch communities.

1 The Regional Board regulates the discharge of waste to protect the quality of waters of the State, broadly defined as "the chemical, physical, biological, bacteriological, radiological, and other properties and characteristics of water which affects its use". The project proponent is required to obtain a permit from the Regional Board if the project has any of the following discharges:

Discharge Type	Types of Permits involved
• Discharge of dredged or fill materials	- Clean Water Act (CWA) §401 water quality certification for federal waters and/or Waste Discharge Requirements for non-federal waters.

California Environmental Protection Agency

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1: The Department will obtain all necessary permits prior to construction of the Project. If groundwater dewatering is going to occur, the Contractor is required to obtain the appropriate permit.

Discharge Type	Types of Permits involved
• Wastewater discharges	- CWA §402 National Pollutant Discharge Elimination System permit.
• Storm water discharges	- NPDES General Municipal Permit - NPDES Construction Storm Water General Permit - NPDES Industrial Storm Water General Permit
• Other discharges	- Waste Discharge Requirements or other permits for discharges that may affect groundwater quality and other waters of the State, such as operation of proposed solid waste transfer facilities, and other proposed project activities.

Addressing the protection of water resources and water quality at this stage in the project offers the most cost effective strategy for minimizing the impacts of pollutants from on-site runoff to downstream surface waters and for reducing physical impacts to down slope streams and wetlands. Our review of the proposed project is limited to potential impacts to surface water quality. The following comments include treatment criteria, and a review of regulatory requirements applicable to your project:

1) Project Design and Low Impact Design techniques

2 a) Runoff from parking lots, roofs, and other impervious surfaces should be directed to the immediate landscape or it should be directed to either retention basins, vegetated swales, bio-retention systems or filtration systems before entering the storm drain.

3 b) Use recessed landscaping to create retention basins for the purpose of capturing runoff.

4 c) Reduce the amount of area covered by impervious surface through the use of permeable pavement, pavers, or other pervious surfaces.

5 d) Use landscaping that requires little or no irrigation.

2: As stated on Page 2.7-9 of the EIR/EA, with regard to long-term operation and maintenance for the Hillery Drive Alternative, "Pollution prevention BMPs would include modifications/design of existing/proposed storm drain facilities (e.g., storm drain inlets) to accommodate proposed development and storm flows." With regard to the Galvin Avenue Alternative, "Treatment BMPs to avoid or minimize long-term erosion and sedimentation effects would include bioswales/biostrips, detention basins and media filters" (Page 2.-10). In addition, this alternative would include "[installation of] erosion control measures such as brow ditches, slope drains and appropriate landscaping (e.g., emphasizing native and/or drought-tolerant varieties) on all applicable slopes" (Page 2.-10).

3: Please refer to Response to Comment 2 of this letter.

4: The amount of impervious surfaces has been minimized to the extent practicable. Landscaping would be placed where feasible and appropriate.

5: As stated in Section 2.6.4 of the EIR/EA, the Project would include the use of "drought tolerant and sustainable plant palettes."

6 e). Maintain natural drainages and the pre-project hydrograph for the area.

7 2) It is because of the above that the Hillery Drive Alternative should be the preferred action due to its reduced project footprint.

The above comments do not constitute approval of your project nor are they intended as a complete list of regulatory requirements. The above comments are intended as suggestions for the protection of storm water quality although adherence to some suggestions may in fact be required.

If you would like clarification on any of our comments or if we may be of further assistance, please contact Kristin Schwall, at (858) 467-2345 or email KSchwall@waterboards.ca.gov.

Respectfully,

Kristin Schwall, P.E.
Water Resource Control Engineer
Central Watershed Protection Unit

6: No natural drainages would be affected by the Project.

Post-development runoff volumes and velocities would marginally increase. As stated on Page 3-4 of the EIR/EA, "The proposed design for the Project build alternatives would include constructing a number of new storm drain facilities and upgrading existing structures, such that Project-related storm flows would be accommodated within the existing storm drain system, and associated drainage patterns would not change."

7: Comment noted.

State of California—Business, Transportation and Housing Agency ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL
4902 Pacific Highway
San Diego, CA 92110
(619) 220-5492
(800) 735-2929 (TT/TDD)
(800) 735-2922 (Voice)

December 5, 2008

File No.: 645.08.12678.A6732

Mr. David Nagy, Senior Environmental Planner, Branch B Chief
Department of Transportation, District 11
4050 Taylor Street
San Diego, CA 92110

Dear Mr. Nagy:

Re: **Project SCH# 2007051137**, Draft Environmental Impact Report, Interstate 15 Managed Lanes Facility

The San Diego Area Office of the California Highway Patrol received a Draft Environmental Impact Report for the above-entitled project (hereinafter draft EIR). Because of our geographical proximity to the site, we have been asked by our Special Projects Section to assess traffic-related matters that may affect our Area operations.

Thank you for your EIR. We are vitally interested in any project which directly affects our jurisdictional area and our statutorily-mandated duties; i.e., the administration and enforcement of the laws, and for the investigation of traffic accidents, on all toll highways and state highways constructed as freeways, including transit-related facilities located on or along the rights-of-way of those toll highways or freeways.

We think it appropriate to identify our role with respect to roadway operations which embody a private for profit management component.

A. First we look to the duties of the Department:

Duties of the Commissioner of the California Highway Patrol:

California Vehicle Code §2400 (d)

(d) The Commissioner shall have full responsibility and primary jurisdiction for the administration and enforcement of the laws, and for the investigation of traffic accidents, ***on all toll highways and state highways constructed as freeways, including transit-related facilities located on or along the rights-of-way of those toll highways or freeways, except facilities of the San Francisco Bay Area Rapid Transit District.*** However, city police officers while engaged primarily in general law enforcement duties may incidentally enforce state and local traffic laws and ordinances on toll highways and state freeways within incorporated areas of the state.

VC§ 2401

The Commissioner shall make adequate provision for patrol of the highways at all times of the day and night.

B. Secondly, we look at the obligations of the operator to the Department:

S&H §30809.1

Safety, Service, and Security

30809.1. ***Private entities shall reimburse the Department of the California Highway Patrol for the actual costs incurred by that department for traffic enforcement services rendered pursuant to subdivision (a) of Section 23251 (see below) of the Vehicle Code on toll highways which are publicly owned and privately operated.*** All funds collected by the Department of the California Highway Patrol shall be deposited in the Motor Vehicle Account in the State Transportation Fund.

VC§ 23251 (a)

23251. (a) ***The Department of the California Highway Patrol shall provide for proper and adequate policing of all toll highways and all vehicular crossings to ensure the enforcement thereon of this code and of any other law relating to the use and operation of vehicles upon toll highways,*** highways or vehicular crossings, and of the rules and regulations of the Department of Transportation in respect thereto, and to cooperate with the Department of Transportation to the end that vehicular crossings be operated at all times in a manner as to carry traffic efficiently. ***The authority of the Department of The California Highway Patrol is exclusive except as to the authority conferred by law upon the Department of Transportation in respect to vehicular crossings.***

C. **By regulation, the Department is to recover its full costs.**

8752 FULL COST RECOVERY POLICY (Revised 2/99)

The state policy is for departments to recover full costs whenever goods or services are provided for others (Requirements for General Fund departments are included in Government Code [GC] Sections 11010 and 11270). This policy, which applies to all departments regardless of funding sources, is to be followed in all cases except where statutes prohibit full cost recovery. The full cost of goods or services includes all costs attributable directly to the activity plus a fair share of indirect costs which can be ascribed reasonably to the good or service provided. SAM Section 8752.1 contains a discussion of the cost elements to include.

8752.1 COST ELEMENTS INCLUDED (Revised 2/99)

Include the following costs in charges for goods and services:

1) Department direct costs

Department direct costs are those which can be identified specifically with a particular cost objective, such as:

a. Personal service costs incurred in meeting the cost objective (personal service costs will include the fringe benefit factors prescribed in SAM Section 8740).

b. Operating expenses and equipment costs incurred in meeting the cost objective, such as the cost of contracts, travel expenses, etc.

2) Department indirect (overhead) costs

Department indirect (overhead) costs are those support costs which benefit more than one cost objective/organizational unit. These costs are accumulated and allocated periodically to the cost objective/organizational units which benefit from the support activity/function. Departmental

Environmental Impact Report
Project SCH# 2007051137
Page 3

b. Personal services costs of support units, including clerical support, housekeeping, etc.

c. Operating expenses and equipment costs not included as part of department direct costs.

3) **Central service costs**

Central service costs are costs incurred by central service departments (e.g., Department of Finance (DOF), State Controller, State Personnel Board, etc.) for the benefit of all state departments. See SAM Section 8753 for more information on central service costs.

1 We mention the foregoing because we wish to have our concerns addressed in the final report. Currently many of the streets in the project area with ramps accessing northbound and southbound ramps operate at a LOS (Level of Service) between E and F meaning "Extremely unstable flow, maneuverability and psychological comfort extremely poor" or "Forced or breakdown flow." Will this project transport these LOS conditions to I-15? It is important for us to anticipate any increased costs arising out of this project.

We appreciate the opportunity to comment on your plan. If you have any questions regarding this letter and our comments, please contact Lt. Mike Maas at (619) 220-5492.

Sincerely,

C. M. McGAGIN, Captain
Commander
San Diego Area

cc: Special Projects Section

1: The Project is not expected to generate new traffic in the surrounding area, but rather, it would change existing traffic patterns on local streets to access the DAR.

Department of Toxic Substances Control

Linda S. Adams
Secretary for
Environmental Protection

Maureen F. Gorsen, Director
5796 Corporate Avenue
Cypress, California 90630

Arnold Schwarzenegger
Governor

December 10, 2008

Mr. David Nagy
Senior Environmental Planner
District 11
California Department of Transportation (DOT)
4050 Taylor Street
San Diego, California 92110
ct.public.information.d11@dot.ca.gov

NOTICE OF A DRAFT ENVIRONMENTAL IMPACT REPORT (EIR)/ ENVIRONMENTAL ASSESSMENT FOR THE MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP, EA 2T09050 PROJECT, MIRA MESA/SCRIPPS RANCH, SAN DIEGO COUNTY (SCH. NO. 2007051137)

Dear Mr. Nagy:

The Department of Toxic Substances Control (DTSC) has received your submitted Notice of a Draft Environmental Impact Report (EIR)/ Environmental Assessment, October 2008 for the above-mentioned project. The following project description is stated in your Draft Environmental Impact Report (EIR)/ Environmental Assessment, October 2008: "Construct a Direct Access Ramp (DAR) to connect the Interstate 15 (I-15) Managed Lanes facility with the local street system and transit facilities in the Mira Mesa and Scripps Miramar Ranch communities on I-15, in San Diego County from 385 meters (m: 1,265 feet) north of the Carrol Canyon Road Overcrossing to 960 m (3,150 feet) north of the Mira Mesa Boulevard Under Crossing." DTSC has the following comments; please address:

1 1) The EIR should identify the current or historic uses at the project site that may have resulted in a release of hazardous wastes/substances. For all identified sites, the EIR should identify the known or potentially contaminated sites within the proposed Project area. For all identified sites, the EIR should evaluate whether conditions at the site may pose a threat to human health or the environment. Following are some databases of regulatory agencies that might be applicable to the site:

- EnviroStor: An online database maintained by DTSC, at www.envirostor.dtsc.ca.gov.

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1: Subchapter 2.10 of the EIR/EA evaluates potential hazardous waste/ materials impacts associated with the Project, including listed contaminated sites within the Project area. Avoidance, minimization and mitigation measures are identified in Subchapter 2.10 of the EIR/ EA to reduce associated impacts.

Mr. David Nagy
December 10, 2008
Page 2 of 4

- National Priorities List (NPL): A list maintained by the United States Environmental Protection Agency (U.S.EPA).
- Resource Conservation and Recovery Information System (RCRIS): A database of RCRA facilities that is maintained by U.S. EPA.
- Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS): A database of CERCLA sites that is maintained by U.S.EPA.
- Solid Waste Information System (SWIS): A database provided by the California Integrated Waste Management Board which consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.
- Leaking Underground Storage Tanks (LUST) / Spills, Leaks, Investigations and Cleanups (SLIC): A list that is maintained by Regional Water Quality Control Boards.
- Local Counties and Cities maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.
- The United States Army Corps of Engineers, 911 Wilshire Boulevard, Los Angeles, California, 90017, (213) 452-3908, maintains a list of Formerly Used Defense Sites (FUDS).

For future CEQA documents, please specify the databases that were consulted.

2 2) The EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may be contaminated, and the government agency to provide appropriate regulatory oversight. If necessary, DTSC would require an oversight agreement in order to review such documents. Please see comment No. 8 below for more information.

3 3) All environmental investigations, sampling and/or remediation for the site should be conducted under a Workplan approved and overseen by a regulatory agency that has jurisdiction to oversee hazardous substance cleanup. The findings of any investigations, including any Phase I or II Environmental Site Assessment Investigations should be summarized in the document. All sampling results in which hazardous substances were found should be clearly summarized in a table. All closure, certification or remediation approval reports by these agencies should be included in the EIR. All closure, certification or remediation approval reports by these agencies should be included in the EIR.

2: Please refer to Response to Comment 1 above.

3: The results of an Initial Site Assessment conducted for the Project are summarized in Subchapter 2.10 of the EIR/EA. Any required sampling and/or remediation would be conducted in accordance with regulatory standards and in consultation with the County of San Diego Department of Environmental Health, with oversight provided by the California Department of Toxic Substances Control.

Mr. David Nagy
December 10, 2008
Page 3 of 4

4 4) If buildings, other structures, asphalt or concrete-paved surface areas are being planned to be demolished, an investigation should also be conducted for the presence of other hazardous chemicals, mercury, and asbestos containing materials (ACMs). If other hazardous chemicals, lead-based paints (LPB) or products, mercury or ACMs are identified, proper precautions should be taken during demolition activities. Additionally, the contaminants should be remediated in compliance with California environmental regulations and policies.

5 5) Project construction may require soil excavation or filling in certain areas. Sampling may be required. If soil is contaminated, it must be properly disposed and not simply placed in another location onsite. Land Disposal Restrictions (LDRs) may be applicable to such soils. Also, if the project proposes to import soil to backfill the areas excavated, sampling should be conducted to ensure that the imported soil is free of contamination.

6 6) Human health and the environment of sensitive receptors should be protected during any construction or demolition activities. If necessary, a health risk assessment overseen and approved by the appropriate government agency should be conducted by a qualified health risk assessor to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment.

7 7) If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5). If it is determined that hazardous wastes will be generated, the facility should also obtain a United States Environmental Protection Agency Identification Number by contacting (800) 618-6942. Certain hazardous waste treatment processes or hazardous materials, handling, storage or uses may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA.

8 8) DTSC can provide guidance for cleanup oversight through an Environmental Oversight Agreement (EOA) for government agencies, or a Voluntary Cleanup Agreement (VCA) for private parties. For additional information on the EOA or VCA, please see www.dtsc.ca.gov/SiteCleanup/Brownfields, or contact Ms. Maryam Tasnif-Abbasi, DTSC's Voluntary Cleanup Coordinator, at (714) 484-5489.

9 9) If the site was used for agricultural, livestock or related activities, onsite soils and groundwater might contain pesticides, agricultural chemical, organic waste or other related residue. Proper investigation, and remedial actions, if necessary,

4: Please refer to Response to Comment 3 above.

5: Please refer to Response to Comments 1 and 3 above.

6: Sensitive receptors within and near the study areas of the build alternatives include residents, patrons and staff of nearby commercial uses, students and staff of nearby schools, as well as construction workers. If hazardous materials are encountered during demolition and construction activities, proper measures would be taken to ensure that sensitive receptors are not impacted by such materials. These measures would include appropriate abatement actions implemented in accordance with applicable regulatory requirements, and preparation and implementation of a Soil Management Plan and Site and Community Health and Safety Plan (as identified in Subchapter 2.10 of the EIR/EA.

7: Implementation of the Project would not result in the use or exposure of hazardous materials.

8: Comment noted.

9: No known agricultural operations have occurred on-site.

9 cont. should be conducted under the oversight of and approved by a government agency at the site prior to construction of the project.

If you have any questions regarding this letter, please contact Ms. Teresa Hom, Project Manager, at thom@dtsc.ca.gov or by phone at (714) 484-5477.

Sincerely,

Greg Holmes
Unit Chief
Brownfields and Environmental Restoration Program - Cypress Office

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044
state.clearinghouse@opr.ca.gov.

CEQA Tracking Center
Department of Toxic Substances Control
Office of Environmental Planning and Analysis
1001 I Street, 22nd Floor, M.S. 22-2
Sacramento, California 95814
gmoskat@dtsc.ca.gov

CEQA#2371

SAN DIEGO COMMUNITY COLLEGE DISTRICT
3375 Camino del Rio South
San Diego, California 92108-3883
619-388-6500
CITY COLLEGE | MESA COLLEGE | MIRAMAR COLLEGE | CONTINUING EDUCATION

Sent via email – ct.public.information.d11@dot.ca.gov and via USPS

Facilities Management
Vice Chancellor
District Architect
Construction Management
Real Property
619-388-6546
FAX 619-388-6509

December 8, 2008

California Department of Transportation, District 11
Attention: David Nagy
Senior Environmental Planner, Branch B Chief
450 Taylor Street
San Diego, CA 92110

Subject: Mira Mesa/Scripps Ranch Direct Access Ramp Project
Draft Environmental Impact Report/Environmental Assessment

Dear Mr. Nagy:

1 Thank you for the opportunity to comment on the Draft Environmental Impact Report/Environmental Assessment (DEIR/EA) for the Mira Mesa/Scripps Ranch Direct Access Ramp (DAR) project. Our review of the DEIR/EA has identified significant deficiencies that must be corrected before the decision makers consider the EIR/EA. As currently drafted, the DEIR/EA does not adequately address impacts to Miramar College.

On behalf of the San Diego Community College District, the following comments on the Hillery Drive Alternative are provided.

1.4 PROJECT DESCRIPTION

The DEIR/EA (page 1-9) states:

"The project would be constructed in one phase over a period of 18 to 24 months. Construction of the project is anticipated to begin in 2011 and to be completed by 2013. Short-term detours may be required (e.g., at the Hillery Drive entrance to Miramar College), (emphasis added) but access to and from adjacent properties would be maintained throughout the construction period. No driveway closures are anticipated."

2 Even a short-term detour at the Hillery Drive entrance to Miramar College could have serious implications to campus traffic. The East Campus Drive is a primary entry/exit point to the campus. Furthermore, an 800-space parking structure is currently being designed that will be accessed through Hillery Drive and the proposed project. We expect the parking structure construction to be complete in mid 2011. Please provide more details on the short-term detours, particularly at the Hillery Drive entrance to Miramar College. Including the proposed path(s) of the detour. Please consult with Miramar College and the San Diego Community College District

1: Comment noted.

2: Detours and other construction traffic routing will be determined during the final design phase of the Project, in consultation with Miramar College and/or the San Diego Community College District.

David Nagy
December 8, 2008
Page 2

at the earliest possible date regarding the possible detour(s) and revise the EIR/EA to determine potential impacts and appropriate mitigation measures.

The DEIR/EA (page 1-10) states:

"Construction of the proposed Hillery Drive overcrossing would require modifications to Hillery Drive, including the addition of two travel lanes....The additional lanes would require acquisition of 2.32 m (7.6 ft) of R/W on the north side of Hillery Drive and 7.98 m (26.2 ft) on the south side." (emphasis added)

The DEIR/EA (page 1-12) also states:

"R/W acquisition of two linear areas adjacent to the north and south sides of Hillery Drive would be required for the proposed widening of Hillery Drive. Approximately 0.12 ha (0.29 ac) would be acquired on the south side of Hillery Drive (emphasis added)"

3 The property on the south side of Hillery Drive is owned by the San Diego Community College District and is part of the Miramar College campus. Acquisition of right-of-way may significantly impact operations of our District Distribution Center traffic circulation, loading and unloading and our data center operations. Please consult with the District at the earliest possible date regarding the possible acquisition.

The DEIR/EA (page 1-12) states:

"It is anticipated that construction staging for the Hillery Drive Alternative would occur at the approved Mira Mesa/Miramar College Transit Center site in a disturbed area adjacent to the south site of Hillery Drive within Miramar College."

4 The referenced area is currently being used as a staging site (storage of material) for the construction of facilities at Miramar College and may not be available at the time construction begins on the DAR project. A transit center has not been approved by the appropriate governing bodies. Please consult with Miramar College and the District at the earliest possible date regarding the proposed transit center and any anticipated construction stage sites proposed on campus and revise the EIR/EA to determine potential impacts and appropriate mitigation measures.

2.1 LAND USE

2.1.1 Existing and Future Land Uses

Development Trends

5 Table 2.1 (Land Development and Public Projects in the Project Area) (page 2.1-5) includes "Miramar College Master Plan Buildout" as a project and identifies the following associated proposed uses: (1) Construction of Hourglass Fieldhouse joint use facility; (2) infrastructure construction; (3) construction of Library Learning Resource Center (3 stories, approximately

3: The Department will coordinate with the San Diego Community College District regarding the acquisition of property.

4: The Department will coordinate with Miramar College and/or the San Diego Community College District regarding construction staging areas. The Mira Mesa/Miramar College Transit Center has been approved by SANDAG and is not part of the proposed Project.

5: Table 2.1-1 and 2.18-1 in the EIR/EA have been revised accordingly. This revision does not change the conclusions of the EIR/EA, as buildout of Miramar College was assumed in the associated analysis.

David Nagy
December 8, 2008
Page 3

5 cont. 100,000 sq ft); (4) construction of Math Business Technology Building; (5) construction of Arts and Humanities Building. Completion of these campus projects, however, does not constitute Master Plan "Buildout"; they are only a component of Phase 1 of the adopted Miramar College Facilities Master Plan. As a result, the DEIR/EA understates the development potential of the project area. See the following discussion of the Facilities Master Plan.

6 Please note that Figure 2.1-4 (Land Development and Public Projects in the Project Area) (page 2.1-18) incorrectly locates the proposed Mira Mesa/Miramar College Transit Center in the southeast quadrant of Hillery Drive and Black Mountain Road instead of in the southeast quadrant of Hillery Drive and Westview Parkway.

2.1.2 Consistency with State, Regional and Local Plans

Relevant Land Use Plans, Policies and Ordinances

The San Diego Community College District Board of Trustees has adopted an updated Facilities Master Plan for San Diego Miramar College; a copy of the plan is available at our office. The new Facilities Master Plan, which is illustrated on the enclosed Exhibit A, is designed to accommodate 25,000 students and includes projects to be funded by Proposition "S" and the more recently adopted Proposition "N" as well as the future replacement and addition of other buildings and facilities. The Facilities Master Plan also designates a primary internal circulation system as shown on Exhibit B, which includes the southerly extension of Westview Parkway and East Campus Drive along the eastern border of the campus. The EIR/EA should be revised to (1) summarize the Facilities Master Plan, including the circulation system; (2) incorporate the
7 Facilities Master Plan into future traffic projections; and (3) address the environmental consequences of the Hillery Drive Alternative on the Facilities Master Plan.

2.3 COMMUNITY IMPACTS

2.3.2 Parking

The DEIR/EA (page 2.3-10) states "proposed improvements to Hillery Drive would displace approximately 32 on-street spaces along Hillery Drive, east of Westview Parkway. Parking along the street is primarily utilized by Miramar College students, who have other parking options within large surface lots on the campus."

8 The DEIR/EA fails to recognize that many of the existing large surface lots on the campus will not exist after the campus is built out in accordance with the Facilities Master Plan. Please consult with Miramar College and the District at the earliest possible date regarding parking impacts on the campus and address the potential impacts and appropriate mitigation measures in a revised EIR/EA.

9 The DEIR/EA fails to discuss the parking needs associated with this location in sufficient detail. This needs to be addressed with proposed mitigation steps. The Galvin Avenue alternative

6: Figure 2.1-4 has been revised to reflect the correct location of the Mira Mesa/Miramar College Transit Center.

7: The Facilities Master Plan was accounted for in future traffic projections and any major network changes are accounted for. Also, please refer to Response to Comment 5 above.

8: Section 2.3.2 of the EIR/EA (Page 2.3-11) has been revised to acknowledge that some of the existing surface lots within Miramar College are planned to be removed as part of the Miramar College Facilities Master Plan.

9: No parking is proposed as part of the Hillery Drive Alternative other than the reconfiguration of the existing park-and-ride lot on the north side of Hillery Drive. The Hillery Drive Alternative would serve the approved Mira Mesa/Miramar College Transit Center, while the Galvin Avenue Alternative would include construction of a similar transit center that includes a park-and-ride lot. Opportunities to provide a parking garage on the Miramar College campus to serve the transit center are currently being explored by SANDAG and Miramar College.

David Nagy
December 8, 2008
Page 4

9 cont. includes provision of 454 parking spaces while the Hillery Drive alternative only includes measures for 64.

2.5 TRAFFIC AND TRANSPORTATION/PEDESTRIAN AND BICYCLE FACILITIES

2.5.3 Environmental Consequences

10 The DEIR/EA does not address traffic impacts during construction. This is particularly critical due to the statement in the Project Description that "(s)hort-term detours may be required (e.g., at the Hillery Drive entrance to Miramar College)…." This deficiency must be corrected in a revised EIR/EA due to the reasons discussed above in response to section 1.4.

11 The DEIR/EA states "the Year 2030 denotes future buildout traffic conditions." Based on the above discussion related to "Miramar College Master Plan Buildout" it can be assumed that only the projects listed are included in the Year 2030 traffic. The EIR/EA must be revised to incorporate the complete buildout of the campus in accordance with the adopted Miramar College Facilities Master Plan.

12 East Campus Drive is and will remain a prime entry/exit for campus traffic. The DEIR/EA does not address the intersection of Hillery Drive and East Campus Drive under the Existing, Year 2015, or Year 2030 conditions. This deficiency must be corrected in a revised EIR/EA.

4.3 CONSULTATION AND COORDINATION WITH PUBLIC AGENCIES

13 The DEIR/EA (pages 4-3 and 4-4) does not identify consultation or coordination with Miramar College or the San Diego Community College District even though the project would have direct impacts on the Miramar College campus. The DAR project directly abuts Miramar College, which is operated by the District, and would serve the proposed Mira Mesa/Miramar College Transit Center, which is to be located on the Miramar College campus. Furthermore, the proposed project would (1) require the acquisition of 0.29 acres of District-owned land on the south side of Hillery Drive; (2) preclude vehicles from turning left onto Hillery Drive from the Distribution and Computing Center driveway; (3) establish a construction staging area on the proposed site of the Transit Center on campus; and (4) require short-term detours on the campus.

14 Because of the failure to consult or coordinate the project with Miramar College or the District, we request (1) that the consultations requested above occur at the earliest possible date and (2) that a copy of the Screencheck Final EIR/EA be provided to the District for review and comment prior to finalizing the document.

10: Please refer to Response to Comment 2 above.

11: The buildout of the college is accounted for in future traffic projections. Also, please refer to Response to Comment 5 above.

12: The purpose of the Traffic Impact Study is to address potential impacts to the circulation system. Only locations that would experience a change in traffic are evaluated to determine what impact, if any, the project would cause. This location would experience no change in traffic as a result of the project; therefore, there would be no impact.

13: The Department will coordinate with Miramar College and the San Diego Community College District regarding these matters.

14: The Department will coordinate with Miramar College and the San Diego Community College District regarding these matters.

David Nagy
December 8, 2008
Page 5

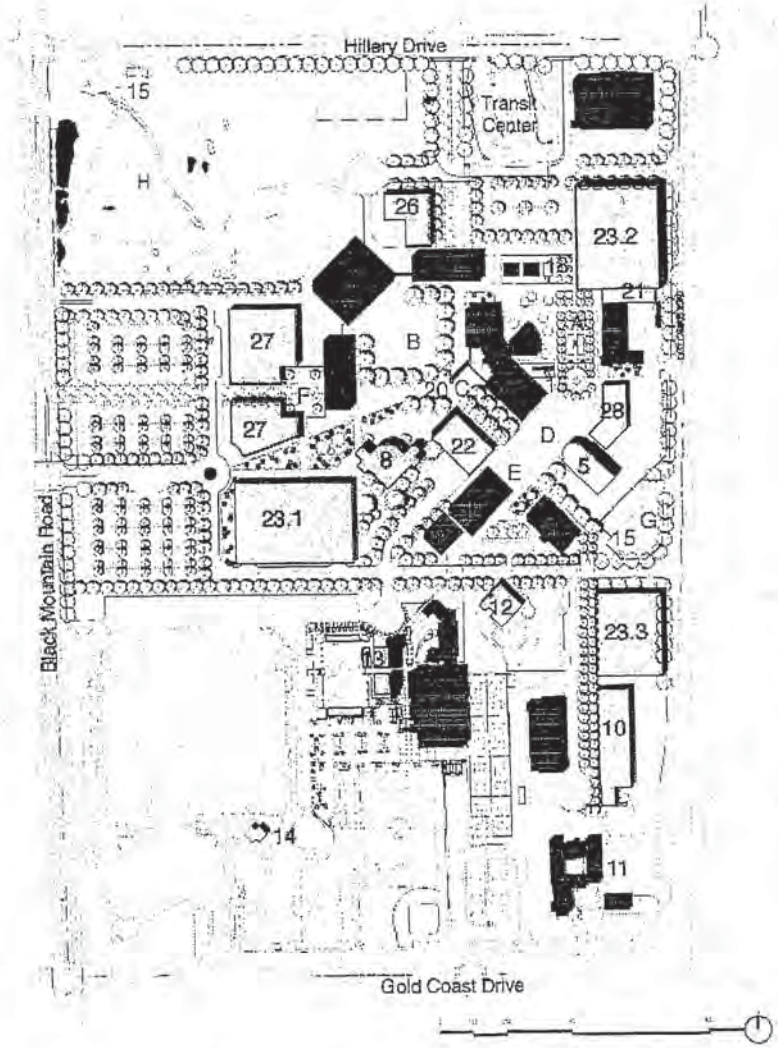
Thank you for the opportunity to comment. We look forward to meeting with Caltrans staff and reviewing the revised EIR/EA.

Sincerely,

David Umstot, PE
Vice Chancellor
Facilities Management

DU: dp
Enclosures
Exhibit A-Miramar College-Facilities Master Plan
Exhibit B-Miramar College-Circulation System

ATTACHMENTS TO LETTER



Miramar College - Facilities Master Plan

Exhibit A

BUILDING KEY

1. DISTRICT COMPUTING/ DISTRIBUTION CENTER
2. AUTOMOTIVE TECHNOLOGY CAREER INSTRUCTIONAL BUILDING
3. SCIENCE & TECHNOLOGY BUILDING
4. SCIENCE & TECHNOLOGY LECTURE HALL
5. C-100 DIESEL TECHNOLOGY LAB
6. OVERFLOW CLASSROOM/ OFFICES
7. U-100 COGEN PLANT
8. I-100 INSTRUCTIONAL CENTER
9. F-100 AVIATION MAINTENANCE & TECHNOLOGY CENTER
10. OFFICES & CLASSROOMS
11. CET
12. CHILD DEVELOPMENT
13. AQUATIC CENTER
14. COMFORT STATION
15. UTILITIES
16. COLLEGE SERVICES CENTER & POLICE/EMERGENCY SERVICES SUBSTATION
17. HEALTH EDUCATION SCIENCE & PHYSICAL CONDITIONING FACILITY
18. GREENHOUSES & BIOLOGICAL POND
19. LIBRARY/LLRC
20. TOWER
21. AUTOMOTIVE BAYS
22. CAFETERIA/BOOKSTORE & STUDENT/CAMPUS CENTER
23.1. PARKING STRUCTURE #1
23.2. PARKING STRUCTURE #2
23.3. PARKING STRUCTURE #3
24. ARTS & HUMANITIES CLASSROOM BUILDING
25. TECHOLOGY CLASSROOM BUILDING
26. ADMISSIONS, ADMINISTRATION & STUDENT SERVICES
27. PERFORMING ARTS COMPLEX
28. TRANSPORTATION TECHNOLOGY BUILDING (MOTORCYCLES & BUSES)

BUILDING STATUS

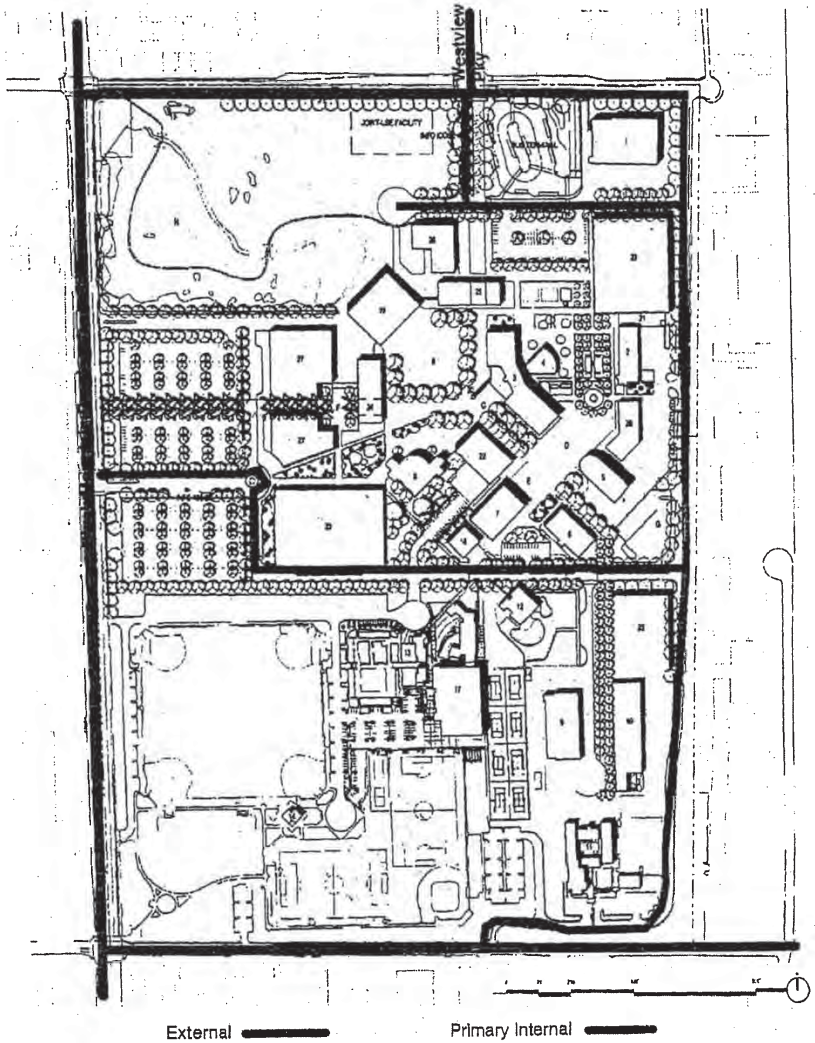
- EXISTING BUILDINGS TO REMAIN
- NEW BUILDINGS PROPOSED AS PART OF PROP S
- FUTURE BUILDINGS

OUTDOOR SPACE KEY

- A "LEAVE-A-LEGACY" PLAZA
- B CAMPUS QUADRANGLE
- C TOWER PLAZA
- D THE GREEN
- E STUDENT CENTER PLAZA
- F ARTS COURT
- G LANDSCAPE MAINTENANCE YARD
- H ENVIRONMENTAL PRESERVE (see Figure 5 for details)

LEGEND – Exhibit A

ATTACHMENTS TO LETTER



Miramar College - Circulation System

Exhibit B

srliko4@aol.com
12/08/2008 05:29 PM

To david_nagy@dot.ca.gov
cc
bcc
Subject Mira Mesa Direct Access Ramp comments

History: This message has been forwarded.

Scripps Ranch Planning Group
10247 Rue Touraine
SD, CA 92131

California Dept. of Transportation, District 11
Attention: David Nagy, Sr. Environmental Planner, Branch Chief
4050 Taylor Street
SD, CA 92110

Re: Mira Mesa/Scripps Ranch Direct Access Ramp Project
EA 2T0950

Below you will find comments from the Scripps Ranch Planning Group regarding the Mira Mesa Direct Access Ramp Draft Environmental Impact Report.

1. Lack of connection to Scripps Ranch
   a. Remove Scripps Ranch from the title "Mira Mesa/Scripps Ranch DAR Project" because of any significant, meaningful, or reasonable connection to Scripps Ranch. 1
   b. Page 1-1: Purpose is not accomplished because there is a single bus route in all of Scripps Ranch that is extremely limited to users at Alliant International University. 2
      i. The DEIR does not state how many residents of Scripps Ranch (92131) have transponders or who use the existing HOV lanes so it is not possible to assess this issue. 3
   c. Page 1-1: Project goals cannot be met because it is highly unlikely to encourage mass transit or car/van pooling because the new DAR is not reasonably accessible. 4
   d. Page 1-2: No vehicular access to the DAR from Scripps Ranch. 5
      i. If traffic demand for the DAR is 16,000 ADT's which includes Scripps Ranch users presumably, why is not 10,000 ADT's from Scripps Ranch through its own DAR not warranted? 6
         1. More traffic will be generated from points east of Scripps Ranch than from the west in Mira Mesa, so why does this not warrant a DAR? 7 8
   e. Page 1-3: Population density in Scripps Ranch is going to higher in the

1: Comment noted. Vehicles from Scripps Ranch could access the DAR via Mira Mesa Boulevard and Westview Parkway.

2: Route 964 serves Scripps Ranch via Carroll Canyon Road, Business Park Avenue, Willow Creek Road, and Alliant University. This route also connects to Mira Mesa on the west side of I-15, including (among others) along Hillery Drive and Mira Mesa Boulevard. Consistent with the identified Project purpose, the Project would facilitate these transit operations.

3: Comment noted. Please refer to Response to Comment 1 above.

4: Please refer to Response to Comment 1 above.

5: Please refer to Response to Comment 1 above.

6: 16,000 ADTs is not a threshold for a DAR. As discussed in Section 1.6.1 of the EIR/EA, the demand for a DAR connecting to the east side of I-15 is approximately two-thirds of that projected for Hillery Drive and Galvin Avenue Alternatives. Note that implementation of the Hillery Drive Alternative would not preclude construction of a DAR structure to connect to the east side of I-15 in the future as a separate project.

7: Projected traffic demand for a DAR connecting to the east side of I-15 is approximately two-thirds of that projected for either build alternatives. Please refer to Response to Comment 6 above.

8: The population data on Page 1-3 of the EIR/EA was derived from growth forecasts from the San Diego Association of Governments, which anticipates population from existing and planned land uses in accordance with applicable land use designations.

8 cont. future with new higher density projects currently being processed and expected. The DEIR is incorrect in its analysis.

9 f. Page 1-4: Traffic analysis ignores traffic impacts east of the I-15.

i. What is the LOS for Mira Mesa Blvd at Scripps Ranch Blvd? At Carroll Canyon and Business Park Way?

10 g. Page 1-7 & 1-19: What about the feasibility study of a Scripps Ranch DAR connection other than across from Hillery that were studied but not included in this DEIR?

11 h. Page 1-4: Remove "Scripps Ranch" from project description because the proposed DAR will not reasonably connect the DAR with local street sy stem and transit facilities in Scripps Ranch.

12 i. Page 1-9 & 1-19: Build alternatives should include a DAR into Scripps Ranch between Miramar Road and Carroll Canyon Road.

13 i. The cost of building Galvin is many folds more expensive than building an eastern connection, but then why does the DEIR say an eastern connection is too expensive but not Galvin?

14 j. Page 1-9: Access controls such as "Right turn only" and "Left turn only" signs could be installed if a Hillery connection is made directly into Scripps Ranch to prevent the DAR being used as a new east-west connection.

15 k. Page 1-10: Hillery connection should be constructed so that an eastern connection into Scripps Ranch could be made in the future and not prevented from lack of foresight.

16 l. Page 2.1-11: Erma Road is within the Scr ipps Miramar Ranch Community Plan (SRPG); not Miramar Ranch North Planning Area (MRNPC).

2. Noise

17 a. A concern for the residents along Erma Road should the Galvin Alternative is chosen. Additional testing is needed.

18 b. Page 2.1-4: Sound walls should be constructed for Scripps Ranch High School because the DEIR omitted a School District approved 1999 Master Plan that included buildings and playfields that will be impacted by noise.

19 3. Visual impacts

a. The impacts to residents along Erma Road are not clearly detailed.

Sincerely,

Bob Ilko
Vice-Chair, Scripps Ranch Planning Group

Listen to 350+ music, sports, & news radio stations – including songs for the holidays – FREE while you browse. Start Listening Now!

9: Please refer to Response to Comment 2 from Annette Rieger.

10: Implementation of the Hillery Drive Alternative would not preclude construction of a DAR structure to connect to the east side of I-15 in the future as a separate project. Alternate locations for an eastern connection could be studied at that time as part of that project.

11: Please refer to Response to Comment 1 above.

12: Please refer to Response to Comment 10 above.

13: As discussed in Section 1.6.1 of the EIR/EA, the Eastern Connection Alternative was eliminated from further review for a number of reasons. The EIR/EA discloses that relocation of existing major utility lines (required for this alternative) would be costly, but does not use cost as the sole reason for its elimination. Note that implementation of the Hillery Drive Alternative would not preclude construction of a DAR structure to connect to the east side of I-15 in the future as a separate project.

14: Comment noted.

15: Comment noted. Implementation of the Hillery Drive Alternative would not preclude construction of a DAR structure to connect to the east side of I-15 in the future as a separate project.

16: Comment noted.

17: Please refer to Response to General Comment 2 and Response to Comment 2 from Scripps Townhomes regarding noise concerns. Noise impacts were assessed for the residents along Erma Rd in Section 2.12.3 of the EIR/EA (Page 2.12-7).

18: With the addition of the proposed ramp structures along I-15, noise levels at Scripps Ranch High School would nominally increase. The school district would be responsible for improvements to ensure that noise levels at future buildings and other sensitive receptors planned as part of their Master Plan would not exceed applicable standards.

19: Visual impacts to views along Erma Road are evaluated in Subchapter 2.6 of the EIR/EA (Pages 2.6-27 and 2.6-28).

San Diego County Archaeological Society, Inc.

Environmental Review Committee

2 December 2008

To: Mr. David Nagey
Senior Environmental Planner, Branch B Chief
California Department of Transportation, District 11
4050 Taylor Street
San Diego, California 92110

Subject: Draft Environmental Impact Report/Environmental Assessment
Mira Mesa/Scripps Ranch Direct Access Ramp Project

Dear Mr. Nagey:

I have reviewed the cultural resources aspects of the subject DEIR/EA on behalf of this committee of the San Diego County Archaeological Society.

1 Based on the information contained in the document, we agree that the project is unlikely to have a significant impact on cultural resources. Therefore, we also agree that no cultural resources mitigation measures are required.

SDCAS appreciates being included in the environmental review process for this project.

Sincerely,

James W. Royle, Jr., Chairperson
Environmental Review Committee

cc: SDCAS President
File

P.O. Box 81106 • San Diego, CA 92138-1106 • (858) 538-0935

1: Thank you for supporting the determinations that were made regarding cultural resources in the environmental document.

SCRIPPS TOWNHOMES HOME OWNERS ASSOCIATION
c/o The Prescott Companies
5966 La Place Court Suite 170
Carlsbad, CA 92008

December 4, 2008

Department of Transportation,

This letter serves as the formal comment regarding the MM/SR DAR DEIR from the Board of Directors and Association members of Scripps Townhomes condominium association.

Scripps Townhomes is a community of homes located on Scripps Vista Way, northeast of the proposed Galvin Avenue DAR Alternative. We are 164 townhouse-styled residences, built in a cluster grouping of 32 two-story multi-family complex buildings with a recreational center consisting of a heated adult/family swimming pool, therapy spa, adjacent concrete sunning deck areas with patio furnishings and pool side cabana building located on the western side of the project (towards freeway). We also have two illuminated tennis courts with adjacent "sports court" and related basketball hoop system, including a dog-run enclosure area, that directly front the freeway and are within the studied project area. Individual units have exclusive use upper elevated balcony and entry level side patios (Plan 3) and breezeway bridge sunning decks (over driveways connecting adjacent buildings) with large exclusive use entry patios (Plans 1 &2).

1 Our community supports the concept for direct access freeway ramps at Hillery Drive, but we oppose the proposed location at Galvin Avenue.

Our opposition to the Galvin Avenue Alternative is centered around four basic points: a) Increased pollution in the form of noise, air and light/visual pollution, with inadequate testing included in the DEIR; b) the Galvin Avenue project is extraordinarily costly; c) that the location of a freeway ramp adjacent to Hage Elementary will cause gridlock and unsafe conditions; d) the Hillary Drive Alternative is not only consistent with longstanding community plans for a DAR but it also presents viable mitigation options for the Walker Elementary School that could be affected by it.

2 A. The Noise impacts of this project are significant. Six of eight receptors east of the freeway and north of Mira Mesa Blvd would approach or exceed the NAC and, at one of these locations, the noise levels would increase by more then 12 decibels (dBA). These receptors were located within the neighboring community (Scripps Westview, which is directly adjacent to Scripps Townhomes) yet no testing was conducted on our project to assess future impacts. Why? According to the TeNS/TNAP, this should have triggered additional testing and included tier 2 and possibly tier 3 testing, none of which is provided in the DEIR. The most impacted receptor (that is expected to result in a 12 decibel (dBA) increase) is within a few hundred yards of Scripps Townhomes, so an impact to our community is almost

1: Comment noted and is included in the administrative record as part of the Final environmental document. No response is required, as the comment does not raise a specific issue regarding the potential environmental effects of the Project.

2: Please refer to Response to General Comment 2 regarding noise concerns. Note that the Hillery Drive Alternative is the preferred alternative.

2 cont. guaranteed, yet unknown as a result of the lack of testing. An additional noise concern is in regard to the number of impacted homes. While over 600+ property owners and rental units call this small area home, the number of impacted homes as determined by the current testing methods and procedures is only 18? This clearly is in conflict with good common sense and in our opinion should be revisited.

3 Visual impacts are also very real, as this monolithic structure will be in foreground and middle-ground views for many residents and daily road users that will create moderately high sensitivity. Currently, the condition on Erma Road is a noise attenuation wall that extends along west side of the roadway. The DEIR describes it as having an unpaved area located in front of the wall that supports weeds, and the overall visual quality of Erma Road is moderate. This should not be the case, as the three major communities in this area were of the understanding that landscape improvements would be made to the unpaved area located in front of the wall as part of the managed lanes project that is currently underway. Are these landscape improvements no longer a part of the managed lanes project?

4 B. We also oppose the Galvin Avenue Alternative because it is extraordinarily costly and disruptive to the community. Simply put, the Galvin DAR costs $50 Million Dollars more than the Hillery Drive DAR. This is because it's larger and longer and also because it requires major modifications to existing infrastructure. These modifications will be extraordinarily disruptive to the Scripps Ranch and Mira Mesa community that utilizes the roads and freeway. The Galvin Alternative will require relocation and rebuilding of all four ramps for Interstate 15 at Mira Mesa Blvd. Caltrans is currently spending extraordinary sums rebuilding two of these ramps (southbound on- and off-) right now, but this work would be bulldozed and repeated. Additionally, the Erma Road Noise Abatement Wall recently installed by CalTrans (leading to our community and directly across the street from Scripps Westview) will be torn down and replaced anew, if the Galvin Avenue project is approved. This deconstruction will also include an attenuation wall that has just begun construction to the south of the Erma Rd. wall. With so many communities being denied sound barriers based on the "reasonable" expense involved, how then is it justifiable to build these walls at enormous expense only to remove/replace them in a few short years? This is a colossal waste of taxpayer funds and seems to clearly cross the line in terms of fairness to communities that fall just short of the spending threshold to mitigate noise in their community.

5 C. The gridlock and safety issues on Galvin at Westview Parkway in the morning and afternoons are already well known in our community and will be made so much worse by installation of a freeway ramp that the Galvin Ave DAR will be a disaster. The current situation is such that both north and southbound traffic on Westview Parkway backs up in the morning as commuters cross with families attending Hage Elementary, which is located precisely on the corner of this intersection. The elementary school's traffic issues will only become worse over time, as pending development of the Casa Mira View apartments (also on

3: The Galvin Avenue Alternative would remove landscape improvements associated with the I-15 Managed Lanes project. The Galvin Avenue Alternative would relocate the existing Erma Road noise attenuation wall up to the City of San Diego right-of-way. The area between the wall and curb would be in the City's right-of-way. Landscaping and irrigation could occur, if the City would provide a water meter and agree to assume maintenance of the 6-foot planter pocket between the retaining noise wall and concrete barrier at Erma Road, identified under visual quality in the avoidance and minimization measures in Section 3.3 of the EIR/EA (Page 3-23) and in Appendix B "Environmental Commitments Record" (Page 6).

4: Comment noted. Please refer to Response to General Comment 5 regarding cost. Note that the Hillery Drive Alternative is the preferred alternative.

5: Please refer to Response to General Comment 1 regarding traffic and public safety concerns near Hage Elementary School. The traffic analysis conducted for the Project included the proposed Casa Mira View development. Therefore, traffic trips generated by Casa Mira View project have been included in the analysis.

5 cont. Westview Parkway) will add over 1,800 residences and related traffic to this intersection, but this has not been considered in the analysis for the DAR at Galvin.

6 The Galvin DAR would divert and/or create 5,000 extra cars per day (concentrated in the commute peak hours, which are identical to the hours parents deliver and pick up children from school and the Six-to-Six programs used by working parents) to precisely this same intersection. Gridlock and backups emanating from the Galvin/Westview Pkwy intersection will prevent residents of Scripps Ranch from even reaching the DAR entrance using northbound lanes on Westview Parkway. In addition to the "Achilles Heel" effect of that problematic intersection upon the utility of the DAR, the noise impacts of 5,000 cars, trucks and the intended transit bus traffic upon Hage Elementary, located 85 feet from the only way in or out of the proposed DAR and transit center, will be significant and unmitigated. We need to protect our community's children, not put them in harms way.

7 D. The Hillery Drive DAR impacts can be mitigated and the Hillery location is consistent with preexisting community plans. The Legacy Apartments were designed and approved by the Mira Mesa Community Planning Board and the City Council with a space designed to accommodate the Hillery Drive DAR. The impacts upon the residents of those have been dealt with in the physical design of that project. Hillery drive is also the preferred location for the DAR by the current land owner at both locations (Legacy Apartments and Casa Mira View Apartment project pending). The remainder of Hillery Drive is adjacent to undeveloped land on the community college campus, and Miramar College has provided for the DAR and transit center in its Master Plan.

As I hope you can see, our community's opposition to the Galvin Alternative for the DAR project isn't a "not in my backyard" response. The Galvin Ave DAR is a terrible idea on many levels and would have a disastrous effect upon Scripps Townhomes and the Scripps Ranch & Mira Mesa communities for generations to come. For these and numerous other reasons, Scripps Townhomes Owners Association Strongly opposes the construction of the DAR at the Galvin Avenue location.

On Behalf of the Scripps Townhomes Board of Directors,

James Sullivan
President, Scripps Townhomes Owners Association

6: Please refer to Response to General Comment 1 regarding traffic and public safety concerns near Hage Elementary School. The additional traffic that would be experienced at Galvin and Westview Parkway is evaluated in the study and any impacts due to the DAR have been disclosed. Note that the Hillery Drive Alternative is the preferred alternative.

7: Comment noted. Please refer to Response to Comment 7 from Erik Basil regarding land use consistency.

H.G. FENTON COMPANY

TRUST, SERVICE AND TRADITION SINCE 1906

December 4, 2008

California Department Transportation, District 11
Attention: David Nagy, Senior Environmental Planner, Branch B Chief
4050 Taylor Street
San Diego, CA 92110

SUBJECT: Mira Mesa/Scripps Ranch – Direct Access Ramp Project
San Diego County, California
District 11 – SD – 15, KP 24.4/26.4 (PM 15.1/16.4
EA 2T0950
DRAFT ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL ASSESSMENT

Dear Mr. Nagy:

H.G. Fenton Company (Fenton) owns and manages 160 multi-family units (Scripps Landing) located on Erma Road within the Scripps Miramar Ranch community. Additionally, we are the applicant for the Erma Road Project, which proposes to construct 95 multi-family units also on Erma Road. As such, we have a direct interest in the Direct Access Ramp (DAR) project as proposed by Caltrans.

1 The Galvin Avenue Alternative evaluated in the Draft Environmental Impact Report/Environmental Assessment (EIR/EA) has the potential to affect the quality of life for our residents. The Galvin Avenue Alternative will result in bringing a greater amount of traffic closer to our residents, along with increased air emissions and noise levels associated with that traffic.
2 Additionally, contrary to the analysis presented in the Draft EIR/EA, we believe the DAR will result in significant visual impacts associated with the massive structure needed to support the DAR and will obstruct view opportunities for our residents.
3 The Galvin Avenue Alternative would result in impacts to the Scripps Miramar Ranch community which would not be associated with the Hillery Drive alternative. Furthermore, the Galvin Avenue Alternative will have direct impacts on existing and future residential developments and will eliminate valuable residential lands planned to accommodate much needed residential uses, resulting in the loss of 23 to 95 planned affordable units.

4 The Hillery Drive Alternative would be located within the area reserved for this use, with minimal additional right-of-way required.
5 Retaining walls needed for the Hillery Drive Alternative would range up to eight feet in height, whereas the Galvin Avenue Alternative would result in retaining walls up to 16 feet in height.
6 The Hillery Drive Alternative has an existing transit center built to serve the DAR and transit in the area. A new/expanded transit center would be required to serve the Galvin Avenue Alternative, taking up additional land needed for residential development. In fact, as presented in the Draft EIR/EA, the Hillery Drive Alternative would only require an additional 0.65 acre of right-of-way, whereas the Galvin Avenue Alternative would require

7577 Mission Valley Road, Suite 200 San Diego, CA 92108 p | 619.400.0120 f | 619.400.0111 www.hgfenton.com

1: Please refer to Response to General Comment 1 regarding traffic concerns.

Please refer to Response to General Comment 3 regarding air quality concerns. Implementation of the Galvin Avenue DAR would not exceed 1-hour or 8-hour federal or state CO standards, as concluded in Subchapter 2.11 of the EIR/EA.

Please refer to Response to General Comment 2 regarding noise concerns. Six receptors on the east side of I-15 would approach or exceed the noise abatement criteria, as stated on Page 2.12-7 of the EIR/EA. These receptor locations represent 18 multi-family residences. Noise walls would be constructed to reduce noise levels by 5 dBA or more, per the Noise Abatement Criteria (NAC), at all receptors, except one, where construction of a noise wall was found to be infeasible, as stated under "Long-term Noise Impacts" for the Galvin Alternative (Page 2.12-10).

2: Please refer to Response to General Comment 6 regarding visual quality concerns.

3: Please refer to Response to General Comment 4 regarding land use compatibility. Note that the Hillery Drive Alternative is the preferred alternative.

4: It should be noted that no easements or land entitlements were previously obtained at the site of the proposed Hillery Drive Alternative for the DAR. The Project would require acquisition of permanent easements and right-of-way. Refer to Chapter 1 of the EIR/EA.

5: As discussed on page 1-11 of the EIR/EA, the Hillery Drive Alternative would require mechanically stabilized embankment (MSE) walls on the sides of the proposed overcrossing and ramp structures (refer to Figure 1-7 of the EIR/EA). The maximum height of these MSE walls would be 8 feet. A block retaining wall also would be required along Hillery Drive, fronting the Distribution and Computing Center building on Miramar College. This wall would be 5 feet high (refer to Figure 1-8 of the EIR/EA).

The referenced retaining wall required for the Galvin Avenue would be constructed along the eastern side of I-15 within the Project limits. This wall would be a maximum of 16 feet high, but would not extend above grade. Refer to page 1-14 of the EIR/EA for specific details.

Mr. David Nagy
December 4, 2008
Page 2

6 cont. acquiring more than six acres of right-of-way. Table 1-1 in the EIR/EA underscores the comparison of the two alternatives and highlights the additional costs associated with the Galvin
7 Avenue Alternative – nearly twice as much as the Hillery Drive Alternative. This would be an inappropriate and excessive use of public funds.

8 The Draft EIR/EA is incorrect in its assumptions for growth and development proximate to the Hillery Drive Alternative and therefore under-estimates the benefits of this alternative. A project proposal for a portion of the Carroll Canyon Master Plan area of Mira Mesa (Stone Creek) would result in the addition of nearly 5,000 residential units, as well as employment opportunities. The Hanson property within the Carroll Canyon Master Plan is planned for another 1,800 residential units, as well as additional employment opportunities. With the completion of Carroll Canyon Road from I-15 to I-805 through the Carroll Canyon Master Plan area and service of developments within that area by Bus Rapid Transit, the DAR at Hillery Drive would substantially benefit the community. The Hillery Drive Alternative's location can better serve areas where existing, planned, and proposed residential development and employment opportunities occur in the Mira Mesa community.

9 We encourage Caltrans to select the Hillery Drive Alternative as the location for the DAR. This is the location that was anticipated in the Mira Mesa MarketCenter project. It was analyzed in that project's EIR, and right-of-way has been set aside for its construction. As stated in the EIR/EA, the Hillery Drive Alternative:

- Contributes to implementation of the goals presented in the RCP;
- Is consistent with key policies of the Transportation Element of the RCP;
- Is consistent with the project description provided in the RTIP;
- Is consistent with applicable policies contained in the Mobility Element of the City's General Plan;
- Reduces traffic congestion at the I-15/Mira Mesa Boulevard and I-15/Carroll Canyon Road interchanges;
- Does not conflict with land use designations of the Scripps Miramar Ranch Community Plan;
- Is a wise investment in infrastructure improvements and appropriate use of tax-payers' money.

10 Furthermore, the Hillery Drive Alternative would avoid significant impacts to existing and proposed residential developments within the Scripps Miramar Ranch community.

Sincerely,

Allen M. Jones
Vice President

6: The Hillery Drive Alternative would be located near the approved Mira Mesa/Miramar College Transit Center. This transit center, located at the southeast corner of the Westview Parkway/Hillery Drive intersection within Miramar College, is approved, but has not been constructed. The Galvin Avenue Alternative would include the construction of a new transit center that would require acquisition of right-of-way.

7: Comment noted. Please refer to Response to General Comment 5 regarding cost.

8: It is agreed that planned growth in the Project area, including, among other planned projects, the Stone Creek project, development of the Hanson property, and extension of Carroll Canyon Road would benefit from a DAR.

9: Comment noted.

10: Comment noted.

Garden COMMUNITIES

November 12, 2008

David Nagy
Caltrans – District 11
4050 Taylor Street, MS 242
San Diego, CA 92110

Re: Draft Environmental Impact Report / Enviromental Assessment
Mira Mesa/Scripps Ranch Direct Access Ramp Project, I-15 Managed Lanes Project

Dear Mr. Nagy:

On behalf of Garden Communities RP, LLC, the developers of the Legacy project located in the Mira Mesa Community of the City of San Diego, we wish to thank you for the opportunity to review the DEIR for the subject project. Overall, we support the concept of the DAR for Mira Mesa. However, both alternatives under consideration will be expensive, disruptive to the community during construction, and will result in significant damages to all of the property owner(s) to which right-of-way is required. That said, if a choice has to be made between the two alternatives, we recommend that the Hillery alternative be selected as the problems associated with the Hillery alternative definitely would be the lesser of two evils.

1

2

Sincerely,
GARDEN COMMUNITIES RP, LLC

Stuart Posnock

1: It is acknowledged that temporary impacts would result during Project construction with regard to traffic, noise and air quality. Avoidance and minimization measures are identified in the EIR/EA to minimize disruptions during the construction period.

Both alternatives would require acquisition of permanent easements and right-of-way. Right-of-way estimates based on fair market value were prepared by the Department and are included in Table 1-1 of the EIR/EA. The Department will coordinate with property owners regarding the acquisition of property.

2: Comment noted.

RUTAN
ATTORNEYS AT LAW

Jeffrey M. Oderman
Direct Dial: (714) 641-3441
E-mail: joderman@rutan.com

November 26, 2008

VIA E-MAIL AND FIRST CLASS MAIL

California Department of Transportation
District 11
Attn: David Nagy, Senior Environmental
Planner, Branch B Chief
4050 Taylor Street
San Diego, California 92110

Re: Draft Environmental Impact Report/Environmental Assessment
Mira Mesa/Scripps Ranch Direct Access Ramp Project
EA 2T0950, SCH 2007051137

Dear Mr. Nagy:

This firm represents Scripps Mesa Developers, LLC ("SMD"), which owns the property located along Westview Parkway near Galvin Avenue slated for the Casa Mira View development, and Garden Communities RP, LLC ("GCRP"), owner of the existing Legacy Apartments complex located by Hillery Drive. SMD owns property that Caltrans would need for the "Galvin Avenue Alternative," while GCRP owns property through which the "Hillery Drive Alternative" would run. Both SMD and GCRP are thus understandably interested in the direct access ramp project (referred to herein as either the "DAR" or the "Project").

This letter and the attached memos prepared by SMD's and GCRP's traffic, air quality, and noise consultants set forth our comments on the Draft Environmental Impact Report ("DEIR") for the Project. We acknowledge that the DEIR contains considerable useful information regarding the Project, its environmental impacts, and feasible mitigation measures. Nevertheless, we believe the DEIR is deficient in a number of respects and needs to be corrected and supplemented as outlined below.

Other than noting that Caltrans's estimate of right-of-way acquisition costs is unrealistically low (partly for the reasons discussed below), we will not address condemnation issues in this letter. However, Caltrans should note that the impacts on Casa Mira View will be much greater (and thus costlier) than those on Legacy.

Rutan & Tucker, LLP | 611 Anton Blvd, Suite 1400, Costa Mesa, CA 92626
PO Box 1950, Costa Mesa, CA 92628-1950 | 714-641-5100 | Fax 714-546-9035
Orange County | Palo Alto | www.rutan.com

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RUTAN
ATTORNEYS AT LAW

California Department of Transportation
November 26, 2008
Page 2

Our comments on the DEIR are as follows:

1 1. The DEIR Should Be Revised to Address the Approved Casa Mira View Development as Part of the "Environmental Baseline" or Existing Conditions.

2 1.1 Table 2.1-1 incorrectly describes the status of the Casa Mira View project as follows: "EIR process in early stages. Technical reports still in process." This is factually inaccurate. As Caltrans knows (having written a letter on July 31, 2008, to the City of San Diego commenting on the draft EIR for the Casa Mira View project), the EIR process for Casa Mira View is in its very final stages. The Casa Mira View project EIR and all technical reports have been completed. The project cleared the City's Planning Commission on October 2, 2008, and SMD anticipates that the City Council will take final action on the project in the very near future.

3 1.2 Similarly, the DEIR should be revised to acknowledge SMD's legal right to develop the Casa Mira View project. In this regard, the DEIR at pages 2.1-6 states that the Casa Mira View parcel is only "planned" for development and asserts that the City of San Diego has the authority to and should "avoid" impacts of the DAR project on Casa Mira View by downzoning the Casa Mira View land. The DEIR should be corrected to acknowledge that the Casa Mira View property is *already approved* for development and its zoning cannot be taken away. The City Council approved a development agreement for this project – 1,848 residential units –back in 1988. The development agreement vests SMD's right to the existing zoning and its right to construct the full 1,848 units.

4 1.3 SMD requests that Caltrans revise the DEIR to withdraw its previous recommendation to the City of San Diego that "Phase II of the [Casa Mira View] project [i.e., the portion which conflicts with the proposed Galvin Avenue Alternative] [should] be conditioned contingent upon the determination by Caltrans on the preferred DAR alternative." (See the July 31, 2008, Caltrans letter referred to above, 3rd bullet point on first page.) Similarly, page 2.1-6 of the DEIR should be revised to remove the assertion that the City of San Diego has the authority to and should "avoid" impacts of the DAR project on Casa Mira View by downzoning the Casa Mira View land. These statements conflict with SMD's vested rights under its Development Agreement--and, in CEQA parlance, are therefore legally not "feasible." (See Public Resources Code Section 21004; 14 Cal. Code Regs., Section 15040, 15126.4(a)(5), and 15364; and *Kenneth Mebane Ranches v. Superior Court* (1992) 10 Cal.App.4th 276, 291.) Moreover, even if SMD's zoning and right to build the 1,848 units on the Casa Mira View site were not final and vested,

5 Caltrans's statements—which are pretty clearly designed to prevent development of the Casa Mira View site so that Caltrans can acquire it at a reduced price-- are an invitation to the City to inversely condemn SMD's property. See, e.g., *People ex rel. Dept. of Pub. Works v. Southern Pac. Transp. Co.* (1973) 33 Cal.App.3d 960; *City of San Diego v. Rancho Penasquitos Partnership* (2003) 105 Cal.App.4th 1013; and *Peacock v. County of Sacramento* (1969) 271 Cal.App.2d 845.

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1: The Casa Mira View project was approved by the City of San Diego Council on January 6, 2009; however, building permits have not been issued. Until building permits are issued, there is no guarantee of when or whether the Casa Mira View project would ultimately be developed. Other considerations or conditions may also affect the proposal. Consequently, the environmental setting for the EIR/EA is based on the existing conditions at the time the Notice of Preparation was sent to the State Clearinghouse on May 25, 2007, pursuant to CEQA Guidelines Section 15125(a), namely graded, vacant land. The planning designations of the land are identified in the document as well.

2: Tables 2.1-1 and 2.18-1 have been revised to reflect the current status of the environmental process for the Casa Mira View project.

3: Local land use decisions are within the jurisdiction of, and subject to the discretion of, the City of San Diego. Page 2.1-6 of the EIR/EA has been revised to state that the EIR was certified and the rezone, vesting tentative map, planned development permit, and site development permit for the Casa Mira View project were approved by the City of San Diego Council on January 6, 2009.

4: Local land use decisions are within the sole jurisdiction of, and subject to the discretion of, the City of San Diego. Note that the preferred alternative is the Hillery Drive Alternative.

5: Local land use decisions are within the sole jurisdiction of, and subject to the discretion of, the City of San Diego. The State of California, Department of Transportation does not provide advisory legal opinions as to the rights, vested or otherwise, of the Casa Mira View project. The City is encouraged to exercise its discretion in accordance with all applicable laws and rights of affected parties.

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6 1.4 SMD respectfully submits that the DEIR should not base its analysis of the environmental impacts of the Project on the premise that the Casa Mira View site is "graded and vacant." (See DEIR at pages 2.1-6 and 1-13.) Instead, we request that the DEIR be revised to treat the 1,848-unit Casa Mira View development, including the portion to be situated within the proposed right-of-way if the Galvin Avenue Alternative is selected, as part of the existing environment or "environmental baseline" for all purposes, including without limitation assessment of the DAR project's environmental impacts, needed mitigation measures, and project alternatives.

7 Caltrans may have been relying on the general rule that the physical conditions existing as of the date the notice of preparation is published constitute the baseline for environmental analysis. (14 Cal. Code of Regs. Section 15125(a).) There are exceptions to the general rule, however—for example, when, as here, an EIR examines the impact that a newly proposed project will have on another project that already has been through environmental review. (See *Fairview Neighbors v. County of Ventura*, 70 Cal.App.4th 238, 242-243 (1999).) Casa Mira View has vested through a development agreement that was approved in 1988, and that development agreement (including Casa Mira View) was already the subject of CEQA review. The main effect of the current EIR for Casa Mira View is merely to update the earlier analysis.

8 In addition, even if there were no legal requirement that Caltrans's DEIR treat the completed Casa Mira View project as part of the "environmental baseline" *at this time*, as a practical matter certification of a Final EIR for the DAR project based on the assumption that Casa Mira View does not exist would not provide any useful benefit to Caltrans because the Casa Mira View project *will be* developed long before the DAR project is implemented and Caltrans would then be required to start over and prepare a new EIR to examine the "substantial changes" that will have occurred. (See Public Resources Code Section 21166(b) and 14 Cal. Code of Regs. Section 156162(a)(2) and (3).) There can be no question that the Galvin Avenue Alternative would have severe environmental impacts on the Casa Mira View development with regard to aesthetics, noise, traffic, land use, population and housing, and air quality. Only if those impacts are addressed now will Caltrans have any hope of ending up with an EIR that doesn't have to be completely rewritten, recirculated, and reapproved. (Compare *Fund for Environmental Defense v. County of Orange* (1988) 204 Cal.App.3d 1538, 1550 (change in circumstances raised no new adverse effects that were not raised, analyzed, and discussed in the original EIR).)

9 2. <u>The Project Description Should Provide a Complete Depiction of the Elevated Portion of the Roadway for the Galvin Avenue Alternative.</u>

The DEIR acknowledges that the elevated Hillery Drive Alternative would create significant unmitigated visual and aesthetic impacts to the Legacy Apartments. (See, e.g., DEIR at pages 2.6-17 to 2.6-20.) The DEIR provides elevations and cross-sectional representations of

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6: The Casa Mira View project did not exist as of the date of the Notice of Preparation. It would be inappropriate to include it as if it existed and was part of the "existing physical condition," when that was not the case. Environmental Planning and Information Council v. County of El Dorado (1982) 131 Cal.App.3d 350; Woodward Park Homeowners' Ass'n v. City of Fresno (2007) 150 Cal.App.4th 683. The EIR/EA also incorporated the land use designations as adopted by the local land use agencies and included future traffic and air quality projections consistent with those adopted plans.

7: The Department maintains that Guidelines section 15125(a) as it relates to "baseline" was applicable to this project. The comment at p. 2 expressly notes that the Casa Mira View project has not completed its CEQA analysis as late as November 2008 and that a "current" EIR was being prepared. Since the "current" EIR was certified on January 6, 2009, it was not part of the baseline as of the date of the Notice of Preparation for the Mira Mesa/Scripps Ranch DAR project. The preparation of a subsequent or supplemental EIR, is an acknowledgment that the earlier review, if any, needed to be updated. In this case, the land under the proposed Casa Mira View project is vacant and unimproved. It has not had any significant or tangible impact on the physical environments such that the existing "impact" would need to be part of the baseline for this project.

8: The Casa Mira View project did not exist as of the date of the Notice of Preparation. It would be inappropriate to include it as if it existed and was part of the "existing physical condition," when that was not the case The comment is incorrect in that the traffic, air quality and other analyses did assume build out of the community in future years consistent with currently adopted land use plans. It did not, however, require the assumption of a specific apartment project.

While the Casa Mira View project may ultimately be developed, its timing is not certain. It would be impossible to complete an environmental review document if the baseline were adjusted to each proposed development.

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9 cont. the project in relationship to the Legacy Apartments that provide at least some level of basic information on that subject. (See Figures 1-6 and 1-7; but see paragraph 7.2 below.) The DEIR provides no comparable information for the Galvin Avenue Alternative, however; only site plan views are provided. (See Figures 1-9a-c.). In order to enable the public and decision-makers to properly evaluate the significant visual and aesthetic impacts of the Galvin Avenue Alternative, including without limitation on the soon-to-be-constructed Casa Mira View project (see paragraph 1.4 above), we submit that the project description for that alternative should be supplemented with similarly prepared elevations and cross-sections that depict how the Project would affect the adjacent residential units. Information regarding the location, orientation, and height of the residential buildings in the Casa Mira View project is readily available from the City of San Diego or from SMD.

10 3. The DEIR Fails to Recognize and Address the Inconsistencies Between the DAR Project and Several City of San Diego Land Use Policies.

3.1 The DEIR states at page 2.1-7 that the proposed transit center would occur on property planned for residential uses and therefore "would not be compatible with planned land uses in the Project Area." Otherwise, however, the DEIR focuses narrowly on consistency with community *transportation* policies, to the exclusion of land use, housing, and other similar policies. A more comprehensive analysis of the Project's consistency with the City of San Diego's non-transportation policies is warranted.

11 3.2 The DEIR fails to acknowledge that the City's General Plan designates the Casa Mira View property for residential development (not to mention the Development Agreement and recent Planning Commission approval of that very use) and that the Galvin Avenue DAR is incompatible with that use to the same extent it is incompatible with the City's planned use for the proposed transit center property. The statements on pages 2.1-6, 2.1-16, and 3-5 of the DEIR that roadways are "compatible uses" within residential areas is incorrect in the context of a major regional facility such as Caltrans's DAR project. The whole purpose of zoning is to separate functionally incompatible uses, and residential areas are supposed to be residential. (See, e.g., San Diego Municipal Code §131.0401.) Roadways should thus only be large enough to serve the residential communities in which they are situated. Massive overhead concrete ramps carrying regional traffic through established (or, in the case of Casa Mira View, designated and soon to be established) residential neighborhoods are inherently incompatible with residential uses.

12 3.3 By preventing the construction of Building 3 of Casa Mira View, with its 228 units, the Galvin Avenue Alternative would cause Mira Mesa to fall short of the community plan's build-out projection and affect the attainment of the use projections in Tables LU-2 and LU-3 of the main part of the City's General Plan. Similarly, it would conflict with policy LU-A.7, which calls for higher density in "village" areas such as this. Loss of 228 units will also

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9: Please refer to Response to Comment 1 above.

10: The Department, as a State entity, is not subject to local land use policies and ordinances. However, because the Project is a transportation facility that would connect to local roadways, the land use policy consistency analysis in the EIR/EA focused on the transportation policies in the City of San Diego's General Plan and appropriate community plans. No additional analysis is required.

11: Section 2.1.1 and Figure 2.1-2 identifies the City of San Diego General Plan land use designations for the Galvin Avenue Alternative site (including the portion that occurs on the Casa Mira View project site), and concludes that features of the Galvin Avenue Alternative would not be compatible with such designations.

Moreover, the DAR is an ancillary project to the pre-existing I-15 facility and one of the stated purposes of the project is to maximize the integration of land uses and transportation facilities consistent with regional and local goals and plans.

12: While the EIR/EA discloses that the Galvin Avenue Alternative may result in the loss of planned affordable housing units associated with the proposed Casa Mira View project (Page 2.3-14), it would be speculative to identify this as a direct Project impact, since building permits have not been issued. Please refer to Response to Comment 1 above.

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12 cont. result in a corresponding loss of needed affordable housing units, which is inconsistent with the housing production policies set forth in the Housing Element of the City's General Plan. These conflicts should be acknowledged and addressed.

13 3.4 By aiming tens of thousands of cars each day at either Walker or Hage elementary schools, both alternatives (but especially the Galvin Avenue Alternative) would conflict with policy PF-K.4 of the City's General Plan, which calls for preserving school sites from major annoyances and hazards such as a heavily-traveled freeway ramp. Both alternatives would thus also conflict with state laws and regulations which seek to protect school sites. This land use incompatibility/conflict should also be acknowledged and addressed.

4. The DEIR Fails to Adequately Address the Galvin Avenue Alternative's Impact on Population and Housing.

14 4.1 If the DEIR is prepared based on the premise that Building 3 at Casa Mira View is part of the environmental baseline, as SMD submits it should be (see paragraph 1.4 above), the Galvin Avenue Alternative will result in the removal of 228 residential units and the displacement of their occupants, a clearly significant impact. The DEIR should be revised to acknowledge this impact. (See, e.g., DEIR at page 3-8, where the DEIR asserts that the DAR project "would not displace any people, as no existing residential uses would be removed during construction of the Project," and it therefore "would not be necessary to construct any replacement housing.")

15 4.2 Even *if* the DEIR's premise that no one resides on the Casa Mira View project site were correct, the DEIR's analysis of the Galvin Avenue Alternative's impacts on population and growth is inconsistent and deficient. Thus, in Section 3.2 (at page 3-8), the DEIR acknowledges that the Galvin Avenue would "inhibit growth" (presumably by blocking the development of residential units in Casa Mira View), but the DEIR then wrongly concludes that that alternative "would not influence" growth at all. This conclusion is not supportable, particularly given that there is no other land in the area whose zoning could be changed to accommodate the lost units.

16 4.3 The DEIR's discussion of the Galvin Avenue Alternative should also be revised to address the loss of affordable housing attributable to the demolition (or obstruction) of the 228 residential units in Building 3 and/or the City's loss of in-lieu fees for these units that would be used to provide affordable housing offsite.

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13: The referenced City of San Diego General Plan policy pertains to various constraints when siting new schools. Land use compatibility is discussed in Subchapter 2.1 of the EIR/EA.

14: Please refer to Response to Comments 1, 6, 7, 8, and 11 above.

15: Please refer to Response to Comments 1, 6, 7, 8, and 11 above.

16: Please refer to Response to Comments 1 and 12 above.

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17 5. The DEIR Should be Revised to Acknowledge and Analyze the DAR Project's Significant Impairment of Community Character and Cohesion.

5.1 The tenants of the Legacy Apartments currently reside in a cohesive, integrated residential community. They take advantage of common facilities and can walk between buildings to visit friends and neighbors. The Hillery Drive Alternative would completely divide this community and isolate residents on either side for at least the 2-year construction period and would psychologically divide the community on a permanent basis thereafter. A looming concrete structure carrying thousands of vehicles would sit within what is now a residential common area.

The DEIR's conclusion (at page 2.3-9) that "[n]o associated impacts to community cohesion would occur under the Hillery Drive Alternative" is based on an apparent decision to not address the existing Legacy Apartments as a "community" in and of itself. The fact that residents on either side of the DAR will still be able to access their units, get to and from other Mira Mesa destinations, and (after the DAR is completed) walk beneath the concrete overhead roadway does not negate the significant disruption to the Legacy Apartments' community character and cohesion. The DEIR should be revised to focus on this smaller "community" and acknowledge the significant impacts of the Project.

18 5.2 The DAR's adverse impacts on the character and cohesion of the Casa Mira View site would be similar but in this case the DEIR fails to address them at all—based on we respectfully submit is the incorrect premise that the Casa Mira View property is merely "graded, vacant land." (DEIR at page 2.3-10.)

6. The DEIR's Analysis of Traffic/Transportation Impacts Contains Numerous Errors and Omissions.

Please see the attached memorandum prepared by Andrew P. Schlaefli, PE, a transportation engineer with the firm of Urban Systems Associates, Inc., for a critique of the traffic/transportation impacts analysis in the DEIR. That memorandum is incorporated herein by this reference and a full response is requested to each of the points raised.

19 7. The DEIR's Analysis of Visual/Aesthetics Impacts Needs to be Supplemented and Revised.

7.1 The DEIR fails to address the significant visual and aesthetic impacts the DAR would have on the Casa Mira View development if the Galvin Avenue Alternative is selected.

20 7.2 The DEIR should include visual simulations to demonstrate how the 2 Project alternatives would be seen *from the "Key View" sites*. For example, the "Key View" 1,

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17: The proposed Hillery Drive overcrossing would extend along an existing public roadway and span an access road and parking area of the Legacy Apartments. The structure would be located between two apartment buildings, but these buildings are already separated by the said parking area and partially by the Hillery Drive cul-de-sac. The EIR/EA acknowledges that the Hillery Drive Alternative would visually divide these two apartment buildings (Page 2.3-9), but concludes that no community impacts would occur because access between them would not be obstructed by the Project.

18: Please refer to Response to Comments 1, 6, 7, and 8 above.

19: Please refer to Response to Comments 1, 6, 7, 8, and 9 above.

20: Visual simulations of the Project are illustrated in Figures 2.6-11 through 2.6-18 in the EIR/EA. With regard to visual simulations depicting the Casa Mira View project, please refer to Response to Comments 1, 6, 7, 8, and 9 above.

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20 cont. 3, and 4 for the Hillery Drive Alternative shows only pictures of a pretty residential building, a quiet street, and a pick-up truck with some lacy trees in the background—*not the massive, concrete DAR as seen from the Legacy Apartments.* Since the Casa Mira View project will soon be developed, a visual simulation of how the DAR will appear to the remaining adjacent units in that project is similarly necessary. It is customary and fairly simple in this computer age to prepare scaled visual simulations/view analyses for projects with significant visual/aesthetic impacts. Caltrans has properly acknowledged that the Hillery Drive Alternative would create significant and unmitigated visual/aesthetic impacts but only an accurate to-scale visual simulation will enable interested members of the public and decision-makers to understand *how* significant.

21 7.3 The DEIR proposes that a comprehensive landscape plan "should be developed and implemented" whichever Project alternative is selected. (*Id* at pages 2.6-31 and 2.6-32.) But no standards are provided to enable a person reviewing the DEIR or the decision-makers to assess how successful, if at all, the landscape plan may be in mitigating visual/aesthetic impacts. One suspects that the effect will be minimal, given the multi-story height of the DAR in either location and the DEIR's statement that the landscape plan will focus on "drought tolerant" plantings. (*Id.*) The failure to develop the landscape plan as part of the DEIR or at least set forth clear and enforceable standards describing the minimum visual/aesthetic benefits to be achieved by the landscape plan renders this mitigation measure insufficient under CEQA. (See 14 Cal. Code of Regs. Section 15126.4(a)(1)(B) and *Endangered Habitats League v. County of Orange* (2005) 131 Cal.App.4th 777, 794 (rejecting mitigation measure requiring submission of acoustical analysis and approval of mitigation measures recommended by analysis because no mitigation criteria or potential mitigation measures were identified).)

22 7.4 One of the most severe negative visual/aesthetic impacts of having a massive overhead concrete Caltrans-owned facility in the middle of a residential neighborhood (whichever Project alternative is selected) is the inherent danger of graffiti. Graffiti is a blight on the community and has been shown to lead to serious adverse socio-economic effects if allowed to occur or if not removed immediately. The DEIR should be revised to incorporate a strong and enforceable *commitment* to establish and vigorously implement a graffiti removal program.

23 7.5 Construction activities are planned to occur in extremely close proximity to existing residences (if the Hillery Drive Alternative is selected) or soon-to-be-constructed residences (if the Galvin Avenue Alternative is selected). Construction will occur both day and night for a period of 18-24 months (DEIR at pages 3-6 and 3-14 to 3-15). Whenever Caltrans does nighttime work it uses extremely bright lights that flood the work area and surrounding areas with an intense glare. The impact of night lighting during construction on the nearby residents is ignored in the DEIR and no mitigation measures are proposed to address this issue.

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21: Development and implementation of a comprehensive landscape plan is identified as one avoidance, minimization and mitigation measure to avoid or reduce visual impacts. As identified in Chapter 3, these measures would not reduce the visible scale of the Project features; visual impacts under CEQA would remain significant and unmitigated.

22: Maintenance activities, including graffiti removal, would be determined as part of the Freeway Agreement and maintenance agreements to be executed between the Department and the City of San Diego.

23: We agree that night construction is potentially disruptive. Lighting would be directed away from sensitive receptors. The Department will work with the residents to minimize night work and access restrictions. The Department has maintained close communication with the communities throughout the corridor during construction.

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23 cont. (See Section 2.6 of the DEIR and pages 2.6-31 to 2.6-33 in particular.) This deficiency needs to be corrected.

24 7.6 Similarly, the DEIR makes no effort to quantify, explain, or propose specific mitigation measures to address the long-term visual impacts on nearby residents from increased lighting levels generated by the DAR—including without limitation from headlights "escaping" the roadway and shining directly into residents' windows, signage, and the indirect "halo effect" of vehicles, signage, and roadway lighting. (*Id.*) The statement at page 2.6-31 of the DEIR that "lighting and signage should occur at pilasters or be incorporated in other architectural features and be consistent with established corridor-wide design themes" does not address most of the serious "light pollution" concerns and in any event is too vague to be enforceable. The DEIR should be revised to incorporate factual data to demonstrate that all light sources will be low enough intensity, shielded, and/or directed away from residences so that they do not suffer light and glare impacts during the operational phase of the Project. A complete light and glare analysis should be completed that compares "existing conditions" with Project-related conditions. Based on the results of that study, specific and enforceable mitigation measures should be formulated.

25 7.7 The Hillery Drive Alternative will cut off direct sunlight to the residential units in the Legacy Apartments and will have significant light/shading impacts. These impacts are not acknowledged or quantified. The DEIR should incorporate a complete light/shade study for the various times of day at different seasons of the year. A similar analysis should be prepared for the Casa Mira View site.

8. The DEIR's Analysis of Air Quality and Noise Impacts is Deficient.

8.1 Please see the attached memorandum prepared by Sam Silverman, Senior Environmental Scientist with the firm of Terry A. Hayes Associates LLC, for a critique of the air quality and noise analyses in the DEIR. That memorandum is incorporated herein by this reference and a full response is requested to each of the points raised. Other air quality and noise impact comments are set forth below.

26 8.2 The only specific locations at which the DEIR analyzed air quality were intersections. However, the DAR at either location would run alongside or through residential areas – along the south side of Casa Mira View, and in between two buildings within Legacy. Vehicles will emit exhaust at those locations within a few feet of homes, a result that requires study and mitigation.

27 8.3 The DEIR should be revised to address the Project's effect on air quality at the two schools, Walker and Hage, at the end of each ramp. In particular, Hage Elementary

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24: The Project is located in a developed setting that currently contains numerous sources of lighting associated with the I-15, local roadways, shopping centers, Miramar College, commercial, and residential developments. The addition of Project lighting along the proposed structures associated with either build alternative would be limited to the portions within the I-15 right-of-way and would not represent a substantial increase in night lighting in the Project area. Furthermore, as described in Chapter 1 of the EIR/EA, the proposed structures would include solid barriers on both sides to block spillover of vehicular headlights.

25: It is acknowledged that direct sunlight to the apartment buildings on either side of the proposed Hillery Drive overcrossing would likely be obstructed during a portion of the summer and winter months of the year. However, there are no outdoor use areas along these building facades that would be shaded due to the proposed overcrossing. Please refer to Response to Comment 1 above with regard to shading effects on the Casa Mira View project.

26: The CO "hot spots" analysis was conducted in accordance with the Transportation Project Carbon Monoxide Protocol, which is the Department's standard guidance for conducting air quality analyses for transportation projects. The Protocol focuses on evaluating the potential for CO "hot spots" to form at intersections where congestion would occur. The Department recognizes that the highest level of CO concentration is expected to occur at intersections where vehicles are idling during red times. If the CO concentrations are not predicted to exceed standards at the intersections, then it can be concluded that CO concentrations will not exceed standards at locations adjacent to moving traffic. The modeling analysis conducted for the project determined that at all of the intersections evaluated, no exceedances of the air quality standards would result. Congestion would be highest at those intersections operating at unacceptable levels of service where traffic is concentrated, rather than at the transit station itself.

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27 cont. School will be very near the west end of the Galvin Avenue ramp if that alternative is selected. Those children deserve consideration.

28 8.4 The DEIR fails to address the effect of construction dust on residents of Casa Mira View; again, even if Casa Mira View were not part of the baseline, this analysis would have to be performed within the land use section of the EIR.

29 8.5 Section 2.12 of the DEIR addresses noise, but like much of the rest of the DEIR it is inadequate because it overlooked Casa Mira View; again, even if Casa Mira View were not part of the baseline, the land use analysis should have addressed it.

30 8.6 The DEIR acknowledges that construction may take up to 2 years, will occur day and (sometimes at) night, and may create periodic sound levels as high as 90dBA. But the DEIR then concludes (without explanation) that significant impacts on the adjacent residents (the DEIR addresses only the residents of the Legacy Apartments, although the same comment relates to the Casa Mira View project) somehow will be "avoided," i.e., mitigated to a less-than-significant level, "through compliance with the Department's Standard Specifications 7-1.011 (July 1999)." The DEIR does not describe what these "standard specifications" are, how they are enforced, and how they will mitigate the long-term severe construction noise impacts of the Project in either location. GCRP and SMD are extremely concerned that their residents are being expected to live adjacent to a major construction zone for a lengthy period of time and the significant noise and visual/aesthetic impacts of construction will result in significant lost tenancies, lower rents, and even the likelihood that the residential units facing the DAR will have to be vacated for a period of up to 2 years. The DEIR's conclusion that noise levels attributable to a giant construction project only a few yards away from residences is insignificant is not supportable and should be revised.

31 8.7 The DEIR's other proposed construction-period noise mitigation measures are vague and unenforceable. The DEIR says merely that "idling equipment *should be* turned off"; "a noise-control monitoring program *should be* implemented"; "noisier operations *should be* performed during the times least sensitive to receptors"; "temporary sound walls *should be* constructed during construction, *as appropriate*"; and "the community *should be* informed of anticipated construction activities and schedules." This type of "mitigation measure" is deficient under CEQA. (See *Endangered Habitats League v. County of Orange, supra.*)

32 8.8 The DEIR's analysis of long-term operational noise impacts from both Project alternatives fails to acknowledge the Project's significant adverse impacts. Background noise levels at the Legacy Apartments *already* exceed maximum acceptable noise levels for a residential community. (See DEIR at page 2.12-6 and 2.12-8.) The Project will further *increase* those noise levels above the existing noise levels *by as much as 6-10 dBA*. (*Id*, referring to noise receptors R16, R20, and R22, all within the Legacy Apartments project.) Even assuming an

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27: Hillery Drive/Black Mountain Road is the closest intersection to Walker Elementary School; Galvin Avenue/Westview Parkway is the closest intersection to Hage Elementary School. As discussed in Section 2.11.3 of the EIR/EA (Pages 2.11-6 through 2.11-9), the Hillery Drive Alternative would cause the Hillery Drive/Black Mountain Road intersection to degrade from existing acceptable levels or experience an increase in delay of two or more seconds under 2015 and 2030 conditions. However, as shown in Table 2.11-4 and Table 2.11-5, no exceedances of the CO standard are predicted. Thus the Hillery Drive Alternative would not cause or contribute to a violation of the CO standard at Walker Elementary School. The Galvin Avenue Alternative would not cause the Galvin Avenue/Westview Parkway to degrade from existing acceptable levels or experience an increase in delay of two or more seconds under 2015 or 2030 conditions. Therefore, the Galvin Avenue Alternative would not cause or contribute to a violation of the CO standard at Hage Elementary School.

28: Construction impacts are addressed concerning the Project's vicinity as a whole in Section 2.11.3 of the EIR/EA (Pages 2.11-14 through 2.11-16). Short-term construction impacts, including airborne dust, are identified and avoidance, minimization and/or mitigation measures are recommended. Construction of the project will include all applicable fugitive dust control measures to minimize the amount of dust generated.

29: Section 3 of the California Traffic Noise Analysis Protocol (CaTNAP) (Caltrans 2006) states that if undeveloped lands are planned, designed, and programmed before the date of public knowledge, noise abatement must be considered as part of the transportation project. The date of public knowledge is the date of the approval of the final environmental documentation for that transportation project. The Casa Mira View site is currently undeveloped and does not meet the CaTNAP requirements for consideration for noise abatement; therefore, a noise analysis for the project site was not performed.

30: As discussed in Section 2.12.3 in the EIR/EA, sensitive receptors close to the I-15 and/or the proposed DAR may be exposed to high short-term noise levels during construction (Pages 2.12-6 and 2.12-7). For the Hillery Drive Alternative, worst case noise levels would be expected at the Legacy Apartments. Short-term construction noise impacts would be similar for the Galvin Avenue Alternative, but are expected to be lower at the noise sensitive receptors due to a greater distance from the Project site. Noise control measures would be implemented during Project construction to avoid or minimize construction noise impacts, which would be temporary.

30 (cont.):

The Department would comply with standard specifications regarding sound control (as referenced in the EIR/EA). The Department's Standard Specifications 7-1.011 require contractors to comply with all local sound control and noise level rules, regulations and ordinances and to equip each internal combustion engine operated on the Project with a muffler of a type recommended by the manufacturer. Noise levels shall not exceed 86 dBA within 50 feet of the Project (reference?). Most (if not all) construction activities would be performed during daytime hours to minimize disruptions to surrounding residents. A noise-control monitoring program will be implemented to ensure enforcement.

The comment regarding the economic effects on the Legacy Apartments due to Project construction is speculative. The comment is noted and included in the administrative record as part of the Final environmental document. No response is required, as the comment does not raise a specific issue regarding the potential environmental effects of the Project.

31: Please refer to Response to Comment 30 above.

32: As shown in Table 2.12-4 of the EIR/EA (Page 2.12-8), sound levels at receptors R16, R20 and R22 are predicted to increase from the existing condition by approximately 13, 3 and 1 dBA, respectively, after completion of the I-15 Managed Lanes project and prior to construction of the proposed Hillery Drive Alternative (No Build Alternative minus Existing Noise Level). Upon implementation of the Hillery Drive Alternative (Build minus No Build), sound levels at receptor R16 are predicted to decrease by approximately 3 dBA. Sound levels at receptors R20 and R22 are predicted to increase by approximately 4 and 5 dBA, respectively, after implementation of the Hillery Drive Alternative (Build minus No Build). Sound levels at receptors R16, R20 and R22 are predicted to increase by 10, 7 and 6 dBA, respectively, after completion of the I-15 Managed Lanes project and the proposed Hillery Drive Alternative (Proposed Project minus Existing Noise Level). Sound levels would continue to exceed the Department's Noise Abatement Criteria (NAC) of 67 dBA, but would not increase by more than 12 dBA, which is considered "substantial" by the California Traffic Noise Analysis Protocol (Caltrans 2006). R16 does not represent a noise sensitive area; therefore, noise abatement was not considered. The balconies at Legacy Apartments (representative of R20 and R22) were not considered to be an outdoor area of frequent use that could benefit from noise abatement by the I-15 Managed Lanes project or this Project.

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32 cont.

increase in background noise levels with the "no build alternative," the Project will increase noise levels by 4-5 dBA, which is a perceptible increase. (*Id.*) The DEIR improperly concludes that these noise level increases are not "substantial" because they are less than 12 dBA and because they occur on exterior balconies which Caltrans says are not used much and which therefore, according to Caltrans, "would [not] benefit from a reduced noise level." (*Id.*) With all due respect, there is no justification for using a 12 dBA threshold for determining the significance of noise impacts to residences that are already impacted by noise levels that substantially exceed residential maximums—increases of as little as 4 dBA in this situation should be acknowledged to be significant and mitigated accordingly. And Caltrans should not be telling GCRP and the residents of its Legacy Apartments that they wouldn't benefit from having the intensive noise levels reduced on their balconies so that those balconies can be used for their intended purpose. (See, in this regard, Appendix G to the Resource Agency's CEQA Guidelines, the Environmental Checklist Form that is used by public agencies throughout the State to determine whether impacts of a project should be considered "significant" for CEQA purposes. Article XI of the Environmental Checklist Form, entitled "Noise," asks in this regard whether the project would result in "exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies." The answer for the DAR project is "yes." Accordingly, the DEIR should be revised to reflect that noise is a significant unmitigated impact and either mitigation measures should be devised to eliminate this impact (e.g., soundwalls) or Caltrans must demonstrate that mitigation is infeasible. In the event mitigation is infeasible, the Project can be approved only if Caltrans adopts a legally sufficient statement of overriding considerations.

9. The DEIR Should be Revised and Recirculated for Public Comment.

33

Given the substantial defects in the environmental information and analysis set forth in the DEIR, SMD and GCRP submit that Caltrans must correct the deficiencies in a revised DEIR and recirculate the revised DEIR for public comment before taking any further action on the Project. (Public Resources Code Section 21092.1; 14 Cal. Code of Regulations Section 15088.5; and *Vineyard Area Citizens for Responsible Growth v. City of Rancho Cordova* (2007) 40 Cal.4th 412, 447.) To the extent that Caltrans needs access to or information regarding existing conditions within the Legacy Apartments site or the planned/approved development of the Casa Mira View site in order to respond to the comments in this letter, SMD and GCRP will do their best to help.

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32 (cont.)

Chapter 3 in the EIR/EA evaluates potential impacts under the California Environmental Quality Act (CEQA), including noise. The significance of noise impacts under CEQA was determined by comparing the noise levels with and without the Project in the noise environment of the Project site. The EIR/EA concluded that the predicted noise increase due to the Hillery Drive Alternative at receptors R20 and R22 (4 and 5 dBA, respectively) would be less than significant (Page 3-6).

33: The EIR/EA has been revised as necessary in response to the public comments. No new significant environmental impact or substantial increase in the severity of an environmental impact has been identified. No feasible project alternative or mitigation measure considerably different from those analyzed have been identified. Finally, the Draft EIR/EA was not so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. New information added to the Draft EIR/EA merely clarifies or amplifies information already contained in an adequate Draft EIR/EA. Therefore, the Draft EIR/EA does not require recirculation (CEQA Guidelines Section 15088.5).

RUTAN
ATTORNEYS AT LAW

Thank you for your consideration.

Very truly yours,

RUTAN & TUCKER, LLP

Jeffrey M. Oderman

JMO:jh
cc: Stuart Posnock
Carol Matson

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MEMO

ATTN: Stuart Posnock
Scripps Mesa Developers, LLC
Phone: ▼ (858)450-3283
Fax: ▼ (858) 450-3643

FROM: Andrew P. Schlaefli, PE
TOTAL PAGES (Incl. Cover): 6

DATE: November 25, 2008
TIME5:03:27 PM
JOB NUMBER: 004406

SUBJECT: Mira Mesa/ Scripps Ranch Direct Access Ramp DEIR Comments

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We have reviewed the Mira Mesa/ Scripps Ranch Direct Access Ramp Project Draft Environmental Impact Report/ Environmental Assessment (DEIR), October 2008 and have several comments/questions. Our examination looked at the DEIR main document and focused in particular on the Mira Mesa/ Scripps Ranch Direct Access Ramp Traffic Impact Study (TIS), July 2008 prepared by KOA Corporation and referenced in Appendix E of the DEIR titled "List of Technical Studies". The DEIR states, "the analysis and findings presented in this subchapter are based on a traffic report prepared for the Project" referencing the TIS. The following comments/questions are based on this examination and are broken into relevant subject areas.

1. DEIR/TIS Inconsistencies

34 Inconsistencies exist between the traffic study and the DEIR. Specifically, the DEIR reports Mira Mesa Boulevard between Westview Parkway and Black Mountain Road to be an "8/Prime Arterial" while the TIS reports that this location is a "6PA". Other inconsistencies may exist and this should be addressed in order to ensure that the DEIR reports information correctly.

2. Incorrect classification of road segments

35 The TIS reports that Mira Mesa Boulevard between I-15 SB Ramp and Westview Parkway is an "8PA" meaning 8-lane Prime Arterial. This segment of Mira Mesa Boulevard in-fact has a minimum of 9 lanes with additional lanes at the Westview intersection. This incorrect classification leads to a significant overstatement of congestion on this critical road segment. In fact, if the correct classification of 9-lane Prime Arterial is utilized for this road segment, the future LOS with the DAR would be "E" based on City of San Diego capacities for this classification of roadway (75,000ADT capacity at LOS "E"). This change in LOS would alter the findings of the DEIR by showing an improvement with both the Galvin DAR and the Hillery DAR to LOS "E" from "F" without the DAR.

36 The TIS also reports that Mira Mesa Boulevard between Westview Parkway and Black Mountain Road is a "6PA" meaning 6-lane Prime Arterial. This segment of Mira Mesa Boulevard in-fact has a minimum of 7 lanes with additional lanes at the Westview and Black Mountain intersections. This incorrect classification leads to a

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34: The EIR/EA has been revised to be consistent with the roadway classifications of the TIS.

35: Mira Mesa Boulevard between I-15 Southbound Ramp and Westview Parkway could be considered as 9-lane prime arterial with the approval of the City of San Diego; however, the approach taken in this analysis was a conservative approach where this roadway segment was considered an 8-lane prime arterial. In addition, the project does not identify any roadway impact at this location and City staff has evaluated and approved the designated roadway classifications included in this report.

Mira Mesa Boulevard between Westview Parkway and Black Mountain Road could be considered as 7-lane prime arterial with the approval of the City of San Diego; however, the approach taken in this analysis was a conservative approach where this roadway segment was considered a 6-lane prime arterial. In addition, the project does not identify any roadway impact at this location and City staff has evaluated and approved the designated roadway classifications included in this report.

36: The study has assumed two different circulation networks as part of this analysis in an effort to evaluate the implementation of the two DAR alternatives and their potential impacts, if any, in the near term and long term scenarios. The near term scenario considered functional classification of the roadway network. The long term scenario represents the implementation of either DAR and its effect on the community in its build out stage, which includes both the build out of the land use and the circulation network.

36 cont. significant overstatement of congestion on this critical road segment. In fact, if the correct classification of 7-lane Prime Arterial is utilized for this road segment, the Existing LOS with the DAR would be "E" based on City of San Diego capacities for this classification of roadway (65,000ADT capacity at LOS "E"). Other changes in LOS would alter the findings of the DEIR by showing an improvement in Near Term with the Hillery DAR to LOS "D" from "E" without the DAR.

These issues should be addressed.

3. Community Plan Circulation Network Assumptions

37 The TIS states that the analysis assumes changes in the circulation network to include the ultimate classification as recommended in the Mira Mesa Community Plan. This would include widening of Mira Mesa Boulevard between Westview Parkway and Black Mountain Road to the full 8 lanes as well as widening of Black Mountain Road South of Mira Mesa Boulevard.

Mira Mesa Boulevard between Westview Parkway and Black Mountain Road exists as a 7-lane Prime Arterial as discussed previously. A portion of Mira Mesa Boulevard between Westview Parkway and the Westerly entrance to Marketplace Center has been widened to the full 8 lanes. The rest of Mira Mesa Boulevard between these extents remains to be widened. This widening would impact many businesses on the South side of Mira Mesa Boulevard and could involve land acquisition as well as demolition of structures. Full-funding for this improvement is unidentified. Due to the problematic nature of this improvement, it is inappropriate to assume widening of this portion of Mira Mesa Boulevard in the future. The TIS should evaluate this portion of Mira Mesa Boulevard in all analysis years and conditions as it exists as a 7-lane Prime Arterial.

Black Mountain Road between Mira Mesa Boulevard and Hillery Drive exists as a 4-lane Major Road. The Mira Mesa Community Plan calls for this portion of Black Mountain Road to be widened to 6-lanes. The Mira Mesa Community Facilities Financing Plan discusses this widening as project 15-90. The Financing Plan states that the anticipated cost of this improvement will be $8,000,000. The Financing Plan further states that the funding is "unidentified" and "this project is scheduled when funding is identified". The road widening is extremely uncertain and timing is also uncertain. Due to these issues with this improvement, the TIS should evaluate this portion of Black Mountain Road in all analysis years and conditions as it exists. Evaluating DAR alternatives, in particular the Hillery DAR alternative, assuming speculative road widening which may not occur is not appropriate and serves to significantly understate the impacts of rerouting traffic to the DAR.

In any case, improvements which are not funded and scheduled should not be assumed when evaluating impacts of the DAR in order to not understate project impacts.

4. Existing Traffic Analysis

38 The appendix to the TIS includes traffic counts for the intersection of Galvin/Westview parkway and which were used in the evaluation of existing traffic in the TIS. In the AM peak hour, the intersection counts at this location seem to be understated. Traffic counts completed for the DAR traffic study counted from 7:45am to 8:45am. Traffic counts conducted for the Casa Mira View project indicate the peak hour begins at 7:00am and ends at 8:00am. Volumes on several turn movements in the AM peak hour are more than double what is reported in the TIS. This may be caused by school drop-off during the peak hour which occurs between 7:30 and 7:45 and which is not reflected in the DAR traffic counts. Please review the adequacy of the traffic count at this location and make adjustments accordingly as this is obviously a critical intersection for the Galvin DAR

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37: For the near term scenario (Year 2015), the traffic study evaluated impacts based on the functional classification of the roadway network. The long term scenario (Year 2030) analysis represents the implementation of either build alternative, and their effect on the community in its build out stage, which includes both the buildout of the land use and the circulation network, pursuant to the applicable general and community plan circulation elements. Furthermore, traffic data obtained from SANDAG is based on a regional model that assumes buildout of land uses and circulation element roadways in approved general and community plans.

Please refer to Response to Comments 35 and 36 above, and 44 below.

38: Traffic counts at this location were conducted from 7:00 am to 9:00 am, and the highest peak hour was selected for use as the baseline condition. It is understandable that within the peak hour roadway segments and intersections located in the immediate vicinity of a school will experience vehicular congestion for a short period of time during the pick-up and drop-off period. This can be addressed by coordinating with the school in finding alternatives to better improve the on-site vehicular circulation within that period. Note that the Hillery Drive Alternative is the preferred alternative.

38 cont. evaluation. Traffic counts which are too low would cause near term and future volumes to also be understated and could cause an understatement of impacts to this critical intersection by the DAR.

5. Missing Cumulative Project Traffic

39 The TIS states that the Casa Mira View project was included as a "cumulative project" when evaluating both DAR alternatives. Traffic volumes in the long term "no build" condition at Mira Mesa Boulevard/ Westview Parkway were checked in order to determine whether the Casa Mira View project was appropriately included as stated in the TIS. It appears that traffic volumes in this condition do not fully include traffic from "cumulative projects". Specifically, when checking the PM Peak hour at this intersection, two turn volumes are impossibly low. From the existing traffic counts completed for the TIS, it can be seen that the Eastbound left turn move has a volume of 248 in this peak and the Westbound right turn move has a volume of 518 in this peak. Adding just Casa Mira View Traffic and not any other "cumulative project" traffic, to these existing volumes would yield volumes of 395 (248+147) on the Eastbound left and 762 (518+244) on the Westbound right turn. This would not include any other projects or traffic growth and would not include either DAR. When compared to the "no build" volumes contained in the TIS, it can be seen that traffic on just these two turn movements is understated by at least 92 vehicles and 165 vehicles respectively. This raises questions about volumes at not just this intersection but also all other intersections studied. It appears that project traffic from "cumulative projects" were not fully included in the peak hour analysis. This obviously also raises questions about the validity of the traffic projections utilized in the TIS.

Caltrans should review traffic projections for all intersections in the peak hours for all conditions in the TIS to make sure "cumulative projects" are fully included and accounted for in traffic projections as indicated in the TIS. Failure to fully include "cumulative project" traffic in the volume projections could serve to significantly understate impacts caused by the redistribution of traffic for the DAR.

6. Missing Study Intersection and Project Connections

40 The TIS studies numerous intersections in the vicinity of the proposed DAR locations. Significantly, one intersection is missing from this evaluation. This intersection is located on Westview Parkway between Galvin Avenue and Capricorn Way and does not currently exist. This intersection would serve as an access to the Casa Mira View development which was included as a "cumulative project" in the TIS but which was not properly included as discussed previously. This access is planned to be signalized and would also include a re-location of the park driveway across the street to connect to the signalized intersection. As the intersection in nearest proximity to the location where the Galvin DAR would connect to the existing street network at Galvin/ Westview, this intersection takes on added importance. This intersection is discussed and evaluated in the Casa Mira View Traffic Impact Analysis dated May 12, 2008 and sent to Caltrans in May 2008. Caltrans conducted a formal review and commented on this traffic study in July 31, 2008. Caltrans has been aware of this access and plans for Casa Mira View since May 2007. Traffic modeling for the DAR TIS also shows this access as a connection point for the Casa Mira View Project. Numerous requests from the Casa Mira View project team for coordination with Caltrans between May 2007 and May 2008 were unsuccessful. Specific information and traffic data regarding this access was made available prior to May 2008. The DAR TIS was not finalized until July 2008 and should have been aware of this intersection.

41 Not including this intersection in the traffic study serves to significantly understate impacts caused by the Galvin DAR to the Casa Mira View Project and Mira Mesa Community. As stated and shown in section 11.0 of the Casa Mira View traffic study, two access points are planned for the Casa Mira View development in the

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39: The Casa Mira View project was accounted for as a cumulative project in this analysis.

40: The proposed intersection at Casa Mira View access point located on Westview Parkway between Galvin Avenue and Capricorn Way does not currently exist and was not included as part of this analysis since the project is still in the approval process stage and has not received final approval by the City of San Diego. As indicated, the Casa Mira View project will be installing a traffic signal at that location and will be conditioned to provide the appropriate right-of-way in order to widen the segment of Westview Parkway along its frontage to its ultimate classification, as recommended by the Community Plan, and to provide acceptable levels of service at the intersection.

41: As indicated, the Casa Mira View project will be installing a traffic signal at that location and will be conditioned to provide the appropriate right-of-way in order to widen the segment of Westview Parkway along its frontage to its ultimate classification, as recommended by the Community Plan. It is the responsibility of the Casa Mira View project to provide appropriate geometrics at its access point to ensure acceptable levels of service at its access point. Note that the Hillery Drive Alternative is the preferred alternative.

41 cont. long term. A connection to Galvin Avenue at Westview Parkway is also planned. If Caltrans closes this connection with the Galvin DAR, this would eliminate the opportunity for project traffic to utilize this second signalized access and would concentrate traffic at one signalized intersection (the intersection discussed above). This redistribution and consequent increase in traffic at this location was completely ignored in the DAR TIS. Should the connection between the Casa Mira View development and the Galvin Avenue at Westview Parkway intersection remain, the volumes projected at Galvin/Westview in the DAR TIS would likewise be significantly understated.

42 Further, the intersection of Galvin/ Westview is incorrectly analyzed in the DAR TIS. In the "no build" scenarios, this intersection is shown as a "t" intersection. This is clearly incorrect since both Casa Mira View and the adjacent Abrams property would take access at this location and would add a fourth leg at this intersection.

43 Finally, access for the Casa Mira View project and the adjacent Abrams parcel do not seem to be evaluated or addressed in the DAR TIS. Neither does the TIS show a reduction in traffic from these two developments caused by the impact of the Galvin DAR on building area and yield.

All of these issues should be addressed in the TIS. There is simply not enough information contained in the TIS to understand the impact of the DAR to adjacent properties of the Galvin DAR alternative.

7. Unclear Future Volume Adjustments

The TIS includes traffic modeling information in Appendix C. As stated in the TIS, these models were used as a basis for determining future growth as well as redistribution of traffic caused by the DAR. The Sandag Series 11 traffic model plots shown in the Appendix are very close to what was utilized for the Casa Mira View traffic study. Both studies are based on the results of the Sandag Series 11 traffic model.

44 The DAR TIS utilized certain growth rates suggested by the traffic model and factored existing volumes to obtain future traffic volumes. The TIS states, "for this analysis, the 2030 no build model was reviewed and compared to the 2006 Sandag model to determine the possible yearly growth on each corridor". The TIS also states, "wherever the model showed a decrease in volumes over existing, a suitable growth rate was assumed". The TIS never states or shows what this "suitable" growth rate is or how it was arrived at. In other words, the model growth rate was discarded and something else was used. The TIS then states, "traffic from cumulative projects was then added to 2030 established forecast to develop 2030 no build volumes". It is likewise unclear how this was accomplished or whether it was completed as stated. As discussed in previous comments, future volumes seem to not include all "cumulative project" traffic.

45

46 This means that instead of using forecasted traffic volumes (as is done in several local jurisdictions) and making adjustments to the model for clear and apparent model glitches, only the growth trends from the model were used. To sum up the process that seems to be indicated in the TIS but which is not documented: A growth rate was established by comparing the 2006 model to the 2030 model. This growth rate was then discarded if lower than existing and some other assumed growth rate was used. Finally, traffic from other cumulative projects was added.

47 As previously demonstrated, at least one portion of this process was either not completed or was not completed as stated (cumulative project traffic is not fully included). Beyond this, there are concerns with establishing future volumes using a process as described. Specifically, comparing the 2006 model volumes to the 2030

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42: The Casa Mira View Project and the adjacent Abram Property have not received final approval for development by the City of San Diego. To be conservative, the traffic from cumulative projects is accounted for in all "No Build" and "Build" scenarios, the improvements are not assumed to be provided. Note that the Hillery Drive Alternative is the preferred alternative.

43: The Casa Mira View Project and the adjacent Abram Property have not received final approval by the City of San Diego. To be conservative, all of the traffic from cumulative projects is accounted for in all "No Build" and "Build" scenarios. Note that the Hillery Drive Alternative is the preferred alternative.

44: The applied growth rate was based on model to model comparison. Locations with negative growth were adjusted to match existing volumes (at a minimum) and an additional two-percent growth factor was added on top of that in order to be conservative in accounting for ambient growth.

45: Traffic volumes from cumulative projects were accounted for in the study.

46: Generally, the growth forecast method described is correct.

47: The traffic study does use this methodology and all cumulative projects are accounted for and fully included. The growth method does fully account for changes in the circulation network and changes in the roadway classification.

47 cont. model volumes in order to establish a growth rate which is used as the basis for all future volumes does not fully account for changes in the circulation network or changes in road classifications. This is especially true when establishing a growth rate using models with different circulation networks. This is the case here where the 2006 model circulation network and the 2030 "no build" model circulation network are substantially different. The connection of Carroll Canyon Road through Mira Mesa has a significant effect on surrounding streets and in particular parallel routes (such as Mira Mesa Boulevard). The 2006 model included in the TIS appendix shows no connection for Carroll Canyon Road. The 2030 model included in the TIS shows Carroll Canyon Road connected and carrying up to 40,000 ADT in the future. This connection is significant for Mira Mesa and according to the model could actually cause a decrease of traffic on Mira Mesa Boulevard. This decrease in traffic would be discarded if the growth rate is discarded and a "suitable" growth rate is assumed for Mira Mesa Boulevard instead. Further factoring existing daily volumes fails to take into account changes in travel patterns and changes in existing uses/ revitalization of existing uses which may further increase traffic in the future. Factoring existing intersection volumes is appropriate if other project traffic is added in appropriately and if changes in the road network are taken into account.

48

49 Since the traffic model volumes contained in the TIS appendix were adjusted so heavily, additional information along with factoring worksheets should be included with the traffic study to further explain the basis of future traffic projections. It is impossible to determine how the future traffic projections were arrived at based on the information currently contained in the TIS.

8. DAR Traffic Distribution Issues

50 The TIS indicates that the Select-link analysis included in the Sandag Series 11 forecasts were used to determine diversion of trips to the DAR. No mention is made of any adjustments to the forecasted diversion. It is conspicuous that through this process of factoring and adjusting volumes, the model projected volume for the DAR itself was never touched. Obviously existing traffic could not be factored in the case of the DAR but DAR traffic is closely tied to traffic at the Interchanges in the area. If model volumes on other streets in the area were ignored in favor of growth trends and a factoring method, this same process would have to apply to the DAR itself. Looking at the Hillery DAR alternative, and comparing Sandag forecasted volumes to the ultimately used "Long Term 2030 Hillery DAR Build" volumes at Mira Mesa Boulevard between I-15 and Westview Parkway, it can be seen that the model volumes are 5.7% higher than the volumes that were used in the study. Likewise, at the Carroll Canyon Road Interchange, the model volumes are 38.5% higher than the volumes used in the TIS. Since DAR traffic is simply diverted from the interchange and model volumes were not used, this would seem to imply that in order to be consistent with other study volumes, the DAR volume would have to be decreased or risk a significant overstatement of demand for the DAR. If DAR traffic diverted from Mira Mesa Boulevard is 13,266 ADT (Scripps Ranch traffic as well as Mira Mesa traffic) as indicated by the traffic model and traffic diverted from Carroll Canyon Road is 3,056 ADT also as indicated in the traffic model, an "adjusted" DAR demand based on the reduction in volumes discussed above would be 14,757 ADT instead of 16,322 as shown in the model. This could change the DAR demand by as much as 9.6%. It should be explained why model volumes were not used except for the DAR and why no adjustments were made to the model projected DAR volume itself.

51 Additionally, for the Galvin DAR, no redistribution of trips is shown on Westview Parkway North of Galvin Avenue. As mentioned previously, if the Galvin access is removed from the Casa Mira View project, Casa Mira View traffic will be diverted to the new signal between Galvin and Capricorn. If this is the case, there

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48: Changes in travel behavior associated with the extension of Carroll Canyon Road to Camino Ruiz are accounted for in the future scenarios through the forecast modeling. With this new connection the model still shows growth on Mira Mesa Boulevard to the year 2030.

49: The methodology used to create future forecast volumes is clearly described and the models used are included in the traffic study for reference.

50: The forecast volume for the DAR is derived strictly from the modeling; therefore, it was not substantially adjusted. The future forecast volumes in the study are based on a model to model comparison. Westview Parkway and Carroll Canyon show substantial growth from existing base volumes that are consistent with the model. The DAR volumes are based on the best available information regarding their future demand – Series 11 forecast modeling. Additionally, even if the volumes to the DAR are overstated, then the study is conservative.

51: The impacts associated with the Casa Mira View project access location are analyzed in the Casa Mira View study. The DAR study only accounts for the additional traffic as a background base.

51 cont. would indeed be an increase in traffic on Westview Parkway between the access and Galvin caused by this diversion of Casa Mira View Trips. This should be included and addressed in the TIS.

52 Further, due to heavy congestion that already exists at the Mira Mesa Boulevard Interchange, particularly on Friday evenings, existing traffic diverts to other Interchanges such as Carroll Canyon Road/ I- 1 5. With the projected reduction of traffic on Mira Mesa Boulevard/I- 1 5 resulting from the construction of the DAR, to what extent will traffic from Carroll Canyon Road and other Interchanges be re-routed through the Mira Mesa Boulevard Interchange? Specifically, traffic originating in Scripps Ranch or Miramar Ranch North, which may currently avoid Mira Mesa Boulevard due to congestion in the Interchange area, would likely increase in the future and either use the Mira Mesa Boulevard1 1-15 Interchange or use Mira Mesa Boulevard and travel through the Interchange to get to the DAR. To some extent, this traffic is addressed in the traffic study. However, the underlying assumption is that no NEW traffic from Scripps Ranch or Miramar Ranch North will use Mira Mesa Boulevard and the Interchange because they already use it today. In-fact, it is well documented that traffic that otherwise would use Mira Mesa Boulevard today avoids this Interchange and uses other Interchanges in the area to avoid the congestion. However, once the DAR is operational, it should attract new traffic from the Scripps Ranch and Miramar Ranch North communities. Therefore, the DAR would cause a net increase in traffic on Mira Mesa Boulevard, and in particular between 1-1 5 and Scripps Ranch Boulevard. This is not addressed in the traffic study. Due to the existing and well known problems in this area, this increase in traffic cannot be ignored and should be evaluated fully in the traffic study. Mitigation, such as widening of Mira Mesa Boulevard beneath 1-15 necessitated by the re-routing of trips as a result of the DAR, should also be considered.

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52: All traffic distribution percentages related to diverted traffic due to the implementation of either DAR was concluded from reviewing traffic models conducted by the Department/SANDAG. Any existing diversion is accounted for in the existing baseline counts. Any future redistribution of traffic due to congestion, changes in the circulation network, etc. are accounted for in the forecast models.

Changes in traffic patterns due to the DAR are shown in Figures 1-4 through 1-15. As shown in these figures additional traffic from the Scripps Ranch community will be experienced on Mira Mesa Boulevard. This increase in traffic is address and accounted for in the traffic study.

URBAN SYSTEMS ASSOCIATES, INC.
PLANNING & TRAFFIC ENGINEERING, MARKETING & PROJECT SUPPORT
CONSULTANTS TO INDUSTRY AND GOVERNMENT

Andrew P. Schlaefli
Vice President, Principal Traffic Engineer

EDUCATION AND LICENSES

Master of Science Civil Engineering
University of California 1972
Bachelor of Science Civil Engineering
University of Illinois 1963
Professional Program Urban Transportation Carnegie
Mellon University 1972
Registered Civil Engineer & Land Surveyor
California RCE #15964, 1965
Registered Traffic Engineer
California RTE #930, 1977
Civil Engineer Technical Registration
Arizona #15706, 1983

EXPERIENCE

Urban Systems Associates Inc. -
Vice President and Principal
Traffic/Civil Engineer
Construction Industry Federation -
Legislative Representative
City of San Diego, Planning -
Supervising Planner/Deputy Director
City of San Diego -
Urban Systems Division Superintendent
City of San Diego -
Senior Transportation Engineer
County of Orange -
County Traffic Engineer

SPECIAL SKILLS

Specific Plans (Transportation)
General Plans (Transportation)
Government Relations
Environmental Impact Assessment (Transportation)
Development Agreements
Civil and Traffic Engineering & Design
Municipal Planning Processes

PROFESSIONAL AFFILIATIONS

Former Chairman Urban Planning Group
American Society of Civil Engineers
Member & Former Chairman
Institute of Transportation Engineers
Member Institute for Municipal Engineering
Member National Academy of Sciences,
Transportation Research Board
Member National American Public Transit
Association
Automated Guideway Transit Task Force -
U.S.D.O.T.
Former President Highway Development Association
Member Highway Users Federation

PROJECT EXPERIENCE

Otay Ranch
Lindbergh Field Expansion
North City West
Convention Center Expansion
Eastlake
Sabre Springs
University Commons
Pacific Highlands Ranch

RESPONSIBILITIES/QUALIFICATIONS

Mr. Schlaefli is the Principal Traffic and Civil Engineer of Urban Systems. He is the Engineer of charge for all technical documents and designs/plans. His combination of expertise and training in both the public and private sectors provides him with experience in a broad range of transportation planning and engineering. As the Principal Project Director and Vice President of Urban Systems he brings to the firm over forty years of engineering & planning experience in all phases of project planning, development & management and is thoroughly knowledgeable in all aspects of Civil & Traffic Engineering. Clients include major developers, public agencies, civil engineers, environmental firms, architects, and attorneys, the Associated General Contractors, the Building Industry Association and legislative and policy committees. He has been responsible in various capacities for seeking and promoting funding for major highway and transit projects, getting jurisdictional approvals and sustaining project eligibility for future construction.

Prior to joining Urban Systems Mr. Schlaefli was Legislative Representative for the Construction Industry Federation, a contract he brought to Urban Systems. He also managed the City of San Diego Overall Residential Growth Management Program, the City's Transportation Planning Program, supervised legislative and economic analysis for all major citywide planning programs, prepared capital improvement programs for all public facilities, including preliminary design costs, priority and implementation. He has qualified as an expert witness in transportation engineering for the State Board of Engineer Registration, the City of San Diego, Orange County and private developers. Mr. Schlaefli has presented technical papers for Urban Institute and has been a guest speaker and panel member on transportation issues on numerous occasions.

4540 Kearny Villa Road, Suite 106 • San Diego, CA 92123 • (858) 560-4911 • Fax (858) 560-9734

taha
environmental planners

Memorandum

TO: Carol Matson
Garden Communities

FROM: Sam Silverman, Senior Environmental Scientist
Terry A. Hayes Associates LLC

DATE: November 18, 2008

RE: **Air Quality and Noise Comments on the Draft Environmental Impact Report/Environmental Assessment for the Mira Mesa/Scripps Ranch Direct Access Ramp Project**

Terry A. Hayes Associates LLC (TAHA) has reviewed the Draft Environmental Impact Report (EIR)/Environmental Assessment (EA) for the Mira Mesa/Scripps Ranch Direct Access Ramp Project. The Draft EIR/EA did not analyze air quality and noise impacts to the proposed residential land use located on the vacant lot north of the Galvin Avenue Alternative. Additional anlaysis is necessary to determine the full extent of air quality and noise impacts. TAHA's comments are as follows:

Air Quality

53

- Construction emissions should be quantified to determine regional significance. Both the County of San Diego and the Sand Diego Air Pollution Control District have set emission limits that may be used to determine significance. Additional mitigation measures should be included, if necessary. Potential mitigation measures include:
  - Contractors shall utilize electricity from power poles rather than temporary diesel or gasoline generators;
  - Heavy-duty haul/delivery trucks shall be prohibited from idling in excess of five minutes, both on- and off-site; and
  - All diesel powered construction equipment in use shall require control equipment that meets, at a minimum, Tier III emissions requirements. In the event Tier III equipment is not available, diesel powered construction equipment in use shall require emissions control equipment with a minimum of Tier II diesel standards.

Terry A. Hayes Associates LLC
8527 National Boulevard, Suite 102
Culver City, CA 90232
310.839.4200 fax 310.839.4201
w e b t a h a . c o m

taha 2007-002

53: In accordance with FHWA guidelines, construction emissions would not result in a significant impact if such construction is less than five years in duration at any individual site. According to the FHWA, "Construction-related PM2.5 or PM10 emissions due to a particular project are not required to be included in hot-spot analyses, if such emissions are considered temporary as defined in 40 CFR 93.123(c)(5) (i.e., emissions which occur only during the construction phase and last five years or less at any individual site)." Accordingly, because construction is considered temporary, impacts would be less than significant.

Additionally, the Department has not adopted the standards of the County of San Diego or the SDAPCD as its own thresholds of significance.

Construction of the project will be conducted including all applicable fugitive dust control measures to minimize the amount of dust generated. These measures are summarized in Section 6.0 of the Air Quality Technical Report.

Carol Matson
November 18, 2008
Page 2

54 • The Galvin Avenue Alternative would include a transit center with 454 parking spaces. It is likely that the majority of vehicles would either arrive or depart during rush hour and would potentially create a carbon monoxide (CO) hotspot. The Draft EIR/EA should include a transit center CO hotspot analysis with the proposed residential land use adjacent and to the north as a sensitive receptor.

55 • The proposed transit center would include eight bus bays. A diesel health risk assessment (HRA) should be completed that identifies the health risk associated with bus activity (e.g., idling) if the vacant lot to the north were to be developed with residential land uses. The diesel HRA should also include the potential impacts of expanding the freeway to the west, which would locate vehicular traffic closer to land uses proposed on the vacant lot.

56 • The air quality section should include quantification and a discussion of greenhouse gas emissions associated with construction activity and the transit center.

Noise

57 • The City of San Diego Municipal Code states that construction noise measured at or beyond the property lines of any property zoned residential shall not exceed an average sound level greater than 75 dBA during the 12-hour period from 7:00 a.m to 7:00 p.m. Construction noise should be quantified and compared to the noise standard to determine the level of significance.

58 • Abatement measures include temporary sound walls. The location and height of these sound walls should be determined using a quantitative analysis.

59 • Long-term noise impacts should be analyzed for the vacant property adjacent and to the north of the transit center using the Federal Highway Administration Traffic Noise Model. This property is currently under consideration for residential development and the Galvin Avenue Alternative would move the Interstate 15 Freeway closer to proposed residences. The assessment of long-term impacts should include an analysis of noise levels associated with elevated ramps. The applicability and feasibility of a sound wall should be analyzed using the Traffic Noise Anlaysis Protocol.

60 • The transit center operational activity may result in a significant impact to future residents on the southern portion of the project site. Bus and mobile source noise should be quantified and necessary mitigation should be required.

rahr 2008-026

54: The CO "hot spots" analysis was conducted in accordance with the Transportation Project Carbon Monoxide Protocol, which is the Department's standard guidance for conducting air quality analyses for transportation projects. The Protocol focuses on evaluating the potential for CO "hot spots" to form at intersections where congestion would occur. The Department recognizes that intersections are the locations where the highest potential for air quality impacts would result due to congestion. Parking lots for transit centers do not have a reasonable probability of creating CO Hotspots as the number of vehicles idling in a relatively small area, at the same time, is substantially less than at an intersection of arterial streets.

The analysis was conducted based on conservative assumptions, including assuming that traffic would travel at the lowest possible speeds (which results in the highest potential emissions and therefore impacts), and that receptors would be located three meters from the mixing zone, whether actual receptors are present at that location or not. This provides a screening approach to evaluating the potential for impacts. The modeling analysis conducted for the project determined that at all of the intersections evaluated, no exceedances of the air quality standards would result. Congestion would be highest at those intersections operating at unacceptable levels of service where traffic is concentrated, rather than at the transit station itself.

55: Please refer to Response to General Comment 3 regarding

While located near the school, the transit center associated with the Galvin Avenue Alternative would fall into neither category as it would not create or significantly alter a major intermodal freight facility nor create new or add significant capacity to urban highways.

Discussions with SANDAG and information from the Metropolitan Transit System (MTS) indicates that while some diesel buses continue to service various bus routes in the region and could utilize the transit center, the MTS has a program to replace diesel buses with CNG buses. MTS has also recently purchased several "clean diesel" buses for freeway routes. The MTS has recently purchased 26 new CNG buses designed for specific routes, including Route 20, which services Mira Mesa and would likely utilize the transit center. Thus diesel buses would be replaced by either "clean diesel" or CNG buses and the transit center would not be required to conduct a health risk assessment under FHWA guidelines.

56: Greenhouse gases are not currently regulated under FHWA requirements and no guidance has been issued by the Office of Planning and Research or the EPA on evaluation of greenhouse gases at the project level. A qualitative discussion of climate change and green house gas impacts is included in Chapter 3.

57: Please refer to Response to Comment 30 above.

58: Please refer to Response to Comment 30 above.

59: Please refer to Response to Comment 29 above.

60: Please refer to Response to Comment 29 above.

The transit center is a separate project with its own environmental document that assesses impacts and identifies mitigation measures.

SAM SILVERMAN

SENIOR ENVIRONMENTAL SCIENTIST

Education

University of California, Los Angeles, School of Public Health, Master of Science, Environmental Health, 2001
University of California, Santa Barbara, Bachelor of Science, Environmental Studies, 1999

Sam Silverman joined TAHA in 2006. He has over seven years of experience in preparing CEQA/NEPA documentation. His specialties are preparing air quality and noise analyses for commercial, residential, institutional, and industrial development along with transportation projects. Mr. Silverman's thorough knowledge of air quality analysis methodology includes comprehensive familiarity with the regional and localized estimation methodology set forth by the South Coast Air Quality Management District (SCAQMD), application of various computer models (e.g., URBEMIS2007, EMFAC2007, ISCST, CALINE4, and CAL3QHC), health risk assessments (HRAs), and construction and operation emission inventories. His knowledge of noise analysis methodology includes noise monitoring, noise models (e.g., Sound2000), and mobile (Federal Highway Administration RD-77-108 noise calculation formulas) and stationary source analyses.

Mr. Silverman's air quality and noise reports follow a general format. Mr. Silverman typically assesses regional construction emissions using California Air Resources Board's (CARB) URBEMIS2007 emissions inventory model. Localized construction concentrations are estimated using similar methodology as regional emissions and analyzed using SCAQMD localized significance threshold guidance. Regional operational emissions are calculated using average daily traffic and CARB's URBEMIS2007 or EMFAC2007 models. Localized carbon monoxide concentrations are calculated using EMFAC2007 and either the CAL3QHC or CALINE4 dispersion models. Mr. Silverman also analyzes toxic air contaminants, odors, project consistency with air quality management plans, and cumulative emissions. In addition, Mr. Silverman estimates greenhouse gas emissions from mobile and stationary sources. The typical noise analysis includes ambient noise monitoring, quantification of construction noise levels at nearby sensitive receptors, mobile source noise calculations, and quantification of operational noise sources (e.g., recreational activity, mechanical equipment, and parking lots).

Relevant Experience

Casa Mira View Project. Mr. Silverman completed an Air Quality and Noise Impact Report for the construction of 1,848 multi-family residential units in the Mira Mesa neighborhood of the City of San Diego. Sensitive air quality and noise receptors near the project site included residential and recreational land uses. The air quality analysis focused on potential exposure of new residential land uses to toxic air containments generated by vehicles traveling on an adjacent freeway. The noise analysis focused on land use compatibility issues associated with siting sensitive receptors adjacent to a freeway. In addition, Mr. Silverman analyzed air quality and noise impacts associated with a potential freeway direct access ramp being located adjacent to the project site.

12th Avenue Interchange Project. Mr. Silverman managed the preparation of an Air Quality Impact Report for modifications to the State Route-198 and 12th Avenue interchange in the City of Hanford, California. The operational regional emissions analysis demonstrated that improvements to the interchange would reduce vehicle delay and increase vehicle speeds, thus reducing regional emissions. The analysis also included a qualitative discussion of mobile source air toxics and a federal conformity anlaysis.

848 Grand Avenue Project. Mr. Silverman managed an Air Quality and Noise Impact Report for a 420-unit (condominiums) residential project that included 34 stories, three above ground parking levels, and one ground retail/lobby level. The air quality anlaysis focused on localized construction emissions. The noise analysis focused on vibration impacts to a nearby historic land use.

taha

SAM SILVERMAN

1360 and 1500 Figueroa Residential Project. Mr. Silverman prepared an Air Quality and Noise Impact Report for a residential project in Downtown Los Angeles. The proposed project included 527 residential units in two 31-story towers. Sensitive air quality and noise receptors near the project site included residences, a medical center, and a church. Mr. Silverman completed a thorough air quality and noise analysis that also assessed construction vibration impacts on residential land uses.

6911 Santa Monica Boulevard Project. Mr. Silverman prepared an Air Quality and Noise Impact Report for the demolition of existing uses and development of 348 apartment units, approximately 40,654 square feet of creative office uses, and approximately 15,101 square feet of ground floor retail/restaurant space in the City of Los Angeles. Sensitive air quality and noise receptors near the project site included residences and an elementary school. The Air Quality and Noise Analysis examined all potential impacts to sensitive receptors. In addition, Mr. Silverman analyzed potential noise impacts associated with an outdoor seating area and compatibility of proposed residences with the surrounding land uses.

8767 Wilshire Office Development Project. Mr. Silverman prepared an Air Quality and Noise Impact Report for a commercial development in Beverly Hills. The applicant proposed to construct a 75,000 square-foot/retail commercial building located on a 37,500-square-foot lot on the northeast corner of Wilshire and Robertson Boulevards at 8767 Wilshire Boulevard. The primary concern of the air quality analysis was fugitive dust and nitrogen oxide emissions due to excavation and the nearby location of sensitive receptors. The noise analysis focused on construction noise levels at adjacent sensitive receptors.

California Incline Project. Mr. Silverman prepared an Air Quality Impact Report for the reconstruction of the California Incline with one lane of traffic in each direction and a five-foot sidewalk on the west side. Construction of the new bridge would require the reconstruction of the upper and lower approaches to the bridge at Ocean Avenue and Palisades Beach Road, respectively. The air quality analysis focused on construction emissions and consistency with federal transportation conformity regulations.

Caltrain Electrification Program. Mr. Silverman completed an air quality analysis for electrifying diesel trains in the San Francisco Bay Area. Regional criteria pollutant emissions were calculated for diesel-powered trains and electric trains. An emissions comparison showed that electric trains would decrease regional emissions, including diesel particulate matter.

Camino Nuevo High School Athletic Field Project. Mr. Silverman managed the completion of a health risk assessment (HRA) for an athletic field located near the intersection of Hoover Street and Temple Street in the City of Los Angeles. The project site was located within 500 feet of Highway 101. The HRA quantified emissions generated by traffic on Highway 101 and used a dispersion model to determine diesel particulate matter concentrations at the project site. The diesel particulate matter concentrations were translated into a health risk based on a calculation methodology provided by the South Coast Air Quality Management District.

Catalina and 8th Street Project. Mr. Silverman managed the preparation of an Air Quality and Noise Impact Report for a 35-story, mixed-use condominium project, located in the City of Los Angeles. The proposed project included 300 condominium units with 5,000 square feet of retail space. The air quality analysis focused on localized construction pollutant concentrations at a nearby school complex. Similarly, the noise analysis focused on construction impacts and associated mitigation measures to reduce noise levels at the school complex.

El Cajon Public Safety Center Project. Mr. Silverman managed the preparation an Air Quality and Noise Impact Report for the construction of a three-story public safety center with a parking structure. Sensitive air quality and noise receptors near the project site included residential, educational, and religious land uses. The air quality analysis focused on regional construction emissions and potential global warming impacts. The noise analysis discussed siren activity, an indoor shooting range, and a pedestrian plaza.

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Highway 1 HOV Lane Widening Project. Mr. Silverman completed an Air Quality Impact Report for a nine-mile widening of Highway 1 in Santa Cruz County from the San Andreas–Larkin Valley Road Interchange to the Morrissey Boulevard Interchange. Sensitive receptors near the transportation corridor included residential and educational land uses. The air quality analysis discussed three alternatives: No Build, Transportation System Management, and HOV Lane Alternative. The analysis included mobile source air toxics, dispersion modeling and, a discussion of acrolein emissions per Monterey Bay Unified Air Pollution Control District guidelines.

Hollywood Park Redevelopment Project. Mr. Silverman prepared an Air Quality and Noise Impact Report for the proposed Hollywood Park Redevelopment Project. The Hollywood Park Redevelopment Project consisted of the redevelopment of the approximate 238-acre Racetrack Grandstand and the Pavilion/Casino and the construction of a new mixed-use development. The proposed project included demolition of all improvements and structures on the project site, including the Hollywood Park Racetrack and grandstand, and the new construction of approximately 2,995 for-sale dwelling units, 620,000 square feet of retail space, 75,000 square feet of office/commercial space, a 300-room hotel including 20,000 square feet of related meeting space, and 10,000 square feet of community serving uses. Sensitive receptors located near the project site included residential and institutional land uses. The air quality analysis focused on regional construction and greenhouse gas emissions. The key noise issue was land use compatibility for mixing residential with commercial land uses.

Los Angeles Unified School District (LAUSD) Air Quality and Noise Analyses. Mr. Silverman managed and prepared air quality and noise sections for over ten new LAUSD high schools, middle schools, and elementary schools. The air quality analyses included regional construction and operation emissions inventories, implementation of the SCAQMD's localized significance methodology, mobile carbon monoxide hotspot analysis, and examination of the LAUSD project consistency with regional air quality plans. The noise analyses included an analysis of construction noise, pick-up and drop-off activity, mobile noise, parking, and recreational noise.

Los Angeles Unified School District Health Risk Assessments. Mr. Silverman prepared multiple Health Risk Assessments for LAUSD schools pursuant to Public Resources Code Section 21151.8 and Education Code Section 17213. He was responsible for source identification, source characterization, exposure quantification, and risk characterization. Source identification involved a site walk to locate all hazardous emitting facilities within 500 feet of the proposed schools. Source characterization involved obtaining information from owners of emitting facilities, and if necessary, calculating emission factors associated with freeways or heavily traveled roadways. Exposure quantification involved determining contaminant impacts during school hours using the ISCST dispersion model. The final step was to characterize the carcinogenic, chronic, and acute health risk to staff and students at the proposed school using methodology set forth by the California Environmental Protection Agency, Office of Environmental Health Hazard Assessment.

Movietown Specific Plan Project. Mr. Silverman managed the preparation of an air quality and noise analysis for the construction of approximately 371 residential units and approximately 32,300 square feet of retail/commercial uses located in the City of West Hollywood. The air quality anlaysis focused on greenhouse gas emissions and compliance with local and regional regulations. The noise anlaysis focused on construction noise and vibration levels at adjacent movie and photography studios. Mitigation was proposed to reduce noise and vibration levels.

Northern/Canoga Extension of the Metro Orange Line Project. Mr. Silverman managed the air quality analysis for the northern extension of the Metro Orange Line in the Canoga Park area of the San Fernando Valley. Regional operational emissions were calculated based on vehicle miles traveled for each alternative. The analysis discussed how extending the Metro Orange Line would remove vehicles from the transportation system and would reduce associated regional emissions.

SAM SILVERMAN

Providence Holy Cross Medical Center Expansion Project. Mr. Silverman completed an air quality analysis for expansion of a hospital in the City of Los Angeles. The proposed project included adding an approximately 119,570 square foot, 136-bed patient wing to the existing Main Hospital building. Sensitive receptors near the project site included educational and residential land uses. The key air quality issues were greenhouse gases and exposure of existing employees to construction-related pollutant emissions.

San Diego Children's Hospital Expansion Project. Mr. Silverman completed an air quality air quality construction analysis, a construction health risk assessment, and a mobile noise analysis for the expansion of San Diego Children's Hospital. The primary air quality issue was potential impacts to patients and staff on the existing Hospital campus. As such, a detailed health risk assessment was completed that focused on heavy-duty equipment and haul trucks that would emit diesel particulate matter.

Silicon Valley Rapid Transit Corridor Project. Mr. Silverman completed an Air Quality Impact Report for construction of a 16.3-mile BART heavy rail transit line from the City of Fremont to the City of Santa Clara. The air quality analysis focused on construction emissions associated with at-grade construction and tunneling. A carbon monoxide anlaysis was completed for parking structures using the United States Environmental Protection Agency SCREEN3 computer model. The Air Quality Impact Report also included an anlaysis of federal conformity guidelines.

Sunset Time Project. Mr. Silverman is currently managing the preparation of an air quality and noise anlaysis for the construction of 149 hotel rooms, 40 residential condominium units, five low-income affordable housing units, and 35,456 square-feet of commercial and entertainment space located in the City of West Hollywood. The air quality anlaysis focused on regional and localized construction emissions. The noise anlaysis focused on noise generated by construction activity and recreational activity (e.g., pools) on the project site. The noise anlaysis also included a discussion of project site compatibility with the existing ambient noise environment.

The Plaza at the Glen Project. Mr. Silverman managed the preparation of an Air Quality and Noise Impact Report for a mixed-use development consisting of 150 condominium units, a 230-room hotel, 450,000 square feet of general office space, 100,000 square feet of medical office space, a 45,000-square-foot health and fitness center, a 2,700-seat theater, and a 285,000-square-foot shopping center. The air quality analysis focused on greenhouse gas emissions and project compliance with local and regional regulations. The noise anlaysis focused on delivery truck noise and potential impacts to an adjacent school.

Washington and Landmark Mixed-use Project. Mr. Silverman managed and completed a noise compatibility study for a mixed-use development in a light industrial area the City of Culver City. The project included 145 residential units in two buildings and 6,000 square feet of retail space. The analysis included potential impacts on the project, if any, of existing industrial and commercial uses in the vicinity of the project and potential project-related impacts to the existing community. Each building would have two levels of subterranean parking and one level of parking underneath the proposed residential uses. Mr. Silverman monitored ambient noise levels, calculated construction noise, estimated noise from adjacent loading docks to the proposed project site, and proposed mitigation to lessen noise impacts.

Westfield North County Expansion Project. Mr. Silverman managed the preparation of an Air Quality and Noise Impact Report for the construction of 454,000 square feet at the Westfield North County Shopping Center located in the City of Escondido. Sensitive air quality and noise receptors near the project site included residential and recreational land uses. The air quality analysis focused on regional construction and greenhouse gas emissions. The key noise issue was land use compatibility associated with siting a new hotel near the Interstate 15 Freeway.

Lynne Cory/D11/Caltrans/CAGov
12/09/2008 05:12 PM

To David L Nagy/D11/Caltrans/CAGov@DOT
cc Donna Peterson/D11/Caltrans/CAGov@DOT
bcc
Subject Fw: Comments- I-15 Direct Access Ramp Draft EIR

---- Forwarded by Lynne Cory/D11/Caltrans/CAGov on 12/09/2008 05:12 PM ----

"Linda Geldner" <linda@geldner.com>
12/08/2008 05:08 PM

To <ct.public.information.d11@dot.ca.gov>
cc <andrew.rice@dot.ca.gov>, "Jeff Stevens" <jeffstev@san.rr.com>
Subject Comments- I-15 Direct Access Ramp Draft EIR

Please see attached word document for my comments on the Draft EIR for the I-15 DAR at Mira Mesa/Scripts Ranch. I have included my address and phone number for your use, but please do not publish those with the comments. Feel free to call if you have questions. Thanks you.

Linda Geldner
7830 Norcanyon Way
SD 92126

(858) 578-1076

081104 DAR draft EIR comments.doc

DAR EIR/EA Comments/Questions

1 1. An extension of the review period is requested to provide a more complete review of your document. There has been no interaction with the Mira Mesa Community Planning Group (MMCPG) to this point although the report and associated studies have been in the works for 18 months. This would not be acceptable for any private developer. Request CALTRANS return to MMCPG to discuss comments prior to publishing the final EIR.

2 2. A 300 acre planned development called Stone Creek in Carroll Canyon has been in preliminary design since early 2004. Traffic studies and environmental docs are near completion. Vulcan has been working with the MMCPG and its subcommittee for this project. Your document does not appear to address the trips or cumulative impacts associated with this new development. Please clarify whether this was consider and if so how. If not considered it must be added to the traffic study and environmental analysis.

3 3. Stone Creek will include about 5400 new residential units and increase the population of Mira Mesa by 20-25%. It will also include about 45 acres of light industrial and office. Retail and commercial will be mixed into a town center type design. Were these numbers used in the traffic study and other analysis? Please identify where this information shows up. Note that population numbers on page 2.2-1 seem to indicate these numbers have not been included. Also para titled "Growth Pressure" on page 2.3-2 and 2.3-4 seems to indicate you did not assume the growth associated with Stone Creek.

4 4. Carroll Canyon will become a major (probably 6 lane) east-west connector and includes a dedicated easement for light rail. Future traffic planning should be designed to divert traffic from Mira Mesa Blvd to Carroll Canyon. Your options both divert traffic from Mira Mesa to residential streets. Request you replace the Galvin alternative with one that utilizes and upgrades Carroll Canyon overpass and ramps or add such an alternative to the study.

5 5. Transportation Center
   a. Will there be a cost to park?
   b. Will it be available for use 24 hours?
   c. Will there be security cameras and/or guards to discourage crime and homeless camping?

6 d. Appears there is a transportation center already planned at Miramar College. However funding is by others and not certain. This makes it impossible to compare the costs for the 2 options. The Hillery project should also include a parking garage. If this DAR access gets built at Hillery and the garage is not funded or construction is delayed, the street parking and congestion in the area will be a nightmare. i.e. small lot fills fast, cars turning around, driving around to find parking…

1: The public review period for the Draft EIR/EA extended for a total of 46 days (October 23, 2008 to December 8, 2008).

Department representatives periodically attended MMCPG meetings to provide updated materials on the project and were available to answer questions. A Power Point presentation was made at the November 17, 2008 meeting. For the past two years, the Department had a booth at the Mira Mesa Street Fair to provide project information to the community. Ted Brengel, Chairman of the MMCPG provided comments on the Notice of Preparation for the Draft Environmental Document.

2: The traffic analysis conducted for the Project included the proposed Stone Creek development. Therefore, traffic trips generated by the Stone Creek project have been included in the analysis.

The cumulative analysis contained in Subchapter 2.18 in the EIR/EA included traffic and visual resources. As stated above, the traffic analysis included the Stone Creek project. The cumulative visual analysis considered projects within the Project viewshed (refer to Figure 2.6-1). The Stone Creek project is not located within the Project viewshed. Table 2.18-1, as well as Table 2.1-1, have been revised to include the Stone Creek project.

3: Please refer to Response to Comment 2 above.

The population data contained in Section 2.2, Growth, of the EIR/EA correspond to the study area of the alternatives, which are shown on Figure 2.3-1. The proposed Stone Creek development is not within the study area for either alternative.

4: Comment noted.

5: A transit center would be constructed as part of the Galvin Avenue Alternative that would include a park-and-ride lot. It is anticipated that parking would be provided at no cost to motorists (subject to supply and demand) and would be available 24 hours per day. Security cameras also would be provided at the transit, and possibly guards. These design and operation details would be determined during final design. Note that Hillery Drive Alternative is the preferred alternative.

7
e. Will the garage at Miramar College be built regardless of which alternative is selected?
   i. Where is the funding coming from, how certain, year? How will timing be coordinated?
   ii. Does that mean if Hillery is selected there will be two transportation centers?

6. Pedestrian circulation
7. Bike paths
8. Traffic

8
a. Both alternatives have schools at or near the intersection where cars turn in to access the DAR. Outline the specific mitigation proposed for the safety hazard this causes. Specifically whether a pedestrian bridge could be included and how the student-drop off could be handled. Note that page 2.3-9 indicates both options "would not conflict with established ...educational uses" This is not the case as it would have a huge impact on Hage and Walker therefore mitigation should be included.

9
b. Table 2.5-6 indicates traffic will be diverted to Hillery or Capricorn (Galvin Option) Please outline specific mitigation you will provide to mitigate.

10
c. Page 2.5-3 states the master plan identifies Hillery as a 4 lane connector but that is not the case. See Mira Mesa Master Plan figure 10 page 47.

11
d. Page 2.5-4 states Capricorn is recommended as 4 lane and has a 40 MPH speed limit. Neither is correct.

12
e. Page 2.5-21 identifies "Traffic Calming" as the mitigation for diversion of traffic to Hillery . This is too vague; provide specific mitigation proposed that will make it less desirable for cars to divert from Mira Mesa Blvd to Hillery.

13
f. Page 2.5-23 indicates there are no traffic impacts relative to the Galvin option. Based on experience in the neighborhood it would increase traffic on Capricorn. Your study should address that and I believe mitigation would be required.

9. Cost/budget

14
a. Page 1-18 section 1.5 refers to support costs, please explain what is included.

15
b. Page 1-18 section 1.5 refers to acquisition of right of way costs, please explain what needs to be purchased and from whom. Estimate based on?

16
c. Are these costs in 2008 dollars?

10. cumulative impacts/Mitigation proposed

17
a. Table 2.1-4 does not appear to include Stone Creek numbers but should.

18
b. Table 2.1-5 item G why is a separate environmental document being done? How are the cumulative impacts of the transportation center combined with the DAR addressed?

6: The Mira Mesa/Miramar College Transit Center will be constructed at the southeast corner of the Westview Parkway/Hillery Drive intersection within Miramar College. This approved transit center is budgeted and funded by SANDAG. Opportunities to provide a parking garage on the Miramar College campus to serve the transit center are currently being explored by SANDAG and Miramar College.

7: A parking garage at Miramar College is a separate project and is intended to be constructed by SANDAG regardless of which alternative is implemented. Funding sources for the parking garage are being explored by SANDAG.

The Hillery Drive Alternative does not propose construction of a transit center; therefore, a second transit center will not be constructed.

8: Please refer to Response to General Comment 1 regarding traffic and student safety at Walker and Hage elementary schools.

9: Please refer to Response to General Comment 1 regarding traffic and student safety concerns at Walker and Hage elementary schools. To reduce traffic impacts associated with the Hillery Drive Alternative, the Project would implement traffic calming. As stated on Page 2.5-21 of the EIR/EA, "Traffic calming would reduce Project impacts to the segments of Hillery Drive, between Greenford Drive and Black Mountain Road, and Greenford Drive. As shown in Table 2.5-10, traffic calming also would reduce Project impacts to Hillery Drive's intersections with Greenford Drive and Marbury Avenue."

With regard to Capricorn Way under the Galvin Avenue Alternative, as shown in Table 2.5-8 (Page 2.5-18), the Project would not result in any increase to this roadway. Capricorn Way would operate at LOS A in the Years 2015 and 2030, regardless of whether or not the Project is built.

10: The Mira Mesa Community Plan designates the segment of Hillery Drive east of Black Mountain Road as a four-lane collector, and a two-lane collector west of Black Mountain Road. The text in the document has been revised accordingly.

11: The Mira Mesa Community Plan designates the segment of Capricorn Way east of Black Mountain Road as a four-lane collector, and a two-lane collector west of Black Mountain Road. The posted speed limit on Capricorn Way is 40 MPH. The text in the document has been revised accordingly.

12: As stated on Page 2.5-21 of the EIR/EA, "Traffic calming methods that could be implemented to those streets where traffic is being diverted include, but are not limited to, narrow travel lanes, curb extensions (also called bulbouts), and all-way stop traffic control. The Department will coordinate with the City of San Diego and the community to reach consensus on appropriate and effective traffic calming methods.

13: Please refer to Response to General Comment 1 and Response to Comment 9 above regarding traffic concerns on Capricorn Way.

14: Support costs generally include preparation of engineering plans and documents, environmental documentation, right-of-way work, and construction support.

15: Both build alternatives would require acquisition of permanent easements and right-of-way, as described in Chapter 1 of the EIR/EA (Pages 1-12, 1-13, and 1-17; Figures 1-5b, 1-9a, 1-9b, and 1-9c). Right-of-way estimates were prepared by the Department based on fair market value.

16: Estimated costs of the build alternatives have been updated with 2008 dollars. Table 1-1 on page 1- 18 has been revised accordingly.

17: Please refer to Response to Comment 2 above.

18: Project G on Table 2.1-1 of the EIR/EA, the Mira Mesa/Miramar College Transit Center, is not part of the proposed Project. The Mira Mesa/Miramar College Transit Center has been approved by the San Diego Association of Governments (SANDAG). Cumulative impacts are analyzed in Section 2.18 of the EIR/EA and include the proposed transit center.

19 11. permits
a. Page1-21 and 22 Please explain steps in the process for each.

20 12. Neither option is great, but with appropriate mitigation it is my personal opinion Hillery is better. I would still like to see an option further south that considers the future plans in Mira Mesa.

19: The details of the process to obtain the required permits do not raise a specific issue regarding the potential environmental effects of the Project. The comment is noted and is included in the administrative record as part of the Final environmental document, but no response is required.

20: Comment noted.

THE BASIL FAMILY
11245 DALBY PLACE
MIRA MESA, CA 92126

December 2, 2008

California Dept. of Transportation
District 11
ATTN: David Nagy
4050 Taylor Street
San Diego, CA 92110

Re: Mira Mesa/ Scripps Ranch Direct Access Ramp Project
Letter of Public Input

Dear Mr. Nagy:

I am writing to provide public input, in addition to the spoken comments I recorded at the public meeting held on November 12th, regarding the above-referenced project. After consideration of the draft EIR, project documents presented by Caltrans staff at the public meeting on the 12th and the Mira Mesa Community Planning Board meeting on November 17th and comments from residents near both potential locations for the DAR, I am convinced the "Galvin Avenue Alternative" is unacceptable.

My opposition to the Galvin Avenue Alternative is centered around four basic points: a) that the location of a freeway ramp adjacent to Hage Elementary will cause gridlock and unsafe conditions; b) the construction and "operation" of the freeway ramp will impose extraordinary noise and air pollution impacts to Hage Elementary's students and faculty; c) the Galvin Avenue project is extraordinarily costly; and d) the Hillary Drive Alternative is not only consistent with the longstanding community plans for a DAR but is also presents viable mitigation options for the Walker Elementary School that could be affected by it.

1 **A. The gridlock and safety issues** at Hage are real, and present themselves every day of the "school week" during morning and afternoon/evening drop-off and pick-up periods. At peak hours, particularly in the morning, the traffic on Black Mtn Road and Westview Parkway is very heavy, so much so that parents are unable to access the entrance to Hage Elementary, located on Galvin Avenue. In fact, drivers are trapped --every single morning-- in the left turn lane on eastbound Galvin (where they must negotiate a U-turn to access the Hage entrance) because too many cars are in the intersection at Westview Parkway and/or the westbound Galvin turn lane/pocket into Hage is full of cars and there's simply no place to go. The Caltrans Project would divert and/or create approximately 5,000 extra cars per day (concentrated in the commute peak hours, which are identical to the hours parents deliver and pick up children from school, the Six-to-Six

1: Please refer to Response to General Comment 1 regarding traffic concerns. Note that the Hillery Drive Alternative is the preferred alternative.

1 cont. programs used by working parents and organized youth sports conducted at the adjacent City park) to precisely this same intersection.

2 Even without the Caltrans DAR, this traffic situation will be exacerbated by the pending construction of the Casa Mira View apartments, directly across the street from Hage Elementary on Westview Parkway. This 1,848-unit apartment project will contain over 3,500 cars in the available parking spaces and is also projected by the developer to generate up to 300 students for Hage Elementary. Those kids will need to cross the street, most likely at the Galvin intersection or another, which will be constructed adjacent to the northern perimeter of the elementary school. The DAR at Galvin would reduce this project to just over 1,600 units, but the combination of over 3000 cars in that project with the 5000 ADT (average daily trips) and additional Bus Traffic intended for the Galvin Ave "transit center" will certainly create a disaster in terms of gridlock at Hage and increased traffic along Westview Parkway and the ball fields there.

3 In addition to the frustrating delays caused by existing traffic levels adjacent to Hage Elementary, there are real safety concerns. Since many parents cannot possibly enter the school grounds with their cars, they park on Westview Parkway, on Galvin or in the Ralph's shopping center just south of the school, and walk into Hage. This requires them to cross very busy streets that will become much, much busier even without the DAR traffic, due to the pending apartment project. I am certain that imposition of extraordinary levels of freeway traffic directly adjacent to the pedestrian routes serving Hage and the ball fields will be a terrible thing. Note that the outbound elements of the Galvin Ave DAR will be a sloping ramp leading directly to the intersection of Westview Parkway and Galvin, where the entrance to the school is situated. My safety concerns are certainly not limited to traffic headed "to" the ramps, alone, because outbound traffic will be very dangerous for children and drivers in this area, also.

4 **B. I also oppose the Galvin Avenue Alternative because of the impacts it will have upon noise and air pollution**, not only during the period of construction, but during the general operation of the ramp system. First, it's obvious that the construction will be loud, dusty and involve the use and transit of large equipment and truck traffic directly adjacent to Hage. The school is neither screened nor insulated for noise, and the rooms are not air-conditioned at all. Hage students and teachers are located directly adjacent to both Westview Parkway and Galvin Avenue and rely upon open windows for ventilation and cooling. The impact of construction noise and dust, notwithstanding the standard procedures for noise and dust abatement, will have a deleterious effect upon the health and learning of children and faculty.

5 The noise impacts of 5,000 cars, trucks and the intended transit bus traffic upon Hage Elementary, located 85 feet from the only way in and out of the proposed DAR and transit center, will be significant and unmitigated. In fact, the noise studies prepared by Caltrans for this project do not include any test areas anywhere near Hage Elementary. None. There are no numbers or data in the Caltrans proposal, but we can provide it: traffic is loud and already impacts our school with unreasonable levels of noise at peak hours or when truck traffic is prevalent. Busses and rush hour traffic are noisy. The

2: The traffic analysis conducted for the Project included the proposed Casa Mira View development. Therefore, traffic trips generated by Casa Mira View project have been included in the analysis. Please refer to Response to General Comment 1 regarding traffic concerns near Hage Elementary School.

3: Please refer to Response to General Comment 1 regarding student safety concerns near Hage Elementary School.

4: Please refer to Response to General Comment 2 regarding noise concerns. As outlined in Subchapter 2.12 in the EIR/EA, noise control measures would be implemented during Project construction to avoid or minimize short-term construction noise impacts.

Please refer to Response to General Comment 3 regarding air quality concerns. Note that the Hillery Drive Alternative is the preferred alternative.

5: Please refer to Response to General Comments 2 and 3 regarding noise and air pollution concerns. Note that the Hillery Drive Alternative is the preferred alternative.

5 cont. Galvin Avenue DAR would, by definition, impose vastly increased noise impacts upon the school. Of course, it's not just noise: all these vehicles emit airborne pollution. Numerous studies have established the deleterious health effects upon children caused by short-distance exposure to the fumes and noise from heavy traffic, and there is no possible way to mitigate these impacts upon Hage Elementary if the Galvin Avenue DAR is installed.

6 **C. I oppose the Galvin Avenue Alternative because it's extraordinarily costly and disruptive to the community.** Simply put, the Galvin DAR costs more than $50 Million Dollars more than the Hillery Drive DAR. This is because it's larger & longer and also because it requires major modifications to existing infrastructure. These modifications will be extraordinarily disruptive to the entire community that utilizes the roads and freeway. The Galvin alternative will require relocation and rebuilding of all four on- and off-ramps for Interstate 15 at Mira Mesa Blvd. Note that we're currently spending extraordinary sums rebuilding two of these ramps (southbound on- and off-) right now, but that this work would be bulldozed and repeated. The I-15 bridge at Mira Mesa Blvd must also be widened if the Galvin alternative is used. Finally, the Erma Road Noise Abatement Wall that is about to be installed by Caltrans (on the Scripps Ranch side of the freeway) in December, 2008 at a cost of nearly $750,00.00 will be torn down and replaced anew, if the Galvin Avenue project is approved. None of this work and waste is required or part of the plans for the Hillery Drive alternative.

7 **D. The Hilary Drive DAR impacts can be mitigated and is consistent with preexisting community plans.** The Legacy Apartments, located just south of the Edwards Theatre complex on Hillery Drive, were designed and approved by the Mira Mesa Community Planning Board and the City Council with a "gap" designed to accommodate the Hillery Drive DAR. The impacts upon the residents of those apartments will be significant, without a doubt, but have been dealt with in the physical design of that project. It is my understanding that the developer and operator of the Legacy Apartments, Garden Communities, favors the Hillery Drive alternative, in fact. The remainder of Hillery Drive is adjacent to undeveloped land on the community college campus, and Miramar College has provided for the DAR and transit center in its Master Plan.

8 The most alarming potential impacts of the Hillery Drive DAR may be those upon the Walker Elementary School, located about one-third of a mile away, on the other side of Black Mtn. Rd on Hillery Drive. Without mitigation for traffic, the likelihood is that Walker's entry and exit gates will be completely blocked by gridlocked traffic, due to drivers using Hillery as a direct-access to the DAR rather than Mira Mesa Blvd. A situation like that, with several thousand additional cars passing by the front of Walker Elementary every day, would also obviously impact students and faculty with noise and airborne pollution as well. However, there are two reasons why these concerns can be resolved without utilizing the disastrous Galvin Ave Alternative. First, a significant portion of the projected traffic will never bypass Walker on Hillery, because it will be coming to the DAR on Black Mountain Road and/or Westview Parkway. Second, imposition of traffic controls at the eastbound Hillery/Black Mtn. Rd. intersection, to

6: Please refer to Response to General Comment 5 regarding cost. Note that the Hillery Drive Alternative is the preferred alternative.

7: Comment noted. The Hillery Drive Alternative would be consistent with the Mira Mesa Community Plan.

It is acknowledged that there is a considerable gap between the Legacy Apartment buildings on either side of the proposed DAR; however, a DAR was not included as part of the Mira Mesa Market Center (inclusive of the Legacy Apartments) project. No easements or land entitlements were obtained for a DAR at this location.

The comments regarding the developer's preference and the Miramar College Master Plan are noted.

8: Please refer to Response to General Comment 1 regarding traffic concerns at Walker Elementary School.

8 cont.

prevent "straight across eastbound" traffic during peak hours, will render that route useless for commuters seeking to bypass Mira Mesa Blvd by use of Hillery.

As I hope you can see, the community's opposition to the Galvin Avenue Alternative for the DAR project isn't a "not in my backyard" response. Nor is it a knee-jerk opposition to the HOV-Lane projects on I-15. The Galvin Ave DAR is a terrible idea on many levels and would have a lasting and disastrous effect upon Mira Mesa for generations to come. Along with this letter, I am enclosing eighty-one additional public comments, all in opposition to the Galvin Avenue Alternative, submitted by Mira Mesa residents and collected at Hage Elementary School where I am a parent-volunteer.

I hope that this letter and those of my neighbors in Mira Mesa will provide you with adequate reasoning to indicate Caltrans' strong preference for the Hillery Drive Alternative, and I look forward to your specific responses to the many concerns outlined by San Diegans in regard to the Galvin option.

Sincerely,

Erik R. Basil

Encl: 81 Letters of Public Input

November 17, 2008

California Dept. of Transportation Dist. 11
ATTN: David Nagy
4050 Taylor Street
San Diego, CA 92110

Re: Mira Mesa/Scripps Ranch Direct Access Ramp Project Letter of Public Input

Dear Mr. Nagy:

I am writing to you as a resident of Mira Mesa and a prent with children attending Hage Elementary School, located at 9750 Galvin Avenue. Our school is less than one hundred feet from the project that Caltrans is considering, to place "direct access freeway ramp" directly across the street from our children's school.

1 I am writing to voice my strongest opposition to the Galvin Avenue DAR Project. The freeway ramps will attract an extraordinary amount of traffic onto Galvin Avenue, Westview Parkway, Capricorn Way and the related intersections. Our neighborhoods are already nearly gridlocked at peak hours and it is not only difficult but often unsafe for our children and parents to reach our school. This project will divert traffic from Black Mtn. Road onto Galvin, Capricorn and Westview Parkway, precisely at peak hours when our children and parents must access the elementary school to drop off or pick up our children.

2 The freeway ramp project will also create noise and pollution impacts, both from the construction and the over 5,000 extra cars projected in your studies that will drive past Hage Elementary, every day, if Cal Trans were to impose this project upon us. The noise, dust and fumes from construction and operation of the freeway ramps will have a harmful effect upon the health and learning environment of the children at Hage Elementary.

I oppose the Galvin Avenue project because it will harm our neighborhood and our school. No freeway ramp or major thoroughfare should be directly adjacent to an elementary school.

Sincerely,

Sheila Dentino

1: Please refer to Response to General Comment 1 regarding traffic and student safety concerns. Note that the Hillery Drive Alternative is the preferred alternative.

2: Please refer to Response to General Comments 2 and 3 regarding noise and air pollution concerns.

SLOW FOR THE CONE ZONE

Donna Peterson/D11/Caltrans/CAGov
11/10/2008 02:14 PM

To David L Nagy/D11/Caltrans/CAGov@DOT
cc
bcc
Subject Fw: Mira Mesa/Scripps Ranch Direct Access Ramp Project Impact Report (EIR/EA)

David,

Forwarding you comments regarding the Mira Mesa/Scripps DAR EA report.

Donna
---- Forwarded by Donna Peterson/D11/Caltrans/CAGov on 11/10/2008 02:12 PM ----

Lynne Cory/D11/Caltrans/CAGov
11/10/2008 02:09 PM

To Donna Peterson/D11/Caltrans/CAGov@DOT
cc Hayden Manning/D11/Caltrans/CAGov@DOT
Subject Fw: Mira Mesa/Scripps Ranch Direct Access Ramp Project Impact Report (EIR/EA)

DISTRICT 11
SAN DIEGO AND IMPERIAL COUNTIES

LYNNE CORY
CONSTRUCTION INFORMATION OFFICER
CALTRANS, DISTRICT 11
4050 TAYLOR ST., SAN DIEGO, CA 92110
BUILDING ONE, SECOND FLOOR, CUBE 17
(619) 688-6670
(619) 688-3695 FAX

---- Forwarded by Lynne Cory/D11/Caltrans/CAGov on 11/10/2008 02:06 PM ----

"Sylvia Wister" <swister@san.rr.com>
11/07/2008 01:25 AM

To <ct.public.information.d11@dot.ca.gov>, <dto@sandag.org>
cc <bmaienschein@sandiego.gov>, <Ted@TedBrengel.com>, <issues@MiraMesaTownCouncil.org>, <jeffstev@san.rr.com>, <webmaster@MiraMesaTownCouncil.org>
Subject Mira Mesa/Scripps Ranch Direct Access Ramp Project Impact Report (EIR/EA)

Mr. Andrew Rice, Project Manager Caltrans
Mr. David Nagy, Senior Environmental Planner, Branch B Chief Caltrans
Mr. Pedro Orso-Delgado, Director, District 11 Caltrans

Mr. Derek Toups, Associate Regional Planner SANDAG

Gentlemen,

We received an email message today from a concerned family member who saw your Caltrans "Notice of Availability" posted in the *Union-Tribune*. The notice regards your draft impact report on the proposal to build an access ramp to/from I-15 from either Hillery Drive or Galvin Avenue in Mira Mesa.

1 We are long-time Mira Mesa residents (26 years on Hillery Drive!) and very upset that Caltrans and SANDAG are still considering Hillery Drive for this purpose!! Hillery Drive is becoming more and more congested, not just with regular traffic, but also with drivers using our street for a short-cut to/from Black Mountain Road/Westview Parkway and Reagan Road. In addition, Emergency vehicles routinely use our street to bypass congested Mira Mesa Boulevard. Our own home is located in the block west of Greenford Drive. We are finding it increasingly difficult to safely back out of our own driveways due to increased traffic!! Subsequently, we envision our traffic problem exploding in size if Hillery Drive is used for this I-15 access.

In addition, per your draft report, new traffic will not be generated, but there will be "much higher volumes" (see below). This translates to NEW TRAFFIC for Hillery Drive!!!

The Hillery Drive Alternative would divert traffic trips from Mira Mesa Boulevard to Hillery Drive and Greenford Drive (Table 2.5-6). The three segments of Hillery Drive between Greenford Drive and Westview Parkway would continue to operate at LOS F with the Project, but with much higher volumes.

Greenford Drive, between Mira Mesa Boulevard and Flanders Drive, also would experience increased traffic under the Hillery Drive Alternative due to trips diverting from the north and south to access Hillery Drive via Greenford Drive. The LOS on the segment from Mira Mesa Boulevard to Hillery Drive would degrade from D to F, and the segment from Hillery Drive to Flanders Drive would continue to operate at LOS F but with much higher volumes.

1: Please refer to Response to General Comment 1 regarding traffic concerns. As stated in the EIR/EA (Page 2.5-9), the Project is not expected to generate new traffic in the surrounding area, but rather, would change existing traffic patterns. Some of the existing traffic accessing the I-15 would divert their route to access the DAR instead. As shown in Table 2.5-6 (Page 2.5-10) of the EIR/EA, traffic volumes would increase by several thousands of cars per day along Hillery Drive between Greenford Drive and the Miramar College driveway with implementation of the Hillery Drive Alternative. Traffic impacts resulting from these increased volumes would be mitigated by implementation of traffic calming along Hillery Drive between Greenford Drive and Black Mountain Road, which would discourage drivers from taking shortcuts through residential areas to access the DAR.

Table 2.5-5
ROADWAY SEGMENT CONDITIONS UNDER THE HILLERY DRIVE ALTERNATIVE – YEAR 2015 AND 2030

Roadway Segment	Year 2015							Year 2030						
	Year 2015 No Build			Year 2015 Build			Δ V/C	Year 2030 No Build			Year 2030 Build			Δ V/C
	ADT	V/C	LOS	ADT	V/C	LOS		ADT	V/C	LOS	ADT	V/C	LOS	
Mira Mesa Boulevard														
I-15 northbound ramps to I-15 southbound ramps	32,885	1.05	F	37,275	0.99	E	-0.06	34,447	1.07	F	38,249	0.97	E	-0.10
I-15 southbound ramps to Westview Pkwy	63,950	1.29	F	75,000	1.15	F	-0.16	66,456	1.30	F	74,020	1.11	F	-0.19
Westview Pkwy to Black Mountain Rd	54,968	1.05	F	58,637	0.93	E	-0.10	63,475	0.96	E	55,402	0.85	D	-0.11
Black Mountain Rd to Marbury Ave	63,749	1.10	F	61,925	1.03	F	-0.04	67,102	1.12	F	62,707	1.05	F	-0.07
Marbury Ave to Greenford Dr	58,814	0.93	E	54,835	0.91	D	-0.06	59,072	1.00	E	55,240	0.92	E	-0.07
Hillery Drive														
Greenford Dr to Marbury Ave	12,144	1.52	F	16,114	2.01	F	0.49	12,144	1.52	F	16,707	2.09	F	0.57
Marbury Ave to Black Mountain Rd	15,184	1.05	F	17,740	2.22	F	0.67	13,184	1.05	F	18,521	2.20	F	0.68
Black Mountain Rd to Westview Pkwy	21,823	1.09	F	36,510	2.44	F	0.78	20,823	0.83	D	30,287	1.26	F	0.45
Westview Pkwy to Miramar College driveway	4,295	0.14	A	16,395	0.61	C	0.47	4,295	0.14	A	20,595	0.69	D	0.54
Miramar College driveway to Hillery Dr DAR	NA	NA	NA	14,100	0.71	C	0.71	NA	NA	NA	16,600	0.82	D	0.82
Black Mountain Road														
Mira Mesa Blvd to Hillery Dr	10,600	0.49	B	22,074	0.57	C	0.00	20,500	0.34	A	24,150	0.40	A	0.06
Hillery Dr to Miramar College driveway	27,100	0.68	C	29,610	0.74	C	0.06	26,030	0.44	B	31,610	0.53	B	0.09
Miramar College driveway to Gold Coast Dr	32,709	0.82	D	34,630	0.87	D	0.05	34,709	0.58	B	37,079	0.62	C	0.04
Gold Coast Dr to Carroll Canyon Rd	36,700	0.77	D	38,881	0.81	D	0.05	35,523	0.59	B	38,488	0.64	C	0.04
Westview Parkway														
Mira Mesa Blvd to Hillery Dr	13,831	0.46	B	16,916	0.64	C	0.06	14,403	0.48	C	17,818	0.56	C	0.10
Marbury Avenue														
Mira Mesa Blvd to Hillery Dr	8,377	0.67	D	8,995	0.75	D	0.07	8,377	0.67	D	9,052	0.76	D	0.08
Greenford Drive														
Mira Mesa Blvd to Hillery Dr	5,189	0.85	D	8,868	1.11	F	0.40	5,189	0.85	D	9,418	1.18	F	0.53
Hillery Dr to Flanders Dr	8,053	1.132	F	9,530	1.20	F		8,053	1.13	F	9,720	1.22	F	0.08
Carroll Canyon Road														
Black Mountain Rd to Maya Linda Rd	26,967	0.70	D	19,154	0.64	C	-0.06	33,374	0.87	C	21,203	0.53	C	-0.05
Maya Linda Rd to I-15 southbound ramp	28,454	0.95	E	26,775	0.89	E	-0.06	31,957	0.80	D	29,915	0.75	C	-0.05
I-15 southbound ramps to I-15 northbound ramps	30,748	1.03	F	28,960	1.00	E	-0.03	34,703	0.87	D	35,740	0.94	D	-0.02

NA = not applicable; Δ V/C = change in volume to capacity ratio
Source: Mira Mesa/Scripps Ranch DAR Post Access Ramp Traffic Impact Study, July 2008.

2 Luckily someone advised us of your Caltrans posted notice (as we do not read the paper); otherwise we would not be aware of your upcoming meeting or the details of this project. Why were Mira Mesa residents not notified of this by mail?? This project will impact thousands of residents, not just those living within the project area! Besides short notice on this "open house" meeting, we also note your deadline of 12/8/08 for comments...again short notice! We also see in the referenced draft report, there was a "public open house scoping meeting" on the subject in April 2007. We were not aware of this meeting either, even as we lived just down the street (see below). Again, mail notification would have been more effective.

A public open house scoping meeting was held at Walker Elementary School on July 19, 2007. The open house scoping meeting was advertised in the local newspaper. Approximately 16 people, mostly property owners and residents in the project area, attended the open house. Chapter 4 provides additional information on public participation in the Project to date.

2: Notification of the both public meetings was published in the San Diego Union Tribune. Department representatives periodically attended community planning group meetings to provide updated materials on the Project and were available to answer questions. For the past two years, the Department had a booth at the Mira Mesa Street Fair to provide Project information to the community

The public review period for the Draft EIR/EA extended for a total of 46 days (October 23, 2008 to December 8, 2008). Thank you for your suggestion.

In closing, we do understand the need for the I-15 direct access ramp in the Mira Mesa area, but urge you to primarily consider the "Galvin Avenue" plan.

You can be sure we will attend the November 12th public hearing.

~The Wister Family

Reference link to your report:
http://www.dot.ca.gov/dist11/I15managed/MiraMesaDAR.pdf

Purpose of the Project

The purpose of the Proposed Project is to provide direct vehicular access to the I-15 Managed Lanes facility for buses, HOVs and FasTrak users, and to facilitate transit operations along the I-15 corridor and within the Mira Mesa/Scripps Miramar Ranch community.

Build Alternatives

Two build alternatives are evaluated in this Draft EIR/EA: the Hillery Drive Alternative and the Galvin Avenue Alternative. The Hillery Drive Alternative would consist of an elevated ramp structure that would extend at grade from the Hillery Drive/Westview Parkway intersection and would transition to an elevated structure along the existing alignment of Hillery Drive, and would continue eastward over the Hillery Drive terminus to connect with a new structure within the I-15 Managed Lanes facility at KP 25.0 (PM 15.5).

The Galvin Avenue Alternative would consist of an elevated ramp structure extending at grade from the Galvin Avenue/Westview Parkway intersection eastward to a new structure within the I-15 Managed Lanes facility at KP 25.7 (PM 15.9). Under this alternative, the DAR would traverse vacant, graded land located north of Mira Mesa Boulevard between I-15 and Westview Parkway. The Galvin Avenue Alternative would include an access road connecting the proposed DAR to the existing park-and-ride lot west of the Mira Mesa Boulevard interchange. In addition, a transit center and a new park-and-ride lot would be constructed as components of this alternative. The transit center and park-and-ride lots would have direct access to the DAR.

Lynne Cory/D11/Caltrans/CAGov
11/24/2008 12:45 PM

To David L Nagy/D11/Caltrans/CAGov@DOT
cc Donna Peterson/D11/Caltrans/CAGov@DOT
bcc
Subject Fw: Opposed to Galvin Freeway Option

—— Forwarded by Lynne Cory/D11/Caltrans/CAGov on 11/24/2008 12:45 PM ——

Kelly Scott
<ks_kellyscott@hotmail.com>

11/21/2008 12:40 PM

To <ct.public.information.d11@dot.ca.gov>
cc
Subject Opposed to Galvin Freeway Option

Dear Sirs:

I attended your meeting on November 12, s008 and I was still not convinced that the Galvin option is a good idea. Here are my comments:

My name is Kelly Scott and I have been a resident of Mira Mesa since 1991. I have lived in the Black Mountain/Capricorn area for over 10 years. So I have seen many changes to the Mira Mesa Community both good and bad. I have a child that attends Hage Elementary and I am opposed and appalled that we would even consider the Galvin freeway ramp so close to an elementary school. These freeway ramps would further the already frustrating traffic at the Hage entrances during peak hours. It would also endanger our children who walk to school.

1

2

In addition, I am not convinced that the environmental considerations are being fully disclosed. Many of our children have unexplained asthma and eczema that could be further exacerbated by the dust and car emissions especially since these freeway ramps are so close to the school. Our children play outside in the playground and should not be subjected to these

3

1: Please refer to Response to General Comment 1 regarding traffic concerns near Hage Elementary.

2: Please refer to Response to General Comment 1 regarding student safety concerns.

3: Please refer to Response to General Comment 3 regarding air quality concerns.

3 cont.

conditions. The construction and freeway noise will also be disruptive to the education of the children at Hage Elementary.

I beg you to not to proceed with the Galvin Proposal for the welfare of the children and residents of this area.

Sincerely,

Kelly Scott
Resident of Mira Mesa
9246 Rockfield Way
San Diego, CA 92126

Get more done, have more fun, and stay more connected with Windows Mobile®. See how.

Lynne Cory/D11/Caltrans/CAGov
11/13/2008 09:40 AM

To David L Nagy/D11/Caltrans/CAGov@DOT
cc Donna Peterson/D11/Caltrans/CAGov@DOT
bcc
Subject Fw: Public Comment on I-15/Mira Mesa Blvd HOV Direct Access Ramp

---- Forwarded by Lynne Cory/D11/Caltrans/CAGov on 11/13/2008 09:40 AM ----

"John Horst" <johnhorst@san.rr.com>
11/12/2008 08:45 PM
Please respond to <johnhorst@san.rr.com>

To <ct.public.information.d11@dot.ca.gov>
cc "Pauline Chin" <pchin@rhinolinings.com>
Subject Public Comment on I-15/Mira Mesa Blvd HOV Direct Access Ramp

Mr. Nagy...

1 I am writing to provide public comment on the two options presented this evening for the I-15/Mira Mesa Blvd. HOV Direct Access Lanes. I strongly oppose the Galvin Avenue option, both in the interests of the children attending Hage Elementary and in the larger interests of the residents living on Galvin Ave. and Ice Skate Place (in the housing built around the San Diego Ice Arena) as well as the military families living in Lincoln Housing south of Galvin Ave. accessed via Ice Skate Place. Two recent events exemplify why the Galvin Ave. option is a poor choice:

2 A month or so ago a 20 year-old woman and a child attending Hage were struck by a van at the intersection of Ice Skate Place and Galvin Ave. Even under current conditions, with the way the rising sun impacts visibility for eastbound traffic on Galvin approaching the school, this intersection is dangerous. I am currently working with the city's engineering dept. to look at options to make this intersection safer. The Galvin Ave option would only exacerbate an already dangerous situation. Even during non-school hours, traffic leaving the San Diego Ice Arena and the housing on Ice Skate Place and the Galvin Ave addresses on the east side of the housing area has to contend with speeding traffic on west-bound Galvin in order to turn left onto east-bound Galvin. Just a couple Sundays ago a car coming from the ice arena was "t-boned" and flipped over at the intersection. Again, the Galvin Ave. option will make a dangerous situation even worse.

3 The Hillery Rd. option appears to be, on balance, the better option. It presents a very positive improvement for traffic flow to and from Miramar College. The public transportation infrastructure will serve the Miramar College community very well as they expand with their current construction, much as the Trolley station at SDSU has improved the traffic situation surrounding SDSU.

4 There are schools in the vicinity of the Hillery Rd. option as well, but the population in this region is relatively stable. With the large residential development slated for the vacant land alongside Westview Parkway, the population will increase dramatically in this area. This will add to an already difficult traffic situation, especially for the parents dropping the children off at

1: Comment noted.

2: Please refer to Response to General Comment 1 regarding traffic and safety concerns. Although traffic volumes would increase on Galvin Avenue, the Project would not create traffic hazards. Traffic controls (i.e., traffic signals and stop signs) occur along Galvin Avenue to thwart vehicular safety issues. These controls would not be affected by the Galvin Avenue Alternative. Note that the Hillery Drive Alternative is the preferred alternative.

3: It is acknowledged that the Hillery Drive Alternative is near Miramar College and would provide a more direct connect to the college.

4: The traffic analysis conducted for the Project included the proposed Casa Mira View development. Therefore, traffic trips generated by Casa Mira View project have been included in the analysis. Please refer to Response to General Comment 1 regarding traffic concerns near Hage Elementary School.

Hage Elementary. While traffic can be expected to increase in the Hillery Rd. vicinity, this increase will be mitigated by the way Miramar College traffic will be able to directly access the freeway.

4 cont. Please accept this public comment as being in favor of the Hillery Rd. option over the Galvin Ave. option.

Cordially,

John Horst
11075 Ice Skate Place
San Diego CA 92126
858-254-8575

Lynne Cory/D11/Caltrans/CAGov
11/10/2008 02:39 PM

To David L Nagy/D11/Caltrans/CAGov@DOT
cc Donna Peterson/D11/Caltrans/CAGov@DOT
bcc
Subject Mira Mesa DAR comment

LYNNE CORY
CONSTRUCTION INFORMATION OFFICER
CALTRANS, DISTRICT 11
4050 TAYLOR ST., SAN DIEGO, CA 92110
BUILDING ONE, SECOND FLOOR, CUBE 17
(619) 688-6670
(619) 688-3695 FAX

----- Forwarded by Lynne Cory/D11/Caltrans/CAGov on 11/10/2008 02:38 PM -----

()
11/07/2008 05:51 PM

To ct.public.information.d11@dot.ca.gov
cc
Subject Contact Us Form

Below is the result of your feedback form. It was submitted by
() on Friday, November 7, 2008 at 17:51:53

Name: Haris Zulic

Email: bh663@aol.com

City: San Diego

1 Comments: I have just learned about CalTrans plan to open a new I-15 off ramp in Mira Mesa, that would lead directly to Westview Pkwy and Galvin Ave. As a long time resident of this area, no doubt I share the sentiment of all my neighbors here - that would be a complete disaster! Do you know that leads directly to our Hage Elementary School? 800 kids go to school there, in peaceful atmosphere, hundreds of parents walk in the morning and afternoon dropping off and pickin up their children, and lot of them walk by themselves to the nearby houses. This is an outrage - to bring all that traffic into this quiet, peaceful neighborhood, AND right into this nice school! We are going to fight this with everything we have!!!

1: Please refer to Response to General Comment 1 regarding traffic and student safety concerns near Hage Elementary School.

November 12, 2008

RE: Opposition to Galvin Freeway Ramps

Cal Trans:

1 The construction of freeway ramps at Galvin Avenue and Westview Parkway – I believe will create a dangerous condition for children trying to access the Hage School site.

It seems to me that the access ramp should be located at Mira Mesa rather than dump into a residential neighborhood compromising our children's safety.

William E Allen Estefania Allen-Perez

William and Estefania Allen-Perez

10230 Wateridge Circle #186

San Diego,CA 92121

Parents of Rodrigo Allen-Perez (student at Hage Elementary)

1: Please refer to Response to General Comment 1 regarding student safety concerns.

December 2, 2008

California Department of Transportation, District 11
Attention: David Nagy, Senior Environmental Planner, Branch B Chief
4050 Taylor Street.
San Diego, CA 92110

Re: Mira Mesa / Scripps Ranch Direct Access Ramp Project

Dear Mr. Nagy,

1 I am writing to you today to express my concern regarding the Galvin Avenue Direct Access Ramp Project. As a parent with a child attending Hage Elementary School which is located on Galvin Avenue, I strongly oppose this location as a choice for freeway access.

2 Currently traffic around Hage Elementary is very heavy especially during peak hours which can be dangerous for the children and parents. There has already been an incident where a child and parent were hit by a car while trying to get to the school. Constructing freeway ramps so close to a school will only make dropping off and picking up our children even more difficult due to the increased traffic.

3 This freeway ramp project will also create noise and pollution that will impact the student's learning environment. The classrooms at Hage Elementary do not have central air which forces teachers to teach with open windows and doors most of the time. The increased noise, dust, and fumes will negatively affect the children and the employees at Hage Elementary.

This letter is to serve as my formal opposition of the Galvin Avenue DAR Project because it will ultimately harm the students, parents, and faculty of Hage Elementary.

Sincerely,

Michelle Durant

1: Comment noted.

2: Please refer to Response to General Comment 1 regarding traffic and public safety concerns near Hage Elementary School. Note that the Hillery Drive Alternative is the preferred alternative.

3: Please refer to Response to General Comments 2 and 3 regarding noise and air pollution concerns.

Lynne Cory/D11/Caltrans/CAGov
12/01/2008 12:48 PM

To David L Nagy/D11/Caltrans/CAGov@DOT
cc Donna Peterson/D11/Caltrans/CAGov@DOT
bcc
Subject Fw: Galvin Ave. I-15 DAR comment

— Forwarded by Lynne Cory/D11/Caltrans/CAGov on 12/01/2008 12:48 PM —

Maureen Pankotai
<mpankotai@yahoo.com>
11/29/2008 10:40 AM
Please respond to mpankotai@yahoo.com

To ct.public.information.d11@dot.ca.gov
cc
Subject Galvin Ave. I-15 DAR comment

ct.public.information.dll@dot.ca.gov

To whom it may concern,

Please consider this email as my comment to te DAR considered for Galvin Avenue in Mira Mesa on I-15.

This is not a project which should occur at Galvin Avenue.

Rationale:
1) Galvin Ave has an elementary school too close to proposed facility and with doubling traffic, as indicated during the Mira Mesa Planning meeting, this would increase risk to children, when the community has already had issues, with current traffic conditions, of children being hid
2) Gavlin Ave has a public ice skating rink, again a place where children congregate, and you would increase risk to children
3) Westview has a park just North of Galvin avenue where softball and other children activities occur, also increasing risk
4) This is too close to the ramp an, Mira Mesa Blvd. and will not reduce significantly the issues south of Mira Mesa Blvd, or the already crowded Mira Mesa Blvd
5) Traffic will move more so towards Capricorn Way in Mira Mesa, just south of Galvin, and this street already has significant traffic issues for local residents, and will not be able to handle a significant increase in traffic and will further imede emergency vehicle traffic as the street has no throughput capacity for the additional traffic
6) Galivn dead-ends at BlackMountain so this is not a good East West option
7) Capricorn way which is an input road, already has restrictions for flows of traffic reducing benefits
8) The traffic from Scripps Ranch can't flow from East onto this onramp, thereby forcing it North through Mira Mesa and onto this ramp, when a solution that is accessable to its traffic flows which are further south and East would be a better proposition, thereby perhaps decreasing throughput for you and reducing fees earned from this onramp
9) This is not near the major communities who would be likely to leverage this facility such as community college and low income housing and multi-family housing communities, to move it closer to such communities would improve utilization of the site

1: Please refer to Response to General Comment 1 regarding traffic and child safety concerns.

2: Please refer to Response to General Comment 1 regarding traffic concerns in the vicinity of Mira Mesa Boulevard.

3: Please refer to Response to General Comment 1 and Response to Comment 9 from Linda Geldner regarding traffic concerns for Capricorn Way.

4: Comment noted.

5: Please refer to Response to General Comment 1 and Response to Comment 9 from Linda Geldner regarding traffic concerns for Capricorn Way.

6: Drivers from Scripps Ranch (east side of I-15) could access the DAR at either alternative location via Mira Mesa Boulevard and Westview Parkway.

7: The Galvin Avenue Alternative site is located near major activity centers in the area, including Mira Mesa Market Center and other shopping centers, and Miramar College. Note that the Hillery Drive Alternative is the preferred alternative.

8 In Summary, Galvin avenue has the following disadvantages over one that is further South

A) Not near communities in need, thereby reducing potential financical revenue gains from the project to offset financial benefits
B) The risk to the community popultion (most notably children) is not worth the proposed benefits
C) This location does not reduce the traffic flow from the already over-leveraged Mira Mesa Blvd,and will not benefit the community it is made to improve traffic for

Maureen Pankotai
9078 Capricorn Way
San Diego CA
92126
(858) 603-7410

8: Comment noted.

Lynne Cory/D11/Caltrans/CAGov
11/12/2008 12:10 PM

To David L Nagy/D11/Caltrans/CAGov@DOT
cc Donna Peterson/D11/Caltrans/CAGov@DOT
bcc
Subject Mira Mesa DAR comment

LYNNE CORY
CONSTRUCTION INFORMATION OFFICER
CALTRANS, DISTRICT 11
4050 TAYLOR ST., SAN DIEGO, CA 92110
BUILDING ONE, SECOND FLOOR, CUBE 17
(619) 688-6670
(619) 688-3695 FAX

----- Forwarded by Lynne Cory/D11/Caltrans/CAGov on 11/12/2008 12:09 PM -----

()
11/11/2008 05:45 PM

To ct.public.information.d11@dot.ca.gov
cc
Subject Contact Us Form

Below is the result of your feedback form. It was submitted by
() on Tuesday, November 11, 2008 at 17:45:05

Name: Selina Lai

Email: selinanlai@yahoo.com

City: San Diego

1 Comments: As a resident and voter, I support the Hillery Drive alternative for the I-15 direct access ramp, and I'm against the Galvin alternative. The Galvin Ave alternative has a larger impact on homes (including one to an unacceptable level) and unnecessary extended effort to widen the freeway.

1: Comment noted.

Lynne Cory/D11/Caltrans/CAGov
11/10/2008 03:23 PM

To David L Nagy/D11/Caltrans/CAGov@DOT
cc Donna Peterson/D11/Caltrans/CAGov@DOT
bcc
Subject Mira Mesa DAR comment

LYNNE CORY
CONSTRUCTION INFORMATION OFFICER
CALTRANS, DISTRICT 11
4050 TAYLOR ST., SAN DIEGO, CA 92110
BUILDING ONE, SECOND FLOOR, CUBE 17
(619) 688-6670
(619) 688-3695 FAX

----- Forwarded by Lynne Cory/D11/Caltrans/CAGov on 11/10/2008 03:22 PM -----

()
11/08/2008 05:04 PM

To ct.public.information.d11@dot.ca.gov
cc
Subject Contact Us Form

Below is the result of your feedback form. It was submitted by
() on Saturday, November 8, 2008 at 17:04:22

Name: Dorothy Olson

Email: pvdottie@sbcglobal.net

City: San Diego, CA

1 Comments: Re: Direct Access Ramp
The original location for this ramp was south of Mira Mesa Boulevard at Hillery Drive and that is where it SHOULD remain. Moving it north of Mira Mesa involves much greater impact on residential home owners and at twice the cost. This is a shameful waste of tax dollars!!! (50.4 million for Hillery versus 04.0 million for Galvin!). What is so hard to figure out here?

1: Comment noted.

Lynne
Cory/D11/Caltrans/CAGov
11/10/2008 03:23 PM

To David L Nagy/D11/Caltrans/CAGov@DOT
cc Donna Peterson/D11/Caltrans/CAGov@DOT
bcc
Subject Fw: Direct Access Ramp

LYNNE CORY
CONSTRUCTION INFORMATION OFFICER
CALTRANS, DISTRICT 11
4050 TAYLOR ST., SAN DIEGO, CA 92110
BUILDING ONE, SECOND FLOOR, CUBE 17
(619) 688-6670
(619) 688-3695 FAX

---- Forwarded by Lynne Cory/D11/Caltrans/CAGov on 11/10/2008 03:23 PM ----

DOROTHY A OLSON
<pvdottie@sbcglobal.net>
11/08/2008 05:10 PM

To ct.public.information.d11@dot.ca.gov
cc
Subject Direct Access Ramp

RAegarding direct access ramp.

1 The original location was south of Mira Mesa Boulevard at Hillery Drive and that is where it SHOULD remain. Moving it north of Mira Mesa involves much greater impacts on residential home owners and at TWICE the cost. This is a shameful waste of tax dollars!!! (50.4 million for Hillery versus 04.9 million for Galvin!). Isn't ther enough waste of tax dollars right now without incurring more???

Not hard to figure it out, is it?

Dorothy Olson
e-mail: pvdottie@sbcglobal.net

1: Comment noted.

Dear Cal Trans, November 11, 2008

1 I am a Hage Parent of the Mira Mesa resident for over 10 years. All four of my children have attended Hage Elementary and as for my youngest this is her last year at Hage Elementary. I was just informed that a freeway ramp entrance/exit was going to be at Galvin Avenue and Westview Parkway in front of Hage Elementary School. My first concern that came to mind was the safety of all the elementary children at Hage. We currently have to deal with traffic in that area. Having a freeway ramp at that location will cause more traffic and danger to deal with especially in the morning when parents drop their child off to school and in the afternoon to pick up their child after school.

Located next to Hage Elementary on Westview Parkway is Westview Park which is utilized by the families of the community and the youth sports league all year around. From July to October the park is occupied by Mira Mesa Youth Football which consists close to 300 children. During the other months soccer and baseball utilize the park.

Even though this is my daughters last year at Hage Elementary and some may say that I don't need to worry about it anymore. Honestly my heart will feel frightened and worried of how many children will get injured or killed if that freeway ramp would be placed in front of Hage Elementary School. We already received word that one student was hit by a vehicle crossing the street on Galvin Avenue and Westview Parkway. How many more accident will occur if the freeway ramp would be placed there?

2 If the ramp will be placed in that area that means more vehicles will be commuting by the school. Then more pollution. Smoke combustion can significantly increase the quantity of certain toxic chemicals discharged by vehicles into the air. These chemicals can cause mild to severe irritation to the eyes, nose, throat and lungs. They can also be absorbed into the body and cause deterioration in general health. The extent of these detrimental effects on people's health is related to the length of time one is exposed to vehicle emissions, the concentration of fumes breathed and various other factors such as age and health. So this will affect the children at Hage Elementary who will have to inhale all that during their outdoor activities. It will definitely cause more health issues.

3 **I oppose the Galvin Avenue freeway ramp**:
Please keep in mind that an elementary school and a community park are in that location. Both amenities attract children in general. Have you considered the percentage of children/families that stroll in that area yearly? This should be analysis a little more cautiously. If the proposal for the ramp surpass, I will be concern for the future of Hage Elementary School students and the people of the community.

My opinion I think safety and health should be priority, not just because it's an easy access ramp.

Thank you for your time,
Respectfully,
Peachie Ulutu

1: Please refer to Response to General Comment 1 regarding traffic and student safety concerns.

2: Please refer to Response to General Comment 3 regarding air pollution concerns.

3: Comment noted. Please refer to Response to General Comment 1 regarding pedestrian safety.

California Department of Transportation District 11
David Nagy, Senior Environmental Planner Branch B Chief
4050 Taylor Street
San Diego, CA 92110

November 20, 2008

Dear Mr. Nagy:

I am a parent of a Walker Elementary student. I would like to voice my concerns and objections over the Environmental Impact Report for a Direct Access Ramp Project Proposal directed at the intersections of Hillery Drive and Black Mountain Road.

Hillery Drive is heavily populated with pedestrian traffic from all of these programs, students, staff and families commuting to and from Wangenheim Middle School, Mira Mesa High School, Miramar College, Mason Elementary School and the many apartment and condominium complexes and houses, the mobile home parks, the shopping centers on Westview Parkway, Black Mountain Road, and Mira Mesa Boulevard. The parking lot is too small to accommodate Walker faculty and staff and there is no parking for parents and families who have to utilize limited parking on the adjacent streets to Hillery Drive.

The intersections at Hillery Drive on Black Mountain Road and the crosswalks to Walker Elementary are extremely dangerous to cross and pose serious threats to the safety of all of our students and families and pedestrians. We have had many close calls daily with speeding cars and oblivious drivers not paying attention to the 5th grade safety patrol and adults assisting, drivers making U turns in a no U turn zone and attempting to enter through the exit only driveway or exiting through the entrance only driveway, cars trying to enter the parking lot, park in the loading only zones, in the bus zones, and in any non designated parking spaces that block bus, staff, and student access into Walker.

The school has appealed to San Diego City Police, San Diego Unified School District School Police, motorcycle police and RSVP retirees for assistance to prevent serious injuries, accidents, and potential deaths to our population.

1 The proposal for the Mira Mesa/Scripps Ranch Direct Access Ramp Project on Hillery Drive would pose even greater risks with the increase in traffic thus seriously jeopardizing the safety and lives of our students and residents. The roadway segments into the area currently operate at a level of service characterized as having unstable, congested traffic with long delays.

2 This project is not fully funded and lacks specific steps to mitigate the overflow of traffic and dangerous circumstances. Exacerbating an already impossible situation seems counterproductive to providing direct vehicular access to the managed interstate 15 lanes, encouraging mass transit and maximizing integration of land uses and transportation facilities when there are San Diego areas available at other locations which would not directly impact so many public schools. Direct Access and greater transportation efficiency cannot be at the expense of the safety and lives of our children.

On behalf of Walker families, I implore you to consider other alternative options to the location of your project instead of Hillery Drive.

Sincerely,

ABDOLREZA TORABZADEH

1: Please refer to Response to General Comment 1 regarding traffic and pedestrian safety concerns.

2: Please refer to Response to General Comment 1 regarding traffic and public safety concerns.

November 11, 2008

TO: Cal Trans

FROM: Edith and Mark Smith
9909 Kika Court
San Diego, CA 92129

Re: Galvin Avenue Freeway Ramp

To Whom It May Concern:

1 We are parents of a child attending Hage Elementary School and we oppose the Galvin Avenue Freeway ramp idea in Mira Mesa. This will not only create greater traffic congestion next to our school, but I believe this will be dangerous for our children. In
2 addition, the noise level will increase around the school, affecting both learning and my child's use of the playground.

We ask that you reconsider the location of this ramp so that it does not negatively impact our school.

Thank you for your consideration.

Sincerely,

Edith + Mark Smith

Edith and Mark Smith

1: Please refer to Response to General Comment 1 regarding traffic and student safety concerns.

2: Please refer to Response to General Comment 2 regarding noise concerns.

January 12, 2009

Mr. Pedro Orso-Delgado
District Director
Caltrans District 11
4050 Taylor Street
San Diego, CA 92110

Frank Y. Takenaga
9032 Capricorn Way
San Diego, CA 92126

Subject: Direct Access Ramp

Sir:

The proposed Caltrans' project to build a Direct Access Ramp at either Galvin Ave. or Hillery Dr. is most disconcerting.

I am vehemently opposed to any project which ultimately dumps traffic into Mira Mesa. Reasons are as follows:

1 1. Mira Mesa along I-15 is primarily residential and not business oriented.

2 2. Mira Mesa is already congested with traffic on the throughways (Mira Mesa Blvd. and Black Mountain Road). The direct access ramps will also cause Increased danger to school children at Galvin Ave. and Walker Elementary School at Black Mountain Road.

3 3. Capricorn Way (a residential street) westerly of Black Mountain Road is being used as a throughway. The City of San Diego has designated Capricorn Way as "non-residential", therefore, the City is seemingly unconcerned about traffic volume on Capricorn Way.

4 4. Route 56 did not and does not help Capricorn Way traffic problems as some published articles have claimed.

5 5. The greatest remedy to the problem of traffic congestion would be to complete Camino Ruiz and Camino Santa Fe northerly across Penasquitos Canyon as stipulated over 20 years ago in the community plan.

6 6. The Mira Mesa Planning Group has been primarily a "rubber stamp" group. They should be representing the community of Mira Mesa, but rather, they are basically a group looking after their own individual interests. The composition of the planning group now encompass members from outside the Mira Mesa community.

1: Comment noted.

2: Please refer to Response to General Comment 1 regarding traffic and safety concerns.

3: Comment noted.

4: Comment noted.

5: Comment noted.

6: Comment noted.

7 I submit this letter to you for your reconsideration and cancel the direct access ramp project proposed at Galvin Ave. or Hillery Dr. until the City of San Diego comes up with a solution to the traffic problems that has plagued Mira Mesa for so very long.

Respectfully,

FRANK Y. TAKENAGA

7: Comment noted.

132970

1
2 CALTRANS PUBLIC HEARING
3 November 12, 2008
4 5:00 p.m.
5
6
7
8 REPORTER'S TRANSCRIPT OF PUBLIC COMMENTS
9
10
11
12
13
14
15
16
17
18 REPORTED BY ANNE M. ZARKOS, RPR, CSR NO. 13095
19
20
21
22
23
24
25

132970

1 RICHARD ST. HILAIRE: The Mira Mesa plan is
2 impossible. It's impossible. Because as it is right
3 now, the traffic is unreal. And you cannot get to the
4 shopping center.
5 The people trying to come home getting on the
6 freeway, it -- I would say three days out of the week,
7 it is a monster that you're waiting a half hour just to
8 get through there. It's really terrible. The other
9 site looks much better. But the Mira Mesa one, I mean,
1 10 it is -- it's a traffic nightmare right now. And I
11 don't know how they can straighten it out. But we have
12 a major problem there.
13 People are going all the way up to
14 Scripps Ranch just to make a U-turn to get on the
15 freeway because they don't want to wait on the other
16 side. Sometimes I've waited 35 minutes to get to my
17 home, which is just around the corner. My frustration
18 is I'm really upset. So I certainly don't want that
19 one.
20 * * * * * * * * * * *
21 SIMRAN BUDHWANI: To whom it may concern: Me
1 22 and my family do not want you to make a freeway right by
23 my school. If we are walking on the crosswalk, someone
24 will be injured very badly. And it will be very
25 dangerous. There will be so many cars driving so fast.

Peterson Reporting, Video & Litigation Services 2

1 Also in the place in which you choose to make
2 2 the freeway in, it is already very crowded. The noise
3 and population is going to be a major factor for our
4 health. This freeway is going to have a harmful effect
5 due to the fumes and dust.

Page 2

1: Comment noted.

1: Comment noted. Please refer to Response to General Comment 1 regarding pedestrian safety concerns. Note that the Hillery Drive Alternative is the preferred alternative.

2: Please refer to Response to General Comment 1 regarding traffic concerns, Response to General Comment 2 regarding noise impacts and Response to General Comment 3 regarding air quality concerns. Note that the Hillery Drive Alternative is the preferred alternative.

132970

After you have read this letter, I hope you realize what you are doing is wrong. From Simran Budhwani, 9535 Compass Point Drive South, San Diego, California 92126.

* * * * * * * * * * *

1 MARY HOEGER: I oppose the ramp being put off of Galvan Avenue because of the elementary school located on the corner. I think the increased traffic and the noise and the fumes from the extra vehicles will be harmful to the children.

2 There's already been one -- two people hit by a car in front of the school this year. And I think that would just increase the chance of another accident due to the increased traffic. So I would rather see them -- see Caltrans put the ramp at Hillery Drive instead of Galvan Avenue.

* * * * * * * * * * *

1 ADA GARCIA: I think that the Hillery alternative is a lot better for everyone. It will not cause as much mourning. And it will reduce the traffic

1 problems, I think. I feel very strongly about that.

2 And it will not have to -- they will not have to tear down all the walls that have been built for the other alternatives. It will cost a lot of money to move all the work that's going along in there. So that's all I can say.

* * * * * * * * * * *

1 GUIILLERMO BEJARANO: I would just like to say that I am opposed of the northern route. I have two kids that go to Hage. And I think that it would be a

1: Please refer to Response to General Comment 1 regarding traffic and student safety concerns, Response to General Comment 2 regarding noise impacts and Response to General Comment 3 regarding air quality concerns. Note that the Hillery Drive Alternative is the preferred alternative.

2: Please refer to Response to General Comment 1 regarding pedestrian safety concerns.

1: Comment noted.

2: Please refer to Response to General Comment 5 regarding cost. Note that the Hillery Drive Alternative is the preferred alternative.

1: Please refer to Response to General Comment 1 regarding traffic concerns.

132970

1 cont. 11 huge inconvenience, and traffic will be horrendous for
12 the school site.
13 * * * * * * * * * *

1 14 FRANK MUSOTTO: I want to voice my opinion for
15 Hillery Road direct access ramps. I feel that the
16 Galvan ramp is too close to Hage Elementary School and
17 will create problems with kids crossing the street there
18 and a potential for children to get hit and killed at
19 that intersection.

2 20 Also, the Hillery ramp direct access, I feel it
21 will take traffic off Mira Mesa Boulevard going to the
22 shopping centers there and the movie theaters and bring
23 them behind the shopping center. It will actually
24 alleviate a lot of the congestion on Mira Mesa
25 Boulevard. I feel that's a better alternative.

Peterson Reporting, Video & Litigation Services 4

3 1 Also, with Miramar College right, there, the
2 future is set for bus stations there with schools coming
3 in. The college is expanding. I think that that
4 southern access ramp makes more sense than the northern
5 one.
6 * * * * * * * * * *

1 7 JULIE FINNEY: I am a resident here in
8 Mira Mesa and oppose the Galvan Avenue exit for concern
9 for the education for Hage Elementary traffic increase
10 for the safety of the kids in that area.
11 * * * * * * * * * *

1 12 PATRICIA OSBORNE: I'm strongly opposed to the
13 Galvan off-ramp. No. 1, I think it's dangerous to
14 children because the off-ramp is right in front of Hage
15 Elementary School. And I think it's going to bring way

Page 4

1: Comment noted. Please refer to Response to General Comment 1 regarding student safety concerns.

2: Please refer to Response to General Comment 1 regarding traffic along Mira Mesa Boulevard.

3: Comment noted.

1: Comment noted. Please refer to Response to General Comment 1 regarding traffic and student safety concerns.

1: Comment noted. Please refer to Response to General Comment 1 regarding traffic and student safety concerns.

132970

1 cont. / 2 / 3

too much traffic to that area where children are concerned.

I also think it brings way too much pollution to the area. But my biggest concern is for the children. I don't want to see an off-ramp where children are going to be crossing streets, where they're going to be -- where their parents' cars are coming in and out, where there's gonna be more traffic and making it harder for them to just be in school.

* * * * * * * * * *

Peterson Reporting, Video & Litigation Services 5

1

BETHOVEN SALINAS: Reality check. We have too many drunks and people on DUI filing around here. With this, the place is gonna make matters worse. Now, I'm totally against it. I strongly oppose. I guess that's it.

* * * * * * * * * *

1

SUSAN PASTOR: We're here about the fly-over. And the one that we're vying for is the Hillery Avenue alternative. And we would like the Hillery Avenue alternative to be the one more considered than the Galvan Avenue.

1 / 2

LYNN ROCHELEAU: First of all, the budget is more extensive to do the Hillery. And also, the Galvan has a school at the end of the ramp there. And I just think with all the kids, it's too well-traveled of an area.

1

SUSAN PASTOR: The Hillery Avenue is the one we're vying for because of the school, because of the access, because of the residential communities that are gonna be impacted by the Galvan Avenue exit.

Page 5

2: Comment noted. Please refer to Response to General Comment 3 regarding air quality concerns.

3: Comment noted. Please refer to Response to General Comment 1 regarding traffic and student safety concerns.

1: Comment noted.

1: Comment noted.

1: Comment noted. Please refer to Response to General Comment 5 regarding cost.

2: Comment noted. Please refer to Response to General Comment 1 regarding student safety concerns.

1: Comment noted. Please refer to Response to General Comment 1 regarding traffic and student safety concerns.

132970

2 The Hillery Avenue is further down, more in an industrial area and will affect less homeowners. I just think this Galvan one will affect us more. So I'm vying for it to go further south.

* * * * * * * * * * *

Peterson Reporting, Video & Litigation Services 6

1 BERNARD BROWN: I oppose the Galvan off-ramp.

* * * * * * * * * * *

1 BILL BANNING: I just want the Hillery extension due to the fact that Mira Mesa Boulevard is already busy enough, and Hillery is supposed to be cheaper. And that's it. Simple.

2 I live on the Scripps Ranch side. And we can't go down Mira Mesa anymore anyway. If we're on this side of the freeway, we don't patronize the movie theater, all those areas because it's too packed now. It's just too much of a hassle to go down Mira Mesa Boulevard.

* * * * * * * * * * *

1 CHRYSTAL BASIL: I'm here to support the Hillery Drive project that was originally planned from the beginning. I believe all the support and the facilities have been planned for that.

2 And I believe that the -- I'm against the location at the Galvan Drive because I believe that it's gonna cost more money for everyone who's involved, plus have a detrimental impact upon our -- the neighborhood with increase in car traffic.

3 It's also very detrimental to our students' learning environment at Hage Elementary School, which is located right there on that corner, plus detrimental to the health and safety of our children who are coming to

Page 6

2: Comment noted.

1: Comment noted.

1: Comment noted. Please refer to Response to General Comment 1 regarding traffic along Mira Mesa Boulevard and Response to General Comment 5 regarding cost.

2: Comment noted. Please refer to Response to General Comment 1 regarding traffic along Mira Mesa Boulevard.

1: Comment noted.

2: Please refer to Response to General Comment 5 regarding cost and Response to General Comment 1 regarding traffic concerns.

3: Please refer to Response to General Comment 2 regarding noise, Response to General Comment 3 regarding air quality and Response to General Comment 1 regarding student safety. Note that the Hillery Drive Alternative is the preferred alternative.

132970

Peterson Reporting, Video & Litigation Services 7

3 cont. school and leaving in the afternoon.

* * * * * * * * * * *

1 VANESSA MCINTURF: I am a homeowner in support of the Hillery Drive alternative, opposed to the Galvan Avenue alternative.

1 MATTHEW MCINTURF: I'm also a homeowner in support of the Hillery alternative and opposed to Galvan alternative.

VANESSA MCINTURF: I think that's it.

* * * * * * * * * * *

1 SARA CLANCY: I live at Affinity Court and Scripps Ranch Boulevard. And I feel that for many reasons the Hillery choice is the best one. For one thing, it's supposed to be half the price of the other one. So we could have saving taxpayers half the money.

2 For another, the impacted areas for noise and pollution would be lesser. Caltrans would not have to dismantle construction that was already done on Erma Road and also the preliminary work they have done on the Mira Mesa off-ramp. All that would be work that would have to be duplicated or dismantled and redone if the Galvan choice is decided upon. So most definitely I prefer the Hillery Drive choice.

3

* * * * * * * * * * *

1 JOANN FERRER: I'm a homeowner at the Scripps

Peterson Reporting, Video & Litigation Services 8

townhomes. And I'm opposed to having the transit at the

Page 7

1: Comment noted.

1: Comment noted.

1: Comment noted. Please refer to Response to General Comment 5 regarding cost.

2: Please refer to Response to General Comment 2 regarding noise concerns and Response to General Comment 3 regarding air quality concerns.

3: Please refer to Response to General Comment 5 regarding cost. Note that the Hillery Drive Alternative is the preferred alternative.

1: Comment noted.

132970

1 cont.

area close to Erma Road. And so I understand it's gonna -- it was a choice between Hillery place that's like way down at the other end of where Jerome's is or something like that.

2

It would be much better because it's, like, industrial, and there's no homes around there. So it would be a better choice. I mean, we had just put up this retaining wall to stop the noise from the freeway. And to have this thing go in right near our property would just be, like, really bad.

* * * * * * * * * *

1

SARA CLANCY: One other reason why I think Hillery Drive is the better choice is the owner of the property that would be affected by the Hillery Drive off-ramp or construction is already on board with this project. And he actually prefers that it be done there.

He also owns the property on Galvan Drive. But he prefers, and he already made allowances in his -- not architecture -- in the design of the property for this to be built on.

* * * * * * * * * *

1

MICHELLE MOLINA: I strongly object to the Galvan Street exit due to it being right by the elementary school. The children -- there's no air

Peterson Reporting, Video & Litigation Services 9

conditioning at the school, so the windows are open the majority of the year with the warmer weather. So I think it would be a health hazard as far as all the extra exhaust with the cars being at the end of the roadway as well as traffic is already very bad there.

We have kids from five years old to about ten

Page 8

2: It should be noted that there are no industrial uses in the immediate vicinity of the Hillery Drive Alternative site, and residential development is located along Hillery Drive (e.g., Legacy Apartments). The Hillery Drive Alternative is the preferred alternative.

1: Comment noted.

1: Comment noted. Please refer to Response to General Comment 3 regarding air quality concerns and Response to General Comment 1 regarding student safety concerns.

1 cont.

132970

7 years old, because it is an elementary school. So I
8 think the increased traffic would be an additional
2 9 danger. So I strongly, strongly do not want it there
10 and would prefer what was originally planned which is
11 the Hillery Drive exit.
12 * * * * * * * * * *
1 13 SANJAY MUKHERJI: I want the Hillery option.
14 It's as simple as that.
15 * * * * * * * * * *
1 16 LINDA BRYSON: I would like it to be on
17 Hillery Drive, the on ramp or off-ramp, whatever it is.
18 That's basically it.
19 * * * * * * * * * *
20 SOMER GATES: We oppose the Galvan Street
1 21 access. And I guess we're supporting the Hillery Street
22 access. That's all we wanted to say.
1 23 MICHAEL GATES: As residents of the area, we'll
24 be greatly affected by the Galvan Street access. And
25 our understanding is that will cost a lot more. So the

Peterson Reporting, Video & Litigation Services 10

2: Please refer to Response to General Comment 1 regarding public safety concerns.

1: Comment noted.

1: Comment noted.

1: Comment noted.

1: Please refer to Response to General Comment 5 regarding cost.

2: Comment noted.

1 Hillery Street alternative seems like a much better
2 2 plan.
3 Their community was designed initially for it
4 to be added, as we understand. So it would be much less
5 impact on the residents in that area versus our area.
6 * * * * * * * * * *
1 7 SCOTT BROWN: Don't want it on Galvan because
8 of the school. It will be close to the school, and I
9 want the exit to be on Hillery because it goes through
10 an industrial park. That's it.
11 * * * * * * * * * *

Page 9

1: Comment noted. Please refer to Response to General Comment 1 regarding student safety concerns. It should be noted that no industrial uses are located within the immediate vicinity of the Hillery Drive Alternative site.

132970

12 RICK CIANCI: I feel it's poor planning to put
13 a major on-ramp and off-ramp that is supposed to
14 accommodate 5,000 or more vehicles per day by an
15 elementary school. The traffic right now present day,
16 11/12/08, is bad enough.
17 Westview Parkway being a 40-mile an hour speed
18 limit should be put down below 30. It is a school zone,
19 but people still drive over 40 miles an hour in the
20 morning.
21 Putting an off-ramp there will increase traffic
22 when we're trying to put our precious commodity, our
23 children -- a little girl got hit there about three
24 weeks ago. And I knew her. I almost got hit today by
25 somebody making an illegal right-hand turn onto Galvan

Peterson Reporting, Video & Litigation Services 11

1 Street.
2 Can you imagine if your child was going to
3 school there? Mine does. Please reconsider someplace
4 else. Hillery. Thank you for your time.
5 * * * * * * * * * *
6 BETTY IRETON: No to Galvan. And I'd rather
7 see it go by the Hillery area because that's industrial
8 over there. The one by Galvan will be near a school and
9 homes. So I think it's best if it comes out over by
10 Hillery.
11 * * * * * * * * * *
12 SUSAN JAMES: I'm opposed to the Galvan on-ramp
13 access because it impacts an elementary school. And for
14 the safety of the children, I do not want an
15 on-ramp/off-ramp to be by an elementary school.
16 I'm in favor of the Hillery because it is

Page 10

1: Comment noted. Please refer to Response to General Comment 1 regarding traffic concerns.

2: Comment noted.

3: Thank you for your comments. Safety is our highest priority. Please refer to Response to General Comment 1 regarding the safety of children.

1: Comment noted.

1: Comment noted. Please refer to Response to General Comment 1 regarding the safety of children.

2: Comment noted.

132970

2 cont.

17 coming out behind an industrial park already. It has
18 access to Miramar College. There's already a bus lane
19 there and access parking for the public to use.

3

20 And I feel it's a lot safer option, and it also
21 can be expanded for Scripps Ranch residents in the
22 future, and then we would have access from our side of
23 the street, too.
24 * * * * * * * * * *

1

25 WENDY ROSE: I'd like to say that I'm in favor

Peterson Reporting, Video & Litigation Services 12

1 of the Hillery plan because of the cost and because of
2 the location of where I live, actually. It's important
3 to me that we choose that solution.
4 * * * * * * * * * *

1

5 BROOK HAVENER: I also would be in favor of the
6 Hillery proposal rather than the Galvan Road one. And
7 for the same reasons that Wendy just said, but also
8 because there is a school that would be involved that's
9 right near where the Galvan road is. And I think that
10 that would be hazardous and create more problems for
11 that school area.

2

12 It just seems to me that -- and to widen the
13 road along Erma Road and make that highway even closer
14 to the people that live at -- what is the name of
15 that -- Scripps Westview, they'd practically be living
16 on the freeway. So I'm glad I don't live there. But I
17 feel bad for the people who do.

3

18 So I feel that the Hillery proposal would be
19 the best. And the cost too. Did I say that? Also --
20 and also the cost of the two different projects, the
21 Hillery being less expensive than the other, I think,

Page 11

3: Please refer to Response to General Comment 1 regarding student safety. The Hillery Drive Alternative would not preclude construction of a DAR structure to connect to the east side of I-15.

1: Comment noted. Please refer to Response to General Comment 5 regarding cost.

1: Comment noted. Please refer to Response to General Comment 1 regarding student safety concerns.

2: Comment noted. The Galvin Avenue Alternative would require widening portions of the east side of I-15, adjacent to Erma Road.

3: Please refer to Response to General Comment 5 regarding cost.

132970

3 cont.

than the Galvan Road would make more sense for us the taxpayers because we're probably the ones paying for it, I would assume.

* * * * * * * * * * *

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1

ERIK BASIL: I'm here in opposition to the Galvan Avenue project alternative on the basis that the impact for level of service, for traffic on Galvan Avenue, Capricorn Avenue, Westview Parkway, Black Mountain Road will be beyond and worse than the Level F that is currently existing at our a.m. hour peak at these intersections.

I'm aware that the studies provided for us by Caltrans indicate a Level B service in these intersections and a Level A service on Galvan. But as I have discussed with staff this evening, these are in fact Level F intersections and Level F street segments at the peak hours for Hage school.

2

Hage is currently inundated with traffic and safety concerns based on the number of cars that drive past Hage Elementary every day. The Hage alternative will divert traffic from Black Mountain Road in the mornings and place it onto Westview Parkway via Capricorn, from the base of Westview Parkway and via Galvan directly adjacent to the school where the children are walking on the sidewalk and where we have accidents and injuries already this year.

In the afternoon peak hours, the Galvan Avenue project will attract and divert traffic from Sorrento Valley that currently does not use Calle Cristobal and

Peterson Reporting, Video & Litigation Services 14

Page 12

1: Please refer to Response to General Comment 1 regarding traffic concerns. The Hillery Drive Alternative is the preferred alternative.

2: As shown in Table 2.5-8 (Page 2.5-18) of the EIR/EA, traffic volumes on Capricorn Way (between Black Mountain Road and Westview Parkway) are not projected to increase with the Galvin Avenue Alternative. It is therefore not anticipated that traffic would be diverted onto Capricorn Way. Please refer to Response to General Comment 1 regarding increased traffic volumes on other roadway segments near Hage Elementary and student safety concerns.

132970

2 cont.

1 Capricorn Way to access Black Mountain Road, as many
2 vehicles do, and will further divert traffic that
3 currently uses Capricorn Way to reach Black Mountain
4 Road via the unenforced illegal U-turn at Black Mountain
5 and Capricorn by diverting them past Hage Elementary
6 School precisely, again, at the peak hour which the
7 children are picked up from the Six To Six Program at
8 Hage Elementary School.

3

9 So on the basis of safety and traffic impacts,
10 I opposed the Galvan Avenue alternative. I also oppose
11 it on the basis of cost. It costs much more State money
12 for us to modify the freeway on-ramps and bridge at
13 Mira Mesa Boulevard at the 15 freeway, which is required
14 by the Galvan Avenue alternative. The Galvan Avenue
15 alternative also costs more money to build in the first
16 place because it's much larger.

4

17 When balanced with the opportunity for traffic
18 calming measures at Hillery Drive at Black Mountain Road
19 to address and mitigate potential impacts to the
20 Wagenheim School, I believe that the Hillery Drive
21 alternative is preferable of the two options we have
22 been provided this evening and that the Galvan Avenue
23 alternative must not be in place. Thank you.
24 My address, if you need to place it, is
25 11245 Dalby Place, Mira Mesa 92126.

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1

1 * * * * * * * * * *

1

2 MYLEN BUSTIN: For me it's not a good idea to
3 put by Galvan because of Hage School and the surrounding

Page 13

3: Please refer to Response to General Comment 1 for traffic and safety concerns. The Galvin Avenue Alternative would require modifications to some freeways ramps and widening of the Mira Mesa Boulevard undercrossing. Please refer to Response to General Comment 5 regarding cost.

4: Comment noted.

1: Comment noted. Please refer to Response to General Comment 1 regarding student safety concerns.

132970

1 cont.

4 resident area. It's for safety of my kids.
5 I have three kids. I have three that are about
6 to go to the school. And if they add some more, like,
7 access to any freeways, that's, I think, for safety
8 issue, that's not a good idea.
9 Kids from Hage walk to Westview Parkway. They
10 access that -- they access Galvan to go to Hage into
11 Westview for field trips, for movie, swimming classes.
12 We go to ice skating -- maybe that's not there -- ice
13 skating arena, field trip to Pat and Oscar, to Mira Mesa
14 Theater, the book store Barnes and Noble.
15 There's nothing going on there yet, the traffic
16 itself. There's accident. How much more if we have
17 this ramp? It's just really concern for the kids'
18 safety. That's all. If there's an alternative route.
19 That's it.
20 * * * * * * * * * *

1

21 DAMION DAILY: My comment is I really don't
22 care for the project to be there by the school. I don't
23 want it by the Galvan area. I like the Hillery one
24 better.
25 * * * * * * * * * *

Peterson Reporting, Video & Litigation Services 16

1: Comment noted.

1

1 RAY BUSTIN: I oppose both the Galvan crossing
2 and the Hillery crossing because of the fact that they
3 both affect the school, Hage Elementary, because kids
4 and parents walk back and forth using the crosswalk.
5 There's already been one accident without the ramp
6 there.
7 They walk from Hage to Barnes and Noble, to
8 Edwards Cinemas. And they also walk down to Miramar

Page 14

1: Comment noted. Please refer to Response to General Comment 1 regarding pedestrian safety concerns.

1 cont.

9 College for swimming classes through the whole school
10 year. So either way they're gonna get hit by either
11 route. So that's why I oppose both, for safety and for
12 the parents' safety as well. And that's all I have.
13 * * * * * * * * * *
14 (Whereupon the hearing was conluded at 8:00 p.m.)
15
16
17
18
19
20
21
22
23
24
25

1 I, Anne M. Zarkos, a Certified Shorthand
2 Reporter of the State of California, do hereby certify:
3 That the foregoing proceedings were taken
4 before me at the time and place herein set forth; that
5 any witnesses in the foregoing proceedings, prior to
6 testifying, were duly sworn; that a record of the
7 proceedings was made by me using machine shorthand which
8 was thereafter transcribed under my direction; that the
9 foregoing transcript is a true record of the testimony
10 given.
11 Further, that if the foregoing pertains to the
12 original transcript of a deposition in a Federal case,
13 before completion of the proceedings, review of the

14 transcript [ ] was [ ] was not requested.
15 IN WITNESS WHEREOF, I have this date
16 subscribed my name.
17
18 Dated this_____day of_____, 2008,
19 at San Diego, California.
20 _____
21 Anne M. Zarkos, RPR, CSR No. 13095
22
23
24
25

MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP

Comments on the
Draft Environmental Impact Report/Environmental Assessment

Your Name Ann Salvati Title (if applicable)

Organization (if applicable) Hage Elm. parent

Address 10976 Decatur Rd.

City SD State CA Zip 92126

Comment: additions to letter I already signed on pink paper:

I appreciate the opportunity to learn more about the proposed DAR project. I am pleased that the DAR will only be for HOV, fast track cars, etc. But Galvin is not the best location. Hillery is a much better option.

1 The Galvin ~~option~~ / Westview Pkwy area is already a traffic nightmare at pickup + dropoff times. Any additional traffic will make the area more dangerous - and it's already proven to be dangerous as it is. It is too close to Hage Elm. Build the Hillary option.

Attach additional sheets if necessary. Written comments do not need to use this form.

Comments must be received by Caltrans by December 8, 2008. Comments may be submitted in person at the November 12 public meeting or mailed to:

David Nagy
Caltrans – District 11
4050 Taylor Street, MS-242
San Diego, California 92110

1: Comment noted. Please refer to Response to General Comment 1 regarding traffic and pedestrian safety concerns.

MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP

Comments on the
Draft Environmental Impact Report/Environmental Assessment

Your Name LEE & SYLVIA WISTERD Title (if applicable)

Organization (if applicable) HOMEOWNERS !!

Address 8896 HILLERY DRIVE

City SAN DIEGO State CA Zip 92126-2809

Comment: PLEASE SEE ATTACHED PREVIOUSLY E-MAILED COMMENTS -

1 PLEASE DO NOT USE HILLERY DRIVE FOR THIS PROJECT. HOMEOWNERS ARE DIRECTLY IMPACTED !!!

Attach additional sheets if necessary. Written comments do not need to use this form.

Comments must be received by Caltrans by December 8, 2008. Comments may be submitted in person at the November 12 public meeting or mailed to:

David Nagy
Caltrans – District 11
4050 Taylor Street, MS-242
San Diego, California 92110

1: Comment noted.

MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP

Comments on the
Draft Environmental Impact Report/Environmental Assessment

Your Name: Helmie Chaput Title (if applicable):
Organization (if applicable): Affinity HOA
Address: 1135 Affinity Ct # 139
City: San Diego, CA 92131 State: CA Zip: 92131

Comment:

1 After review it seems the logical proposal is the Hillary Alternative would ~~seem~~ be the best alternative

This would allow college with a transit station and also help congestion on Mira Mesa Blvd

Attach additional sheets if necessary. Written comments do not need to use this form.

Comments must be received by Caltrans by December 8, 2008. Comments may be submitted in person at the November 12 public meeting or mailed to:

David Nagy
Caltrans – District 11
4050 Taylor Street, MS-242
San Diego, California 92110

1: The Hillery Drive Alternative has been identified as the preferred alternative. The Hillery Drive DAR would reduce traffic along segments of Mira Mesa Boulevard and would interface well with the college's proposed transit station.

MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP

Comments on the
Draft Environmental Impact Report/Environmental Assessment

Your Name Jared Smith Title (if applicable)

Organization (if applicable) Scripps Ranch Homeowner

Address 9899 Scripps Westview Way #144

City San Diego State CA Zip 92131

Comment:

1 As a bias homeowner and board member of the Scripps Westview HOA, it is my desire for the DAR to be built at the Hillery Dr. site. The visual presense of this structure may lower many private residences property values.

2 As an objective taxpayer, it seems that the Hillery Dr Site is the best value and has the most existing cooperation between CalTrans and the various land owners (Mimmarc and Legacy Apts Owner). It seems the owner of the Galvin Rd parcels has positioned himself to make it difficult for CalTrans to select that site.

Attach additional sheets if necessary. Written comments do not need to use this form.

Comments must be received by Caltrans by December 8, 2008. Comments may be submitted in person at the November 12 public meeting or mailed to:

David Nagy
Caltrans – District 11
4050 Taylor Street, MS-242
San Diego, California 92110

1: Comment noted. Please refer to Response to General Comment 7 regarding property values.

2: Comment noted.

MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP

Comments on the
Draft Environmental Impact Report/Environmental Assessment

Your Name RICHARD ST. HILAIRE Title (if applicable)

Organization (if applicable)

Address 11325-205 ARRINIGA CT.

City SAN DIEGO State CA Zip 92131

Comment: THE DIRECT ACCESS RAMP FOR MIRA MESA BLVD IS TERRIBLE. IT IS ALREADY BAD WITH LOCAL PEOPLE. FROM ARRINIGA COURT YOU CANT EVEN GET ON SCRIPPS RANCH BLVD IN THE MORNING, THEY WILL NOT LET YOU IN, THEN YOU ARE BLOCKED GETTING ON MIRA MESA BLVD WITH THE CARS BACKED TO TO GET ON THE FREEWAY. CAR MAKING U TURN FROM MIRA MESA THROU SCRIPPS RANCH BLVD TO GET BACK TO THE FREEWAY IS A NIGHTMARE. IN THE AFTERNOON YOU CAN'T GET OFF THE FREEWAY BECAUSE TRAFFIC TRYING TO GET TO THE SHOPPING CENTER AND MANY TIME IT TAKE 30 TO 40 MINUTES TO GET THROUGH. STAY AWAY FROM MIRA MESA BLVD.

Attach additional sheets if necessary. Written comments do not need to use this form.

Comments must be received by Caltrans by December 8, 2008. Comments may be submitted in person at the November 12 public meeting or mailed to:

David Nagy
Caltrans – District 11
4050 Taylor Street, MS-242
San Diego, California 92110

1

1: Please see Response to General Comment 1 regarding traffic along Mira Mesa Boulevard.

MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP

Comments on the
Draft Environmental Impact Report/Environmental Assessment

Your Name Darren Walker Title (if applicable)

Organization (if applicable)

Address 10010 Scripps Vista Way #71

City San Diego State CA Zip 92131

Comment: I oppose the "Galvin Alternative" and support the "Hillery Drive Alternative" for the following reasons:

1 1) Galvin Alternative would cost almost twice as much to build so would entail wasted tax dollars

2 2) Would create much more traffic in residential neighborhoods.

3 3) Erma wall would have to be taken down and moved back even though it was only built less than 3 years ago, and the area isn't even zoned for this.

4 4) Kids would be in danger as TAGE Elementary would be in very close proximity.

5 5) Would create more pollution and noise in a area that already has these problems.

Attach additional sheets if necessary. Written comments do not need to use this form.

Comments must be received by Caltrans by December 8, 2008. Comments may be submitted in person at the November 12 public meeting or mailed to:

David Nagy
Caltrans – District 11
4050 Taylor Street, MS-242
San Diego, California 92110

1: Please refer to Response to General Comment 5 regarding cost. Note that the Hillery Drive Alternative is the preferred alternative.

2: Please refer to Response to General Comment 1 regarding traffic concerns.

3: The Galvin Avenue Alternative would remove the existing sound wall on the east side of I-15, adjacent to Erma Road. The site of the Galvin Avenue Alternative is currently zoned for residential land uses, as identified in Subchapter 2.1 (and Table 1-2) of the EIR/EA.

4: Please refer to Response to General Comment 1 regarding student safety concerns.

5: Please refer to Response to General Comment 3 regarding air pollution concerns and Response to General Comment 2 regarding noise concerns.

MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP

Comments on the
Draft Environmental Impact Report/Environmental Assessment

Your Name William BANNING Title (if applicable) HOME OWNER

Organization (if applicable)

Address 11405 AFFINITY CT

City SD State CA Zip 92131

Comment:

1 PLEASE BUILD THE HILLERY DRIVE ACCESS. MIRA MESA BLVD IS BUSY ENOUGH -

2 I'VE LIVED IN SCRIPPS RANCH SINCE 1995 - ALSO, I UNDERSTAND HILLERY IS CHEAPER - PLEASE do the RIGHT THING -

Bill Banning

Attach additional sheets if necessary. Written comments do not need to use this form.

Comments must be received by Caltrans by December 8, 2008. Comments may be submitted in person at the November 12 public meeting or mailed to:

David Nagy
Caltrans – District 11
4050 Taylor Street, MS-242
San Diego, California 92110

1: Comment noted.

2: Comment noted.

MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP

Comments on the
Draft Environmental Impact Report/Environmental Assessment

Your Name JOE GONZALES Title (if applicable)

Organization (if applicable)

Address 9950 SCRIPPS VISTA WY #124

City SAN DIEGO State CA Zip 92131

1 Comment: I SUPPORT THE HILLERY DRIVE ALTERNATIVE.

IT APPEARS FROM THE PLANS THAT THE GALVIN ALTERNATIVE IS NOT THE BEST ALTERNATIVE AND IS NOT COST EFFECTIVE

Attach additional sheets if necessary. Written comments do not need to use this form.

Comments must be received by Caltrans by December 8, 2008. Comments may be submitted in person at the November 12 public meeting or mailed to:

David Nagy
Caltrans – District 11
4050 Taylor Street, MS-242
San Diego, California 92110

1: Comment noted.

MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP

Comments on the
Draft Environmental Impact Report/Environmental Assessment

Your Name Natascha DeVries Title (if applicable)

Organization (if applicable)

Address 11071 Ice Skate Pl

City San Diego State CA Zip 92126

Comment:

1 As a Mira Mesa resident and a parent with a child attending Hage Elementary, I am very concerned with regards to the Galvin Caltrans proposal. My concerns include the already congested Galvin / Westview area and how adding an off-ramp will add to an already serious traffic issue. With
2 Hage Elementary located at the corner, the safety of many children has to be taken into consideration.
3 Other concerns include additional noise, pollution and a decrease in home value.

Attach additional sheets if necessary. Written comments do not need to use this form.

Comments must be received by Caltrans by December 8, 2008. Comments may be submitted in person at the November 12 public meeting or mailed to:

David Nagy
Caltrans – District 11
4050 Taylor Street, MS-242
San Diego, California 92110

1: Comment noted. Please refer to Response to General Comment 1 regarding traffic concerns. Note that the Hillery Drive Alternative is the preferred alternative.

2: Comment noted. Please refer to Response to General Comment 1 regarding student safety concerns.

3: Comment noted. Please refer to Response to General Comment 2 regarding noise concerns, Response to General Comment 3 regarding air pollution concerns and Response to General Comment 7 regarding property values.

MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP

Comments on the
Draft Environmental Impact Report/Environmental Assessment

Your Name Donna L. Frye Title (if applicable)

Organization (if applicable)

Address 9950 Scripps Vista Way #124

City San Diego State CA Zip 92131

Comment: I am recommending the Hillary Drive Alternative as this would be less costly than the Galvin Drive Alternative. (1)

the Galvin Drive Alternative would not only be more costly but would create more traffic for the Elementary School making it a dangerous hazard for the children crossing the street. (2)

Attach additional sheets if necessary. Written comments do not need to use this form.

Comments must be received by Caltrans by December 8, 2008. Comments may be submitted in person at the November 12 public meeting or mailed to:

David Nagy
Caltrans – District 11
4050 Taylor Street, MS-242
San Diego, California 92110

1: Comment noted. Please refer to Response to General Comment 5 regarding cost.

2: Comment noted. Please refer to Response to General Comment 1 regarding student safety concerns.

MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP

Comments on the
Draft Environmental Impact Report/Environmental Assessment

Your Name CHARMENE SORIANO Title (if applicable)

Organization (if applicable)

Address 11325-155 AFFINITY CT.

City SAN DIEGO State CA Zip 92131

1 Comment: AS AN 18-YEAR RESIDENT OF SCRIPPS RANCH & A DAILY USER OF THE I-15, THE ONLY LOGICAL POSITIONING OF THE I-15 DIRECT ACCESS RAMP IN THIS AREA APPEARS TO BE HILLARY DRIVE.

AS A TAX PAYER, I CANNOT IMAGINE YET MORE REALINING OF FREEWAY ACCESS IN THE AREA ~~CLOSEST~~ CLOSEST TO MIRA MESA BLVD. — MORE THAN ENOUGH TAX PAYER'S MONEY HAS BEEN SPENT IN THE MIRA MESA BLVD/MIRAMAR RD. AREAS.

Attach additional sheets if necessary. Written comments do not need to use this form.

Comments must be received by Caltrans by December 8, 2008. Comments may be submitted in person at the November 12 public meeting or mailed to:

David Nagy
Caltrans – District 11
4050 Taylor Street, MS-242
San Diego, California 92110

1: Comment noted.

MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP

Comments on the
Draft Environmental Impact Report/Environmental Assessment

Your Name Marie Stimpson Title (if applicable)

Organization (if applicable)

Address 10060-40 Scripps Vista Way

City San Diego State CA Zip 92131

Comment: I strongly support the Hillery Dr. Alternative and strongly oppose the Galvin Ave. Alternative. The Hillery Dr. alternative can be completed at half the cost of Galvin. Hillery is the preferred location of the property owner at both sites, and achieves regional transportation goals. Galvin will cost twice as much as Hillery. In today's economy, this is fiscally irresponsible. Galvin will require rezoning of land designated for residential use, and destruction of portions of the I-15 that were recently completed. Please provide Scripps Ranch with a DAR that exits to the east. Currently 10,000+ cars per day travel on Mira Mesa Blvd. between Scripps Ranch Blvd and Westview Parkway. This will increase as multifamily complexes are completed in Scripps Ranch and Mira Mesa.

Attach additional sheets if necessary. Written comments do not need to use this form.

Comments must be received by Caltrans by December 8, 2008. Comments may be submitted in person at the November 12 public meeting or mailed to:

David Nagy
Caltrans – District 11
4050 Taylor Street, MS-242
San Diego, California 92110

1: Comment noted.

2: Comment noted. Please refer to Response to General Comment 5 regarding cost. Note that the Hillery Drive Alternative is the preferred alternative.

3: Please refer to Response to General Comment 4 regarding zoning concerns.

4: The Galvin Avenue Alternative would require modifications to the I-15, as described in Chapter 1 of the EIR/EA.

5: An Eastern Connection Alternative was considered during the Project development process, but eliminated as a viable alternative because it does not meet the purpose and need of this project. Implementation of the Hillery Drive Alternative does not preclude the construction of a DAR to connect to the east side of I-15 at a future time as a separate project.

MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP

Comments on the
Draft Environmental Impact Report/Environmental Assessment

Your Name Kathy Kaleka Title (if applicable)

Organization (if applicable)

Address 9970 Scripps Vista Way #112

City S.D. State CA Zip 92131

Comment: I strongly oppose the Galvin alternative. It would create too much traffic & noise pollution to the numerous condos & townhouses in that neighborhood, eventually causing our home values to drop. In addition, create too much traffic around the elementary school in that area. The Hilary Dr. alternative is a much more logical decision as there are businesses in that area which would actually benefit from the increased traffic flow as well as this is the less-expensive alternative!!

Attach additional sheets if necessary. Written comments do not need to use this form.

Comments must be received by Caltrans by December 8, 2008. Comments may be submitted in person at the November 12 public meeting or mailed to:

David Nagy
Caltrans – District 11
4050 Taylor Street, MS-242
San Diego, California 92110

1: Comment noted. Please refer to Response to General Comment 1 regarding traffic concerns, Response to General Comment 2 regarding noise concerns and Response to General Comment 7 regarding property values.

2: Please refer to Response to General Comment 1 regarding student safety concerns.

3: Comment noted.

MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP

Comments on the
Draft Environmental Impact Report/Environmental Assessment

Your Name maggie Sakadelis Title (if applicable)

Organization (if applicable) Scripps Townhomes

Address 10020 Scripps Vista Way

City San Diego State CA Zip 92131

Comment: I support Hillery Drive alternative for!

1 • Preferred Location of landowners on both sites and achieves regional transportation goals.

2 • Minimal impact on area home owners w/n Scripps Ranch

3 • Can be accomplished At Half the cost!

4 • Supports mass transit for College students.

5 • No rezoning required.

Attach additional sheets if necessary. Written comments do not need to use this form.

Comments must be received by Caltrans by December 8, 2008. Comments may be submitted in person at the November 12 public meeting or mailed to:

David Nagy
Caltrans – District 11
4050 Taylor Street, MS-242
San Diego, California 92110

1: Comment noted.

2: Comment noted.

3: Comment noted. Please refer to Response to General Comment 5 regarding cost.

4: Comment noted.

5: Comment noted.

MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP

Comments on the
Draft Environmental Impact Report/Environmental Assessment

Your Name ANDREW HILLIARD Title (if applicable) ~~HOMEOWNER~~

Organization (if applicable) HOMEOWNER

Address 10060 SCRIPPS VISTA WAY UNIT 35

City SAN DIEGO State CA Zip 92131

Comment:

1 I SUPPORT THE DAR @ HILLERY DRIVE & AM AGAINST THE GALVIN ROAD ALIGNMENT FOR THE FOLLOWING REASONS:

- HILLERY IS LESS EXPENSIVE, A SAVINGS TO TAXPAYERS

2 - HILLERY ALIGNMENT WILL NOT VECTOR TRAFFIC NEAR HAGE ELEMENTARY

Attach additional sheets if necessary. Written comments do not need to use this form.

Comments must be received by Caltrans by December 8, 2008. Comments may be submitted in person at the November 12 public meeting or mailed to:

David Nagy
Caltrans – District 11
4050 Taylor Street, MS-242
San Diego, California 92110

1: Comment noted. Please refer to Response to General Comment 5 regarding cost.

2: Please refer to Response to General Comment 1 regarding traffic concerns.

MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP

Comments on the
Draft Environmental Impact Report/Environmental Assessment

Your Name Sarah M'Gaugh Title (if applicable)
Organization (if applicable) Hage Elementary School Parent/Mira Mesa resident
Address 10965 Lyra Ct.
City San Diego State CA Zip 92126

Comment:

Dear Mr. Nagy

As a Mira Mesa resident and a parent of children attending Hage Elementary School I am very concerned about the proposed Galvin DAR project. This project would increase traffic during peak hours when parents are dropping off and picking up children. (1)

In addition, the increased noise and pollution will have negative impact on the learning environment of Hage Elementary and surrounding residences. (2)

I support the Hillery Dr. alternative DAR project. It makes more sense to keep the DAR near a community college when increase access would prove beneficial. (3)

Attach additional sheets if necessary. Written comments do not need to use this form.

Thank you for your careful consideration of our community's input. Please keep the health, safety and learning needs of our children in mind as you consider the transportation needs of this community.

Comments must be received by Caltrans by December 8, 2008. Comments may be submitted in person at the November 12 public meeting or mailed to:

David Nagy
Caltrans – District 11
4050 Taylor Street, MS-242
San Diego, California 92110

Sincerely,
Sarah M'Gaugh
(858) 659-9966

1: Please refer to Response to General Comment 1 regarding student safety.

2: Please refer to Response to General Comment 2 regarding noise concerns and Response to General Comment 3 regarding air pollution concerns.

3: Comment noted.

MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP

Comments on the
Draft Environmental Impact Report/Environmental Assessment

Your Name Linda Moran Title (if applicable) Mother

Organization (if applicable) MDL - Mira Mesa Girls Softball Tournament

Address 10960 Pegasus Ave.

City San Diego State CA Zip 92126

Comment:

1 I'm open to the idea of a DAR @ Hillery & Miramar College. With the growth of the college & park a transit system would be greatly used & appreciated.

2 However the Miramar Prism DAR is proposed in an elementary school area and could be a more dangerous area for our children. This area would bring more traffic in the area and the Hage Elementary school has already had a child hit at the intersection. Please consider a DAR @ Hillery.

- Parent - L Moran

Attach additional sheets if necessary. Written comments do not need to use this form.

llmoran@sbcglobal.net

Comments must be received by Caltrans by December 8, 2008. Comments may be submitted in person at the November 12 public meeting or mailed to:

David Nagy
Caltrans – District 11
4050 Taylor Street, MS-242
San Diego, California 92110

1: Comment noted.

2: Comment noted. Please refer to Response to General Comment 1 regarding traffic and student safety concerns.

MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP

Comments on the
Draft Environmental Impact Report/Environmental Assessment

Your Name Annette Riegr Title (if applicable)

Organization (if applicable) homeowner

Address 9990 Scripps Vista Way #91

City San Diego State Ca Zip 92131

Comment: I strongly oppose the Galvin offramp mostly because it would negatively impact the elementary school due to noise & traffic.

1

As a homeowner, I also strongly oppose the Galvin offramp because it would negatively impact Scripps Ranch traffic which is also already so bad

2

Attach additional sheets if necessary. Written comments do not need to use this form.

Comments must be received by Caltrans by December 8, 2008. Comments may be submitted in person at the November 12 public meeting or mailed to:

David Nagy
Caltrans – District 11
4050 Taylor Street, MS-242
San Diego, California 92110

1: Comment noted. Please refer to Response to General Comment 2 regarding noise at Hage Elementary School.

With regard to traffic associated with the Galvin Avenue Alternative, please refer to Response to General Comment 1.

2: Comment noted. Roadways and intersections on the east side of I-15 (Scripps Ranch) were not included in the traffic study area (except for the Mira Mesa Boulevard and Carroll Canyon Road I-15 on-ramps) because the traffic models indicated they would not be affected by the Project.

MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP

Comments on the
Draft Environmental Impact Report/Environmental Assessment

Your Name Diane Garcia Title (if applicable)

Organization (if applicable)

Address 9940 Scripps Vista Way # 140

City San Diego State CA Zip 92131

1 Comment: I oppose the Galvin Alternative and support the Hillery Drive Alternative. The traffic will affect Hage Elementary & Rubenacker and Cuicuran.

Attach additional sheets if necessary. Written comments do not need to use this form.

Comments must be received by Caltrans by December 8, 2008. Comments may be submitted in person at the November 12 public meeting or mailed to:

David Nagy
Caltrans – District 11
4050 Taylor Street, MS-242
San Diego, California 92110

1: Comment noted. Please refer to Response to General Comment 1 regarding traffic and student safety concerns.

MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP

Comments on the
Draft Environmental Impact Report/Environmental Assessment

Your Name D. Robert Ward Title (if applicable)

Organization (if applicable)

Address 9530-6 Compass Point Dr. So.

City San Diego State CA Zip 92126

Comment: My impression of this project is that while I understand the desire to improve traffic flow in the Mira Mesa corridor, the impact on residential neighborhoods, particularly the Calvin alternative, would be severe and dangerous. There is already a traffic congestion problem during the school year on Westview Parkway near Calvin during morning hours – this project would only increase the problem, possibly exponentially. The lesser of two evils is the Pillery option, as it is (1) far less expensive, (2) involving more college-age students than elementary school age children (my son attends Hoage), and (3) less disruptive of residential neighborhoods. I implore you to consider human life above all else – already there have been serious traffic accidents on Calvin, one involving a young Hoage student. Do not ~~increase~~ worsen an already bad situation.

Attach additional sheets if necessary. Written comments do not need to use this form.

Comments must be received by Caltrans by December 8, 2008. Comments may be submitted in person at the November 12 public meeting or mailed to:

David Nagy
Caltrans – District 11
4050 Taylor Street, MS-242
San Diego, California 92110

1: Comment noted. Please refer to Response to General Comment 1 regarding traffic concerns.

2: Comment noted. Please refer to Response to General Comment 5 regarding cost.

3: Comment noted.

4: Comment noted.

5: Comment noted. Please refer to Response to General Comment 1 regarding pedestrian safety concerns.

MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP

Comments on the
Draft Environmental Impact Report/Environmental Assessment

Your Name Janelle Walker Title (if applicable)

Organization (if applicable)

Address 10010 Scripps Vista Way #71

City San Diego State CA Zip 92131

Comment:

1 I am against the Calvin street access, this will impact many residents in the area. The Hillary drive access would not impact as many home owners.

Attach additional sheets if necessary. Written comments do not need to use this form.

Comments must be received by Caltrans by December 8, 2008. Comments may be submitted in person at the November 12 public meeting or mailed to:

David Nagy
Caltrans – District 11
4050 Taylor Street, MS-242
San Diego, California 92110

1: Comment noted.

MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP

Comments on the
Draft Environmental Impact Report/Environmental Assessment

Your Name Gretchen Kyecskes Title (if applicable)

Organization (if applicable)

Address 11515-7 Compass Point Dr N.

City San Diego State CA Zip 92126

Comment: My daughter attends Hage Elementary at the entrance to Galvin Ave. This school year one child has been hit in the busy intersection due to the lack of school parking. 70% of parents park on Westview to drop off their children, as included. The risk to the children is unnecessary when an alternative at Hilkey Dr. is available. Children are crossing in the middle of Westview Parkway in the evening after football and baseball games and practice. Most days after 5:30 p.m in the dark. This is going to increase traffic on Westview Parkway, Please re-consider the Galvin Ave option. Children should be our top priority and their safety is already a concern.

1

Attach additional sheets if necessary. Written comments do not need to use this form.

Comments must be received by Caltrans by December 8, 2008. Comments may be submitted in person at the November 12 public meeting or mailed to:

David Nagy
Caltrans – District 11
4050 Taylor Street, MS-242
San Diego, California 92110

1: Comment noted. Please refer to Response to General Comment 1 regarding traffic and student safety concerns.

MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP

Comments on the
Draft Environmental Impact Report/Environmental Assessment

Your Name Douglas Cunning Title (if applicable)

Organization (if applicable)

Address 9930 Scripps Vista Way #154

City San Diego State Ca Zip 92131

1 Comment: I strongly support the Hillcry Drive alternative!

Douglas D Cunning

Attach additional sheets if necessary. Written comments do not need to use this form.

Comments must be received by Caltrans by December 8, 2008. Comments may be submitted in person at the November 12 public meeting or mailed to:

David Nagy
Caltrans – District 11
4050 Taylor Street, MS-242
San Diego, California 92110

1: Comment noted.

MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP

Comments on the
Draft Environmental Impact Report/Environmental Assessment

Your Name Deborah K. Lowery Title (if applicable)

Organization (if applicable)

Address 9930 Scripps Vista Way #154

City SD State CA Zip 92131

Comment:

1 I support the Hillery Drive alternative not Calvin avenue.

Deborah K. Lowery

Attach additional sheets if necessary. Written comments do not need to use this form.

Comments must be received by Caltrans by December 8, 2008. Comments may be submitted in person at the November 12 public meeting or mailed to:

David Nagy
Caltrans – District 11
4050 Taylor Street, MS-242
San Diego, California 92110

1: Comment noted.

MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP

Comments on the
Draft Environmental Impact Report/Environmental Assessment

Your Name GRETCHEN L. HILLIARD Title (if applicable) —

Organization (if applicable) —

Address 10060 Scripps Vista Way #35

City San Diego State CA Zip 92131

1 Comment: I am against the Galvin Ave. DAR alternative. I am for the Hillery Dr. DAR alternative. The Hillery Dr. access would cost less, thereby saving the taxpayers ~~from~~ money.

Attach additional sheets if necessary. Written comments do not need to use this form.

Comments must be received by Caltrans by December 8, 2008. Comments may be submitted in person at the November 12 public meeting or mailed to:

David Nagy
Caltrans – District 11
4050 Taylor Street, MS-242
San Diego, California 92110

1: Comment noted. Please refer to Response to General Comment 5 regarding cost.

MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP

Comments on the
Draft Environmental Impact Report/Environmental Assessment

Your Name Christina Kress Title (if applicable)

Organization (if applicable)

Address 10010-80 Scripps Vista Way

City San Diego State Ca Zip 92131

Comment: I can't believe that we
1 are even considering the Calvin
Ave. alternative. This would be more
expensive & would be very close to
a school. The new wall at our
2 complex which hasn't even been
built would need to come down.
One has to ask why the
3 original Hillery Dr access is now being
??? The Hillery Dr access should
remain the choice!!

Attach additional sheets if necessary. Written comments do not need to use this form.

Comments must be received by Caltrans by December 8, 2008. Comments may be submitted in person at the November 12 public meeting or mailed to:

David Nagy
Caltrans – District 11
4050 Taylor Street, MS-242
San Diego, California 92110

1: Comment noted. Please refer to Response to General Comment 5 regarding cost and Response to General Comment 1 regarding student safety concerns.

2: Comment noted.

3: Comment noted. Note the Hillery Drive Alternative is the preferred alternative.

MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP

Comments on the
Draft Environmental Impact Report/Environmental Assessment

Your Name Mary Nogai Title (if applicable)

Organization (if applicable) Homeowner

Address 11456 Avenger Rd

City SD State CA Zip 92126

Comment: I am opposed to the Galvin off
ramp & transit Station plan. There is
1 already too much traffic congestion in
the area between Mira Mesa Blvd & Capricorn
Way on Westview Parkway especially in
the morning. Once the 1800 condos are
built the traffic congestion will be worse.
2 Furthermore, Hage Elem School is right there
& more traffic driving by the school is
not safe.
3 It makes more sense to have a transit
center by the college & ~~[illegible]~~ shopping
center.

Attach additional sheets if necessary. Written comments do not need to use this form.

Comments must be received by Caltrans by December 8, 2008. Comments may be submitted in person at the November 12 public meeting or mailed to:

David Nagy
Caltrans – District 11
4050 Taylor Street, MS-242
San Diego, California 92110

1: Comment noted. Please refer to Response to General Comment 1 regarding traffic concerns.

2: Please refer to Response to General Comment 1 regarding student safety concerns.

3: Comment noted. Note the Hillery Drive Alternative is the preferred alternative.

MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP

Comments on the
Draft Environmental Impact Report/Environmental Assessment

Your Name Vicki Joy Title (if applicable) Homeowner

Organization (if applicable)

Address 9910 Scripps Vista Way #1

City San Diego State CA Zip 92131

Comment: I support the Hillery Drive alternative.

1 * Less tax dollars spent.

2 * Less impact to residential community

3 * More cohesion within community

I oppose the Galvin Avenue alternative

4 * Wastes tax dollars

5 * Negative impact on quality of life for residential community.

6 * Increase commuter traffic near Hage Elementary.

7 * Increases noise and air pollution for residents.

Attach additional sheets if necessary. Written comments do not need to use this form.

Comments must be received by Caltrans by December 8, 2008. Comments may be submitted in person at the November 12 public meeting or mailed to:

David Nagy
Caltrans – District 11
4050 Taylor Street, MS-242
San Diego, California 92110

1: Comment noted.

2: Comment noted.

3: Comment noted.

4: Comment noted.

5: Comment noted.

6: Comment noted.

7: Comment noted.

MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP

Comments on the
Draft Environmental Impact Report/Environmental Assessment

Your Name Kelly Thorngurd Title (if applicable) homeowner

Organization (if applicable)

Address 9970 Scripps Vista Way #105

City San Diego State CA Zip 92131

Comment:

1 I oppose the Calvin Dr. ramp. The cost of this proposal is almost double the Hillery Dr. alternative, which is a huge waste of tax payer dollars. It would also be greatly more of an impact on residential areas than the Hillery.

2 It makes more sense to have the ramp located near a college campus than running into an elementary school where small children are present

Attach additional sheets if necessary. Written comments do not need to use this form.

Comments must be received by Caltrans by December 8, 2008. Comments may be submitted in person at the November 12 public meeting or mailed to:

David Nagy
Caltrans – District 11
4050 Taylor Street, MS-242
San Diego, California 92110

1: Comment noted.

2: Comment noted.

MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP

Comments on the
Draft Environmental Impact Report/Environmental Assessment

Your Name Eva Vegh Title (if applicable)
Organization (if applicable) home owner
Address 9910. Scripps Vista Way #10
City San Diego State CA Zip 92131

Comment:

1 I strongly oppose the Galvin Avenue alternative and strongly support the Hilleny Drive alternative. Here is why:
— the value of my home would decrease in case of the Galvin Avenue DAR alternative
2 — we would be imposed to more noise, air, light pollution
3 — Hilleny access saves tax $!
4 — a lot more residential homes would be negatively impacted!

Attach additional sheets if necessary. Written comments do not need to use this form.

Comments must be received by Caltrans by December 8, 2008. Comments may be submitted in person at the November 12 public meeting or mailed to:

David Nagy
Caltrans – District 11
4050 Taylor Street, MS-242
San Diego, California 92110

1: Comment noted.

2: Please refer to Response to General Comment 2 regarding noise concerns and Response to General Comment 3 regarding air pollution concerns. Concerning light pollution, the Project is located in a developed setting that currently contains numerous sources of lighting associated with the I-15, local roadways, shopping centers, Miramar College, commercial, and residential developments. The addition of Project lighting along the proposed structures associated with either build alternative would not represent a substantial increase in night lighting in the Project area.

3: Comment noted. Please refer to Response to General Comment 5 regarding cost.

4: Comment noted.

MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP

Comments on the
Draft Environmental Impact Report/Environmental Assessment

Your Name Rick + Tiffany Cianci Title (if applicable)

Organization (if applicable)

Address 8790 Betelgeuse Way

City SD, CA 92126 State Zip

Comment:

1 As a three parent + Mira Mesa resident, I ask that you please not put the new DAR lane on Calvin avenue. Traffic by our school is already very busy; one little girl was hit by a car a few months ago. It

2 would greatly increase noise near the school as well. Our vote is for the Hilby location instead for the sake of our children.

Thank you!

Cianci

Attach additional sheets if necessary. Written comments do not need to use this form.

Comments must be received by Caltrans by December 8, 2008. Comments may be submitted in person at the November 12 public meeting or mailed to:

David Nagy
Caltrans – District 11
4050 Taylor Street, MS-242
San Diego, California 92110

1: Comment noted. Please refer to Response to General Comment 1 regarding student safety concerns.

2: Please refer to Response to General Comment 2 regarding noise concerns.

MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP

Comments on the
Draft Environmental Impact Report/Environmental Assessment

Your Name Marlene Kramer Title (if applicable)

Organization (if applicable)

Address 11405 Affinity Ct #234

City SD State CA Zip 92131

Comment: Oppose the Galvin exit for the following reasons

1 (1) Increase of traffic near an elementary school would be more dangerous for the children

2 (2) There are many more residential areas that will be affected if this exit ramp was built.

3 For the Hillary Drive exit
(1) Less impact on residential areas - the ramp would affect the apartment complex however the majority of the area affected is Mesa College & the shopping center area, less impact on people living in the area.

Attach additional sheets if necessary. Written comments do not need to use this form.

Comments must be received by Caltrans by December 8, 2008. Comments may be submitted in person at the November 12 public meeting or mailed to:

David Nagy
Caltrans – District 11
4050 Taylor Street, MS-242
San Diego, California 92110

1: Comment noted. Please refer to Response to General Comment 1 regarding traffic and student safety concerns.

2: Comment noted.

3: Comment noted.

MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP

Comments on the
Draft Environmental Impact Report/Environmental Assessment

Your Name VILMOS VEGH Title (if applicable)

Organization (if applicable) homeowner

Address 9910 Scripps Vista Way # 10.

City SAN DIEGO State CA. Zip 92131

Comment: I definately support the Hillery Drive alternative:

1 Prefered location of land owner at both sides

2 More cost effective less taxpayers' money

3 Help mass transit for college students.

4 ~~Would decrease.~~ Less residential area.

Vilmos Vegh

Attach additional sheets if necessary. Written comments do not need to use this form.

Comments must be received by Caltrans by December 8, 2008. Comments may be submitted in person at the November 12 public meeting or mailed to:

David Nagy
Caltrans – District 11
4050 Taylor Street, MS-242
San Diego, California 92110

1: Comment noted.

2: Comment noted.

3: Comment noted.

4: Comment noted.

MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP

Comments on the
Draft Environmental Impact Report/Environmental Assessment

Your Name Kathy Gantman Title (if applicable)

Organization (if applicable) Home Owner

Address 9899 Scripps Westview #139

City SD State CA Zip 92131

Comment:

1 I strongly oppose the Calvin Access Ramp.
I strongly support the Hillary Access Ramp.

Attach additional sheets if necessary. Written comments do not need to use this form.

Comments must be received by Caltrans by December 8, 2008. Comments may be submitted in person at the November 12 public meeting or mailed to:

David Nagy
Caltrans – District 11
4050 Taylor Street, MS-242
San Diego, California 92110

1: Comment noted.

MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP

Comments on the
Draft Environmental Impact Report/Environmental Assessment

Your Name ERIC FARSLUND Title (if applicable)

Organization (if applicable)

Address 11405 AFFINITY CT. #234

City SAN DIEGO State CA Zip 92131

Comment:

1 After studying the two alternatives, I believe the CROWN alternative is NOT the best choice! This is from a safety standpoint with the school nearby, from a neighborhood/residential standpoint as it is closer to a more residential area creating a noise pollution and traffic impact. I also believe it would create more traffic on Mira Mesa Blvd which is already a nightmare during rush hours.

2

3

4 Hillery option would give the alternative of a Carol Canyon entrance and exit in addition.

Attach additional sheets if necessary. Written comments do not need to use this form.

Please choose the Hillery option!!!!

Comments must be received by Caltrans by December 8, 2008. Comments may be submitted in person at the November 12 public meeting or mailed to:

David Nagy
Caltrans – District 11
4050 Taylor Street, MS-242
San Diego, California 92110

1: Comment noted.

2: Comment noted. Please refer to Response to General Comment 2 regarding noise concerns and Response to General Comment 1 regarding traffic concerns.

3: Comment noted. Please refer to Response to General Comment 1 regarding traffic along Mira Mesa Boulevard.

4: Comment noted.

MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP

Comments on the
Draft Environmental Impact Report/Environmental Assessment

Your Name John Lawton Title (if applicable)

Organization (if applicable)

Address 9875 Corsair PL

City San Diego State CA Zip 92126

Comment: I have now 10 years living in San Diego. I have seen an increase of traffic on surface streets in Mira Mesa. I do Approve a plan to help decrease traffic. I Dont Agree on the plan of the Galvin Avenue Alternative
1 Because it is to close to Hage Elementary and would put children in Danger of a traffic Accidents I think the Hillary Drive Aternative would Be
2 a better plan that would help the traffic Between Mira Mesa Blvd and Black Mountain Road.

Attach additional sheets if necessary. Written comments do not need to use this form.

Comments must be received by Caltrans by December 8, 2008. Comments may be submitted in person at the November 12 public meeting or mailed to:

David Nagy
Caltrans – District 11
4050 Taylor Street, MS-242
San Diego, California 92110

1: Comment noted. Please refer to Response to General Comment 1 regarding student safety concerns.

2: Comment noted. Please refer to Response to General Comment 1 regarding traffic along Mira Mesa Boulevard.

MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP

Comments on the
Draft Environmental Impact Report/Environmental Assessment

Your Name Carmen Lawton Title (if applicable)

Organization (if applicable) Hage Elementary

Address Galvin Av.

City San Diego State CA Zip

Comment:

1 As a Mom of a schoolers kid's I defintly prefer that the Freeway traffic be as far as posible of the school. So I would go for the Hillery project, beside, this one is going to help with the transit and growing expectations, also and it will not be constructed right in front of a school, but over, which will make at least a considerable differiences.

Attach additional sheets if necessary. Written comments do not need to use this form.

Comments must be received by Caltrans by December 8, 2008. Comments may be submitted in person at the November 12 public meeting or mailed to:

David Nagy
Caltrans – District 11
4050 Taylor Street, MS-242
San Diego, California 92110

1: Comment noted. Please refer to Response to General Comment 1 regarding student safety concerns.

I15 DAR

MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP

Comments on the
Draft Environmental Impact Report/Environmental Assessment

Your Name Do Kim Title (if applicable)

Organization (if applicable)

Address 10020 Scripps Vista Way #61.

City SD State CA Zip 92131

Comment: It appears from the materials presented that the Hillery Drive alternative would pose less problems for the residents being affected. The Hillery project would involve less residents, convenience to college students, has pre-existing transit center & is surrounded mostly by commercial properties. The Galvin route involves an elementary school which is concerning. Ultimately, Hillery alternative would cost ~40% less of tax payer's money & at the same time affect less residents (residences) & provide convenience to shoppers & college students.

Attach additional sheets if necessary. Written comments do not need to use this form.

Comments must be received by Caltrans by December 8, 2008. Comments may be submitted in person at the November 12 public meeting or mailed to:

David Nagy
Caltrans – District 11
4050 Taylor Street, MS-242
San Diego, California 92110

1: Comment noted. It is acknowledged that the Hillery Drive Alternative is near Miramar College and would provide a more direct connection to the college. It should be noted that while the Mira Mesa/Miramar College Transit Center is approved, it has not yet been constructed. It is also acknowledged that the Hillery Drive Alternative would provide access to nearby commercial centers.

2: Comment noted.

3: Comment noted. Please refer to Response to General Comment 5 regarding cost. Please refer to Response to Comment 1 above regarding proximity to shopping centers and Miramar College.

MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP

Comments on the
Draft Environmental Impact Report/Environmental Assessment

Your Name Cynthia Morales Title (if applicable)

Organization (if applicable)

Address 9940-139 Scripps Vista Way

City S.D. State CA Zip 92131

Comment:

1 The Galvin alternative is too expensive & there is no guarantee that the owner of the land will sell - Plus the idea

2 of that much traffic by a grade school is harmful to the air the kids breath & also all the other chemicals kids will injest from traffic so close.

3 The Hillery plan was always in the works & was built w/ a DAR in mind - the owners of the land were aware & probably used this "perk" to sell their condos.

Attach additional sheets if necessary. Written comments do not need to use this form.

Comments must be received by Caltrans by December 8, 2008. Comments may be submitted in person at the November 12 public meeting or mailed to:

David Nagy
Caltrans – District 11
4050 Taylor Street, MS-242
San Diego, California 92110

1: Comment noted.

2: Comment noted. Please refer to Response to General Comment 3 regarding air pollution concerns.

3: Comment noted.

MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP

Comments on the
Draft Environmental Impact Report/Environmental Assessment

Your Name SANJAY MUKHEROJI Title (if applicable)

Organization (if applicable)

Address 9980 SCRIPPS VISTA WAY

City SAN DIEGO State CA Zip

1 Comment: HILLERY DRIVE OPTION IS THE BEST OPTION

REPEAT:

HILLERY OPTION

Attach additional sheets if necessary. Written comments do not need to use this form.

Comments must be received by Caltrans by December 8, 2008. Comments may be submitted in person at the November 12 public meeting or mailed to:

David Nagy
Caltrans – District 11
4050 Taylor Street, MS-242
San Diego, California 92110

1: Comment noted.

MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP

Comments on the
Draft Environmental Impact Report/Environmental Assessment

Your Name James Sullivan Title (if applicable) Scripps Ranch Resident

Organization (if applicable)

Address 9950-Scripps Vista Way #130

City San Diego State CA Zip 92131

Comment: I would like to Express my Support for the Hillery drive
1 alternative for the following reasons
a) Less expensive of proposed options
2 b) Is the preferred Location of the land owner of both sites
3 c) achieves regional transportation goals
4 d) Significantly less physical (pollution) impacts on Property Owner
I strongly oppose the Galvin Avenue alternative
5 Due to the following concerns
a) Significantly impacts Property owners East of I-15
with added Sound & airbourne Pollution
6 B) AT Twice the cost of the Hillery Alternative is a
Huge waste of TAX dollars!
C) Directly impacts Hage Elementary with Little or
7 No traffic calming options available if impacts are worse
Then anticipated.

Attach additional sheets if necessary. Written comments do not need to use this form.

Comments must be received by Caltrans by December 8, 2008. Comments may be submitted in person at the November 12 public meeting or mailed to:

David Nagy
Caltrans – District 11
4050 Taylor Street, MS-242
San Diego, California 92110

1: Comment noted. Please refer to Response to General Comment 5 regarding cost.

2: Comment noted.

3: Comment noted.

4: Comment noted. Please refer to Response to General Comment 2 regarding noise concerns and Response to General Comment 3 regarding air pollution concerns.

5: Comment noted. As discussed in Subchapter 2.12 of the EIR/EA, noise levels at six of the 12 receptor locations for the Galvin Avenue Alternative would approach or exceed the Noise Abatement Criteria without abatement. Noise abatement was considered at these six receptor locations, and noise abatement in the form of a barrier would be incorporated into the Galvin avenue Alternative to reduce noise levels at five of the six receptors. Noise abatement was found to be not feasible at the other location, but it should be noted that noise levels at this location would actually decrease with the Project (refer to Table 2.12-5 in the EIR/EA).

6: Comment noted. Please refer to Response to General Comment 5 regarding cost.

7: Please refer to Response to General Comment 1 regarding traffic concerns.

MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP

Comments on the
Draft Environmental Impact Report/Environmental Assessment

Your Name Patti Pena Title (if applicable)

Organization (if applicable)

Address 11714 Via Medanal

City San Diego State CA Zip 92128

Comment:

1 I oppose the Calvin Avenue alternative direct access ramp (DAR) and support the Hiwey Road alternative.

REASONS

1) Ingress/egress is via Hage Elementary School. I feel the safety of the students is an issue.

2 2) Potential for lawsuits over student safety.

Attach additional sheets if necessary. Written comments do not need to use this form.

Comments must be received by Caltrans by December 8, 2008. Comments may be submitted in person at the November 12 public meeting or mailed to:

David Nagy
Caltrans – District 11
4050 Taylor Street, MS-242
San Diego, California 92110

1: Comment noted.

2: Comment noted.

MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP

Comments on the
Draft Environmental Impact Report/Environmental Assessment

Your Name Dorothy Olson Title (if applicable)

Organization (if applicable)

Address 9980 Scripps Vista Way #100

City San Diego State CA Zip 92131

Comment: The original location was south of Mira Mesa Blvd. at Hillery Drive and that is where it should remain. Moving it north of Mira Mesa involves a much greater impact on residential homeowners and at twice the cost. This is a shameful waste of tax dollars.

1

2

Attach additional sheets if necessary. Written comments do not need to use this form.

Comments must be received by Caltrans by December 8, 2008. Comments may be submitted in person at the November 12 public meeting or mailed to:

David Nagy
Caltrans – District 11
4050 Taylor Street, MS-242
San Diego, California 92110

1: Comment noted.

2: Comment noted. Please refer to Response to General Comment 5 regarding cost.

MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP

Comments on the
Draft Environmental Impact Report/Environmental Assessment

Your Name GERALDINE POWELL Title (if applicable)

Organization (if applicable)

Address 10040 Scripps Vista Way #5

City SD State CA Zip 92131

Comment: as a concerned home owner at the Scripps Townhomes, I want to voice my opinion concerning Scripps Sound Wall/Direct access Ramp.

1 o I strongly oppose the Galvin Alternative
o I very strongly support the Hillery Drive Alternative

Thank you in advance for your time.
Regards
Geraldine Powell

Attach additional sheets if necessary. Written comments do not need to use this form.

Comments must be received by Caltrans by December 8, 2008. Comments may be submitted in person at the November 12 public meeting or mailed to:

David Nagy
Caltrans – District 11
4050 Taylor Street, MS-242
San Diego, California 92110

1: Comment noted.

Caltrans

Comments/Concerns

1 I think no because there will be more traffic than ~~us~~ it is.

Name: Rachel Lawton

Phone Number: (858)549-1505 E-mail: jlawton2008@yahoo.com

Address: 9875 Corsair Pl San Diego CA 92126

Thank you for your comments!

1: As stated in the EIR/EA (Page 2.5-9), the Project is not expected to generate new traffic in the surrounding area, but rather, would change existing traffic patterns. Some of the existing traffic accessing the I-15 would divert their route to access the DAR instead.

Caltrans

Comments/Concerns

1 I am opposed To the northern Route. Traffic calming does not work for this situation. Both streets are already crowded with Traffic. ~~the~~ my son Has had some classmates out Hoop sign a petition to oppose the northern Route

Name: Guillermo Rejarano Jr

Phone Number (858) 547-0682 E-mail: Rejaranos@Hotmail

Address: 11225 Dalby Pl.

Thank you for your comments!

1: Comment noted. Please refer to Response to General Comment 1 regarding traffic concerns.

Please sign

1 Jay Magdarnog
2 Micah Harris
3 Luis Salas
4 Frank Battaglia
5 Jared Lugasing
6 Brandon Cortes
7 Sean Tonthat
8 Thomas Tonthat
9 Josh Barrett
10 Danny Fang
11 Daniel ocampo
12 Kyle Soriano
13 Erick Hernandez
14 Jose Ramirez
15 Koki Oga
16 Jesse Tesoro
17 Giana Eda Nichole Amendolara
18 Jeremy Viting
19 Tyler Nguyen
20 Paulo Bugo
21
22
23

Caltrans

Comments/Concerns

1 I STRONGLY OPPOSE THE GALVIN DAR.

I SUPPORT THE HILLERY DAR

Name: JOHN JOYCE

Phone Number: 858-530-0028 E-mail:

Address: 9940-132 SCRIPPS VISTA WAY SD 92131

Thank you for your comments!

1: Comment noted.

Caltrans

Comments/Concerns

1 approve Hillery
Galvin costs too much

Name: Robert A. Skelton

Phone Number: 858.880.2274 E-mail: robert@skelton.net

Address: 9980 Scripps Vista Way #95

Thank you for your comments!

1: Comment noted. Please refer to Response to General Comment 5 regarding cost.

Caltrans

Comments/Concerns

1 STAY AWAY FROM MIRA MESA BLVD IT IS ALREADY A NIGHTMARE
GO WITH HILLARY

Name: DONALD CICCIARETTI
Phone Number: 858 271-7163 E-mail: rsthila7@sbcglobal.net
Address: 11375 AFFINITY COURT
SD CA 92131

Thank you for your comments!

1: Comment noted.

Caltrans

Comments/Concerns

1 I object strongly to the CALVIN AVE D.A.R. with knowledge of increased (huge) cost at this location. The SAN DIEGO USD under critical budget crisis.
2 NOISE POLLUTION AIR pollution QUALITY of life significantly affected negatively.

Name: ERIC John Lefever
Phone Number: 8585301953 E-mail:
Address: UNIT 162 9920 SCRIPPS VISTA WAY
San Diego CA 92131

Thank you for your comments!

1: Comment noted. Please refer to Response to General Comment 5 regarding cost.

2: Please refer to Response to General Comment 2 regarding noise concerns and Response to General Comment 3 regarding air quality concerns.

Caltrans

Comments/Concerns

1 I object to the DAR at the Galveston Ave site
We already suffer extreme noise from the I-15
This would impact our quality of life very negatively -
with noise - air & light pollution. The cost of Galveston
2 Ave is also in direct opposition of what San Diego should
be doing and that is saving money not spending more.
This site also impacts the value of our homes in a very negative manner

Name: Elena Daniels Lafever

Phone Number: 858-530-1953 E-mail: luckiestgirl2003@yahoo.com

Address: 9920 Scripps Vista Way
S.D. CA 92131

Thank you for your comments!

1: Please refer to Response to General Comment 2 regarding noise concerns, Response to General Comment 3 regarding air quality concerns, and Response to Comment 2 from Eva Vegh for light pollution.

2: Comment noted.

Caltrans

Comments/Concerns

1 I support Hillery Drive!
Will NOT increase noise level for residents,
2 help college students w/ mass transit.
3 safer for children @ elementary schools will
4 cost less w/ tax payers money

Name: Maggie Sakhadolis

Phone Number: 619 540 1816 E-mail: msakhadolis@yahoo.com

Address: 10030 Scripps Vista Way S.D. CA 92131

Thank you for your comments!

1: As discussed in Subchapter 2.12 of the EIR/EA, noise levels would increase at receptor locations within the study area of the Hillery Drive Alternative.

2: Comment noted.

3: Please refer to Response to General Comment 1 regarding student safety concerns.

4: Comment noted. Please refer to Response to General Comment 5 regarding cost.

No to Gaoun – yes Hillery

Caltrans

Comments/Concerns

1 Too much traffic on Gaoun, in front of our school. Children rarely in on the line as well as people school commuter traffic on Gaoun westview

2 is already compacted. The Hillery site

3 perfect for the college area where it is further away.

Name: Jessica Pellison

Phone Number: 858 693 8482 E-mail: jesspete@san.rr.com

Address: 11131 Ice Slate Pl.
San Diego Ca 92126

Thank you for your comments!

Two children were hit by a car on Gaoun due in the reg every day traffic that we currently have. My concerns are that more kids would be at risk. In Addition –

1: Please refer to Response to General Comment 1 regarding traffic near Hage Elementary School and student safety.

2: Please refer to Response to General Comment 1 regarding traffic concerns.

3: Please refer to Response to General Comment 1 regarding student safety concerns.

which is less crowded and renters makes more sense.

Caltrans

Comments/Concerns

1 Galvin makes no sense at all to me as a homeowner. The surrounding community will suffer greatly if this location is used. Hage Elementary is a school already dangerous during time homeowners and surrounding area will be more congested. Hillary

Name: Todd Peterson

Phone Number: 858 6938482 E-mail: tpeterson@guhsd.net

Address: 11131 Ice Skate Place
San Diego, CA 92126

Thank you for your comments!

Caltrans

Comments/Concerns

1 I am a parent & resident in Mira Mesa. My biggest concern is the safety of my children that attend Hage Elem. The intersection of Galvin & Westview is already congested & accidents & near accidents have occurred. How will the safety of school children be addressed. It has not been addressed to this date

Name: Yolanda Valline

Phone Number: 8585474327 E-mail: yolkel@pacbell.net

Address: 10859 Buckhurst Ave.

Thank you for your comments!

1: Comment noted.

1: Please refer to Response to General Comment 1 regarding traffic near Hage Elementary and student safety.

Caltrans

Comments/Concerns

1 I STRONGLY SUPPORT THE HILLERY DRIVE ALTERNATIVE AND OPPOSE THE GALVIN AVENUE ALTERNATIVE. THE GALVIN ROUTE WOULD BE A WASTE OF TAX DOLLARS THAT WOULD INVOLVE SIGNIFICANT DECONSTRUCTION OF THE RECENTLY COMPLETED NORTHBOUND REALIGNMENT. THIS WASTE WOULD INCLUDE THE DEMOLITION OF THE RECENTLY BUILT SOUND WALL ON DEMA ROAD AND WOULD RESULT IN MUCH HIGHER TRAFFIC & PROBLEMS FOR TIERRASANTA.

Name: ADA GARCIA-ABASCAL

Phone Number: (858) 547-0710 E-mail: agarcaba@YAHOO.com

Address: 9980 SCRIPPS VISTA WAY # 99 SAN DIEGO, CA 92131

Thank you for your comments!

1: Comment noted. Please refer to Response to General Comment 5 regarding cost and Response to General Comment 1 regarding traffic concerns.

Caltrans

* Please only consider Hillery Dr. - Galvin Ave. puts our children at risk

Comments/Concerns

1 Hage Elementary School located at the Galvin Ave. entrance has a lack of parking. Most parents park on Mathews Parkway to drop off & pick up their children. After school sports (football & baseball) use the San Diego Park attached to Hage and kids are crossing in the intersection & mid-road to meet their parents at 5:30 pm. Parents park on both sides of Mathews due to the lack of parking.

Name: Gretchen Keeskes

Phone Number: (858) 689-2007 E-mail: gretchen@sizerstudios.com

Address: 11515-7 Compass Pt. Dr. N. San Diego, CA 92126

1: Comment noted.

Caltrans

Comments/Concerns

1 I OPPOSE GALWIN AVENUE DIRECT ACCESS RAMP.

I BELIEVE IT SHOULD BE HILLERY DRIVE WHICH WAS THE ORIGINAL SITE.

Name: DOREEN PEREZ

Phone Number: _____ E-mail: PEREZDOREEN@HOTMAIL.COM

Address: 9950 SCRIPPS VISTA WAY #129
SAN DIEGO, CA 92131

Thank you for your comments!

1: Comment noted.

Caltrans

Comments/Concerns

1 Please Build In Hillery Access

Name: BILL BANNING

Phone Number: _____ E-mail: WABANNING@COX.COM

Address: 11405 DAPPINTY CT

1: Comment noted.

Caltrans

Comments/Concerns

1 This freeway on + off ramp is a very bad idea. The traffic is bad as it is and this construction will be very hazardous for our health, as far as the fumes and pollution goes it will be an abundance and I as a Hoge Parent, DO NOT Want this

Name: Rukhsana Budhwani

Phone Number: 858-693-6225 E-mail: Rukhsanab@sbcglobal.net

Address: 9535 Compass Point Drive South San Diego, CA, 92126.

Thank you for your comments!

1: Please refer to Response to General Comment 1 regarding traffic concerns and Response to General Comment 3 regarding air pollution concerns.

Caltrans

Comments/Concerns

1 I think the on/off freeway ramp would be a bad idea, especially because it is in front of the school. It will be double the traffic, plus after School is over alot of small kids walk home, and it will be extremely dangerous.

Name: Amber Budhwani

Phone Number: (858)693-6225 E-mail: xiShallbecomexx@sbcglobal.net

Address: 9535 Compass Point Drive South San Diego, CA 92126

Thank you for your comments!

1: Please refer to Response to General Comment 1 regarding traffic and student safety concerns.

approve Hillery

Caltrans

Comments/Concerns

1 Oppose Gal vin Alternative
2 Twice the cost of Hillery
3 requires relocating residential
4 too close to residential areas
land owners prefers Hillery not Gal vin

Name: Jacqueline Skelton

Phone Number: E-mail: jackieskelton@hotmail.com

Address: 9980 Scripps Vista Way

Thank you for your comments!

Caltrans

Comments/Concerns

1 I do not want the freeway by my School because, there will be so many cars going so it will make a lot of noise. And it will make everybody distracted and we can not focus on what we are doing.

Name: Simran Budhwani

Phone Number: 693-6225 E-mail: Rukhsana-b@sbcglobal

Address: 9535, Compass Point Dr. South
San Diego, CA 92126

Thank you for your comments!

1: Comment noted. Please refer to Response to General Comment 5 regarding cost.

2: Comment noted. Please refer to Response to General Comment 4 regarding land use concerns.

3: Comment noted.

4: Comment noted.

1: Please refer to Response to General Comment 2 regarding noise concerns.

Caltrans

Comments/Concerns

1 I am opposed to Galvin Ave Direct Access Ramp.
I am in favor of the Hillary Drive alternative & the original site

Name: Chuck PEREZ

Phone Number: _____ E-mail: cperez4@san.rr.com

Address: 9950 Scripps Vista Way #129
San Diego, CA 92131

Thank you for your comments!

1: Comment noted.

Caltrans

Comments/Concerns

1 I endorse the Hillary Dr. ramp rather than the Galvin ramp
because of tax dollar savings and other costs associated
2 with deconstruction of existing freeway and infrastructure
as well as danger to children at Galvin's Hope Elementary.
3 Hillary Dr. is more efficient. We would also like an Eastern
entrance/exit

Name: Gregory T. Kamp

Phone Number: 858-880-1006 E-mail: gregkamp@san.rr.com

Address: 9910 Scripps Vista Way 7
San Diego CA 92131

Thank you for your comments!

1: Comment noted.

2: Please refer to Response to General Comment 1 regarding student safety concerns.

3: Please refer to Response to Comment 5 from Marie Stimpson.

Caltrans

Comments/Concerns

1 – I am opposed to construction of the DAR at Calvin. It would be a huge waste of tax dollars with a significant increase in noise, air, & light pollution for my neighborhood.

2 – It makes no sense to position a DAR directly across from an elementary school, putting children in danger.

– Please construct the DAR to exit ~~into~~ the East at Hillary.

Name: Jonna Kamp

Phone Number: (760) 220-6109 E-mail: jonnakamp@san.rr.com

Address: 9910 Scripps Vista Way, Unit 7
San Diego, CA 92131

Thank you for your comments!

Caltrans

Comments/Concerns

1 – I SUPPORT THE HILLARY RD OPTION AND AM OPPOSED TO THE CALVIN AVE OPTION. REASONS INCLUDE COST, IMPACT TO HOMES & WORK AND PROPERTY OWNERS. THE HILLARY RD OPTION IS CHEAPER AND MORE AMICABLE TO THE IMPACTED PROPERTY OWNERS. THE HILLARY RD OPTION SHOULD BE ADOPTED WITHOUT DOUBT.

Name: BRIAN CURTISS

Phone Number: (619) [redacted] 625-1969 E-mail: ST3 DSLOW@YAHOO.COM

Address: 9910 SCRIPPS VISTA WAY #9, SAN DIEGO, CA 92131

Thank you for your comments!

1: Please refer to Response to General Comment 2 regarding noise concerns, Response to General Comment 3 regarding air quality concerns and Response to Comment 2 from Eva Vegh for lighting.

2: Comment noted. Please refer to Response to General Comment 1 regarding student safety concerns.

1: Comment noted. Please refer to Response to General Comment 5 regarding cost.

Caltrans

Comments/Concerns

1 I oppose the Galvin direct access ramp. It is
2 too dangerous being so close to an elementary school.
The noise level would also directly effect to many residents
3 I support the Hillery alternative It will be closer
to the College + Shopping less residents will be effected
by the noise

Name: Regina White

Phone Number: 858-880-3475 E-mail: purplecolt@aol.com

Address: 10040 Scripps Vista Way #42
San Diego CA 92131

Thank you for your comments!

1: Please refer to Response to General Comment 1 regarding student safety concerns.

2: It is recognized that residents would be affected by noise. Noise impacts for both alternatives were evaluated in the EIR/EA. Please refer to Response to General Comment 2 regarding noise concerns.

3: Comment noted. Please refer to Response to Comment 1 from Do Kim regarding proximity to Miramar College and shopping centers and Response to General Comment 2 regarding noise concerns.

Caltrans

Comments/Concerns

1 I oppose the GALVIN alternative. I believe that
it is a major safety concern with the Drop Off being
right by the Hage Elementary school.

Name: Anthony White

Phone Number: 858-880-3475 E-mail: Wolver3477@aol.com

Address: 10040 Scripps Vista Way Unit 42
San Diego CA 92131

Thank you for your comments!

1: Please refer to Response to General Comment 1 regarding student safety.

I-15 DAR

Caltrans

Comments/Concerns

1 It seems after reviewing the facts the Hillery Drive alternative is the better choice since it affects less residents, costs ~40% less, has existing infrastructure, convenience to shoppers & college students, & doesn't involve elementary school (which Galvin route does).

Name: Do Kim

Phone Number: (858) 271-5720 E-mail: dobay7007@gmail.com

Address: 10020 Scripps Vista Way #61 SD, CA 92131

Thank you for your comments!

Caltrans

Comments/Concerns

1 I am in opposition of the Galvin DAR and in support of the Hillery Drive DAR. There are too many negative impacts on the homeowners, such as noise, pollution, and decreased home values.

Name: Amanda Helpusch

Phone Number: 858 880 10010 E-mail: stickstickly92@hotmail.com

Address: 9910 Scripps Vista Way #7, San Diego, CA 92131

Thank you for your comments!

1: Comment noted.

1: Comment noted. Please refer to Response to General Comment 2 regarding noise concerns, Response to General Comment 3 regarding air pollution concerns and Response to General Comment 7 regarding property values.

Caltrans

Comments/Concerns

1 I oppose the Calvin Ramp very strongly.

I wholly support the Hillary Ramp.

Name: Deborah Joyce

Phone Number: 858.530.0028 E-mail: yejdsjl@aol.com

Address: 9940 Scripps Vista Way
S.D. 92131

Thank you for your comments!

1: Comment noted.

SD USD
San Diego Unified School District
EUGENE BRUCKER EDUCATION CENTER
4100 Normal Street, San Diego, CA 92103-2682
(858) 271-8050
Fax: (858) 578-8364

Walker Elementary School
9225 Hillery Drive
San Diego, CA 92126

California Department of Transportation District 11
David Nagy, Senior Environmental Planner Branch B Chief
4050 Taylor Street
San Diego, CA 92110

November 20, 2008

Dear Mr. Nagy:

I am the principal of Walker Elementary who attended the Mira Mesa Town Council Meeting Monday, November 17, 2008. I would like to formally voice my concerns and objections over the Environmental Impact Report Proposal to build a Direct Access Ramp Project directed at the intersections of Hillery Drive and Black Mountain Road.

In addition to the 550 students and approximately 60 staff and faculty, Walker Elementary also houses Klassic Kids, Head Start, The Prime Time Program (formerly Harmonium/6 to 6), a California Child Development Center, San Diego State University Credential classes, an adult Special Education TRACE program, three special education PACE classes, and a preschool.

Hillery Drive is heavily populated with pedestrian traffic from all of these programs, students, staff and families commuting to and from Wangenheim Middle School, Mira Mesa High School, Miramar College, Mason Elementary School and the many apartment and condominium complexes and houses, the mobile home parks, the shopping centers on Westview Parkway, Black Mountain Road, and Mira Mesa Boulevard. Our school parking lot is too small to accommodate Walker faculty and staff and there is no parking for parents and families who have to utilize limited parking on the adjacent streets to Hillery Drive.

The intersections at Hillery Drive on Black Mountain Road and the crosswalks to Walker Elementary are extremely dangerous to cross and pose serious threats to the safety of all of our students and families and pedestrians. We have had many close calls daily with speeding cars and oblivious drivers not paying attention to the 5th grade safety patrol and adults assisting, drivers making U turns in a no U turn zone, vehicles attempting to enter through the exit only driveway or exiting through the entrance only driveway and trying to enter the parking lot, park in the loading only zones, in the bus zones, and in any non designated parking spaces which create serious safety hazards and block bus, staff, and student access into Walker. I have appealed to San Diego City Police, San Diego Unified School District School Police, motorcycle police and

RSVP retirees for assistance to prevent serious injuries, accidents, and potential deaths to our population. This continues to be an on-going issue without adequate resolutions that will insure the safety of our school and students.

1 The proposal for the Mira Mesa/Scripps Ranch Direct Access Ramp Project on Hillery Drive would pose even greater risks with the increase in traffic thus seriously jeopardizing the safety and lives of our students and residents. The roadway segments into the area currently operate at a level of service characterized as having unstable, congested traffic with long delays.

2 Based on the presentation at the Mira Mesa Town Council Meeting, this project is not fully funded and lacks specific steps and additional funding to mitigate the overflow of traffic and dangerous circumstances. Exacerbating an already impossible situation seems counterproductive to providing direct vehicular access to the managed interstate 15 lanes, encouraging mass transit and maximizing integration of land uses and transportation facilities when there are San Diego areas available at other locations which would not directly impact so many public schools. Direct Access and greater transportation efficiency cannot be at the expense of the safety and lives of our children.

On behalf of Walker families, students, faculty, staff and community, I implore you to consider other alternative options to the location of your project instead of Hillery Drive.

Sincerely,

Rochelle Dawes

Rochelle Dawes, Principal

1: Please refer to Response to General Comment 1 regarding traffic and public safety concerns.

2: Please refer to Response to General Comment 1 regarding traffic and public safety concerns near Walker Elementary School. Please refer to Response to Comments 2 from Abdolreza Torabzadeh regarding project funding.

WE OPPOSE THE GALVIN AVENUE DAR PROJECT

November 10, 2008

California Dept. of Transportation, Dist. 11
ATTN: David Nagy
4050 Taylor Street
San Diego, CA 92110

Re: Mira Mesa / Scripps Ranch Direct Access Ramp Project
Letter of Public Input

Dear Mr. Nagy

I am writing to you as a resident of Mira Mesa and a parent with children attending Hage Elementary School, located at 9750 Galvin Avenue. Our school is less than one hundred feet from the project that Caltrans is considering, to place "direct access freeway ramps" directly across the street from our children's school.

1 I am writing to voice my strongest opposition to the Galvin Avenue DAR Project. The freeway ramps will attract an extraordinary amount of traffic onto Galvin Avenue, Westview Parkway, Capricorn Way and the related intersections. Our neighborhoods are already nearly gridlocked at peak hours and it is not only difficult but often unsafe for our children and parents to reach our school. This project will divert traffic from Black Mtn. Road onto Galvin, Capricorn and Westview Parkway, precisely at the peak hours when our children and parents must access the elementary school to drop off or pick up our children.

2 The freeway ramp project will also create noise and pollution impacts, both from the construction and the over 5,000 extra cars projected in your studies that will drive past Hage Elementary, every day, if CalTrans were to impose this project upon us. The noise, dust and fumes from construction and operation of the freeway ramps will have a harmful effect upon the health and learning environment of the children at Hage Elementary.

3 I oppose the Galvin Avenue project because it will harm our neighborhood and our school. No freeway ramp or major thoroughfare should be directly adjacent to an elementary school.

Sincerely,

Rukhsana Budhwani
9535 Compass Point Drive South
San Diego, CA 92126.

1: Please refer to Response to General Comment 1 traffic and public safety concerns near Hage Elementary School.

2: Please refer to Response to General Comments 2 and 3 regarding noise and air pollution concerns.

3: Comment noted and is included in the administrative record as part of the Final environmental document. No response is required, as the comment does not raise a specific issue regarding the potential environmental effects of the Project.

CHAPTER 5.0

LIST OF PREPARERS

CHAPTER 5.0 – LIST OF PREPARERS

This Final EIR/EA was prepared by HELIX Environmental Planning, Inc. for the Department. The following persons participated in preparation of the Draft EIR/EA and/or its associated technical studies:

Department, District 11

Rafael Ambrosi, Air Quality, Transportation Engineer, M.S. Civil Engineering, M.S. Computer Science, B.S. Bioengineering

Jayne Dowda, Branch Chief Environmental Engineering, Senior Environmental Planner, B.S. Civil Engineering

Maurice Eaton, Traffic, Senior Transportation Engineer, B.S. Business Administration

Marlene Gros, Landscape Architecture Oversight, Associate Environmental Planner, B.S. Landscape Architecture, RLA

Giao Hoang, Water Quality, Transportation Engineer, B.S. Mechanical Engineering

Dennis Jung, Document Oversight, Associate Environmental Planner, M.B.A., B.A. History

Joel Kloth, Hazardous Waste, Associate Engineering Geologist, B.S. Geology

David Nagy, Branch B Chief, Senior Environmental Planner, B.S. Forestry and Natural Resource Management

Martin Rosen, Cultural Resource Studies, Senior Environmental Planner, M.A. Anthropology

Kim Smith, Biologist, Associate Environmental Planner (Natural Sciences), B.S. Biology

Michelle Trudell, Community Impacts, Associate Environmental Planner, B.A. Environmental Studies

HELIX Environmental Planning, Inc.

David W. Claycomb, Principal, M.S. Natural Resources Management, B.S. Botany.

Seán Cárdenas, Senior Project Manager, A.B.D. Anthropology, M.A. Anthropology, B.A. Anthropology.

Tim Belzman, Project Manager, M.C.P. City Planning, B.S. Criminal Justice Administration.

Dennis Marcin, Senior Environmental Specialist, B.S. Geology.

Melissa Whittemore, Project Manager, B.S. Biology.

Stacy Hall de Gomez, Environmental Planner III, M.M.A. Fisheries Economics and Marine Policy, B.Sc. Biology.

Dawna De Mars, Environmental Planner II, B.A. Avian Science, B.A. Economics.

Kristel Haesler, Environmental Planner II, J.D. Law, B.A. Environmental Studies.

R. Brad Lewis, ASLA, Landscape Architecture Group Manager, B.S. Landscape Architecture.

Amy Hoffman, RLA, Project Landscape Architect, M. Landscape Architecture, B.A. Landscape Architecture.

Kevin Mock, ASLA, Assistant Landscape Designer, M. Landscape Architecture, B.A. Landscape Architecture.
W. Larry Sward, Senior Scientist, M.S. Biology, B.S. Biology.

Seeky Cacciatore, Project Manager, M.S. Environmental Science & Policy, B.A. Geography.

Stacy Nigro, Biologist, B.S. Forest Resources and Conservation.

Brian Parker, Biologist, M.A. Biology, B.S. Ecology.

Kimberly Davis, Biologist, M.S. Biological Sciences, B.S. Biological Sciences.

Justin Palmer, Senior GIS Specialist, B.A. Geography, Natural Resource and Environmental Conservation.

Nathan Mendenhall, GIS Specialist. M.S. Geography, B.S. Geography.

Nicholas Janssen, GIS Specialist, B.S. Natural Resource Management and Interpretation.

Katherine Fuller. GIS Specialist, M.A. Geography, B.A. Geography and Environmental Studies.

Asia Addlesberger, GIS Specialist, M.S. Geography, B.A. Geography/Environmental Studies.

Pamela Hartsock, Ph.D, Senior Technical Editor, Ph.D English, M.A. English, B.A. English.

Rene Beight, Word Processor/Document Specialist.

Michele Edmonds, Word Processor/Document Specialist.

Stacy Adams, Word Processor/Document Specialist.

Boyle Engineering

F.R. Clark Fernon, PE, Managing Engineer.

Michael Crull, PE, Principal Engineer.

Nick Haigh, PE, Senior Transportation Engineer.

Robert Hawthorne, PE, Principal Engineer.

Gerard Dalziel, PE, Principal Engineer.

CIC Research, Inc.

Warren Hull, Vice President.

Julia Cheung, Market Research Analyst.

Kimley-Horn and Associates, Inc.

Jeff Fuller, INCE REHS, Senior Acoustician/Project Manager.

Steve Feidler, INCE, Project Acoustician.

Susumu Shirayama, Project Acoustician.

KOA Corporation

Seth Torma, Senior Planner.

George Ghossain, Senior Transportation Engineer.

Mark Greany, Associate Transportation Engineer.

Balaji Shevaji, Assistant Transportation Engineer.

Ninyo & Moore

Stephan Beck, PG, Environmental Services Division Manager.

Ron Hallum, CEG, Senior Geologist.

Randal Irwin, CEG, Chief Engineering Geologist.

Shannon L. Smith, Senior Project Environmental Scientist.

Kyle Consulting

Carolyn E. Kyle, Principal Investigator.

Scientific Resources Associated

Valorie L. Thompson, Ph.D., Principal.

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CHAPTER 6.0

DISTRIBUTION LIST

CHAPTER 6.0 – DISTRIBUTION LIST

FEDERAL AGENCIES

- U.S. Department of Transportation,
  Federal Highway Administration
  California Division
  650 Capitol Mall, Suite 4-100
  Sacramento, CA 95814

- U.S. Fish and Wildlife Service
  6010 Hidden Valley Road
  Carlsbad, CA 92011

- U.S. Army Corps of Engineers
  16885 West Bernardo Drive, Suite 300
  San Diego, CA 92127

- Marine Corps Air Bases Western Area
  Miramar
  Colonel P.S. Parkhurst, Community Plans and Liaison Officer
  P.O. Box 452001
  San Diego, CA 92145

- Director, Office Of Environmental Policy And Compliance
  Department Of The Interior
  Main Interior Building, MS 2342
  1849 C Street, NW
  Washington, DC 20240

- Chief
  Attn: CESPL-CO-R
  U.S. Army Corps of Engineers
  Los Angeles District
  915 Wilshire Blvd., Suite 980
  P.O. Box 532711
  Los Angeles, CA 90053-2325
  Attention: Mark Cohen

- Director, Office of Environmental Compliance
  U.S. Department of Energy
  1000 Independence Ave., SW
  Room 4G-064
  Washington, DC 20585

- Federal Aviation Administration
  San Diego Flight Standards District Office
  8525 Gibbs Drive, Suite 120
  San Diego, CA 92123

- The Honorable Barbara Boxer
  US Senator
  600 B Street, Suite 2240
  San Diego, CA 92101

- The Honorable Dianne Feinstein
  US Senator
  750 B Street, Suite 1030
  San Diego, CA 92101

- US Representative 50th District
  Brian Bilbray
  462 Stevens Avenue, Suite 107
  Solana Beach, CA 92075

- US Representative 52nd District
  Duncan Hunter
  1870 Cordell Court, #206
  El Cajon, CA 92020

STATE AGENCIES

- California Department of Fish and Game
  4949 Viewridge Avenue
  San Diego, CA 92123

- California Regional Water Quality Control Board, San Diego Region 9
  9174 Sky Park Court, Suite 100
  San Diego, CA 92123

STATE AGENCIES (cont.)

- San Diego Air Pollution Control District
  10124 Old Grove Road
  San Diego, CA 92131

- California Department of Toxic Substances Control
  9174 Sky Park Court, Suite 150
  San Diego, CA 92123

- California Department of Water Resources
  P.O. Box 942836
  Sacramento, CA 94236

- California Office of Historic Preservation
  P.O. Box 94296
  Sacramento, CA 94296

- California Transportation Commission
  Department of Transportation
  Division of Environmental Analysis
  P.O. Box 942874 MS 27
  Sacramento, CA 94274-001

- Director, Department of Human Health & Services
  P.O. Box 997413
  Sacramento, CA 95899-7413

- California Highway Patrol
  4902 Pacific Highway
  San Diego, CA 92110-4097

- State Assembly 75th District
  George A. Plescia
  9909 Mira Mesa Boulevard, #130
  San Diego, CA 92131

- State Senate 39th District
  Christine Kehoe
  2445 5th Avenue, Suite 200
  San Diego, CA 92101

- State Clearinghouse
  Office of Planning and Research
  P.O. Box 3044
  Sacramento, CA 95812

- Native American Heritage Commission
  915 Capitol Mall, Room 364
  Sacramento, CA 95814

- California Air Resources Board
  1001 I Street
  Sacramento, CA 95812

- California Highway Patrol
  P.O. Box 942898
  Sacramento, CA 95814

- Executive Office
  State Air Resources Board
  1001 “I” Street
  P.O. Box 2815
  Sacramento, CA 95812

- Director, California Department of Conservation
  801 K Street, MS 24-01
  Sacramento, CA 95814

- County of San Diego
  City Clerks Office
  City of San Diego
  202 C Street
  San Diego, CA 92101-4806

- State Senate 36th District
  Dennis Hollingsworth
  27555 Ynez Road, #204
  Temecula, CA 92591

LOCAL AGENCIES

- City of San Diego, Planning Department
  Jennifer Cordeau
  202 C Street, MS 4A
  San Diego, CA 92101

- City of San Diego, Planning Department
  Dan Monroe
  202 C Street, MS 4A
  San Diego, CA 92101

- City of San Diego, Development Services Department
  1222 First Avenue, MS 301
  San Diego, CA 92101

- City of San Diego, Development Services Department, Transportation Development
  Attn: Ann French
  1222 First Avenue, MS 301
  San Diego, CA 92101

- City Council - District 5
  Brian Maienschein
  City of San Diego
  202 C Street
  San Diego, CA 92101-4806

- Mira Mesa Community Planning Group
  Ted Brengel, Chair
  11975 Thomas Hayes Lane
  San Diego, CA 92126

- Miramar Ranch North Planning Committee
  Bill Crooks, Chair
  11755 Thomas Hayes Lane
  San Diego, CA 92126

- Scripps Miramar Ranch Community Planning Group
  Todd Philips, Chair
  11053 Mundial Street
  San Diego, CA 92131

- Mira Mesa Town Council
  Jeff Stevens
  PMB 230
  10606-8 Camino Ruiz
  San Diego, CA 92126

- San Diego County Water Authority
  4677 Overland Avenue
  San Diego, CA 92123

- SDG&E/Sempra Energy
  Planning Department
  101 Ash Street
  San Diego, CA 92101

- San Diego Unified School District
  Eugene Brucker Education Center
  4100 Normal Street
  San Diego, CA 92103

- San Diego City Community College District
  Richard Burkhart, Construction Manager-Facilities Management
  3375 Camino Del Rio South
  San Diego, CA 92108

- San Diego Miramar College
  Patricia Hsieh, President
  10440 Black Mountain Road
  San Diego, CA 92126

- SANDAG
  401 B Street, Suite 800
  San Diego, CA 92101

- MTS
  1255 Imperial Avenue, Suite 1000
  San Diego, CA 92101

LOCAL AGENCIES (cont.)

- Mira Mesa Branch Library
  8405 New Salem Street
  San Diego, CA 92126

- San Diego County Fire Marshal
  Office of Emergency Services
  5555 Overland Avenue, Suite 1911
  San Diego, CA 92123-1294

- County of San Diego Dept. of Public Works, Transportation Planning
  5555 Overland Ave., MS-0336
  San Diego, CA 92123
  Attention: Bob Goralka

- County Dept. of Planning and Land Use
  5201 Ruffin Road, Suite B
  San Diego, CA 92123
  Attn: Eric Gibson

- County of San Diego, Recorder/Clerks Office
  County Administration Center
  1600 Pacific Highway, Room 260
  San Diego, CA 92101

- Mayor Jerry Sanders
  City of San Diego
  202 C Street
  San Diego, CA 92101-4806

- Scripps Miramar Ranch Branch Library
  10301 Scripps Lake Drive
  San Diego, CA 92131

- San Diego Public Library
  Science Industry and Government Publication Section
  80 E Street
  San Diego, CA 92101

- County of San Diego
  City Clerks Office
  City of San Diego
  202 C Street
  San Diego CA 92101-4806

- City of San Diego, Environmental Services Department, Resource Management Division
  9601 Ridgehaven Ct., Suite 210
  San Diego, CA 92123-1636

- City Council – District 1
  Scott Peters
  City of San Diego
  202 C Street
  San Diego, CA 92101-4806

- San Diego Board of Supervisors
  District 3
  Pam Slater-Price
  County Administration Center
  1600 Pacific Highway #335
  San Diego CA 92101-2470

LOCAL ORGANIZATIONS, INTEREST GROUPS AND INTERESTED PARTIES

- San Diego Archaeological Society
  P.O. Box A81106
  San Diego, CA 92138

- Justin Schlaefli
  Urban Systems Associates
  4540 Kearny Villa Rd., Suite 106
  San Diego, CA 92123

- Garden Communities
  Attention: Carol Matson
  8530 Costa Verde Blvd.
  San Diego, CA 92122

- San Diego Audubon Society
  4891 Pacific Highway, Suite 112
  San Diego, CA 92110

LOCAL ORGANIZATIONS, INTEREST GROUPS AND INTERESTED PARTIES (cont.)

- Richard Schulman
  Hecht Solberg Robinson Goldberg &
  Bagley LLP
  600 West Broadway, 8th Floor
  San Diego, CA 92101

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CHAPTER 7.0

REFERENCES

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Boyle Engineering Corporation (Boyle)

2008 Noise Abatement Decision Report Mira Mesa/Scripps Ranch Direct Access Ramp. October.

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Appendix A

TITLE VI POLICY STATEMENT

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5266
FAX (916) 654-6608
TTY (916) 653-4086

Flex your power!
Be energy efficient!

January 14, 2005

TITLE VI
POLICY STATEMENT

The California Department of Transportation under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, and age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

WILL KEMPTON
Director

Appendix B

ENVIRONMENTAL COMMITMENTS RECORD

ENVIRONMENTAL COMMITMENTS RECORD (ECR)
MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP PROJECT

Date: March 2009
Environmental Coordinator: Dennis Jung
619-688-0266

11-SD-15
KP 24.4/26.4 (PM 15.1/16.4)
EA 2T0950

Task and Brief Description	Responsible Branch/Staff	Timing/ Phase	Action Taken to Comply with Task	Task Completed	
				Initial	Date
DESIGN KICK-OFF	Project Management/Project Delivery	Beginning of 1 phase			
ENVIRONMENTAL PS&E REVIEW	Project Management/ Environmental	District PS&E Circulation			
PRECONSTRUCTION MEETING	Project Management	Contract Award			
TRANSFER RESIDENT ENGINEER BOOK	Project Engineer (RE)	Pre-construction Meeting			
PREJOB MEETING	Project Management/ Construction	Construction			
ENVIRONMENTAL COMPLIANCE REVIEW	Project Management/ Construction	Safety Review			
DESIGN FEATURES MEMORANDUM	Project Management/ Construction	Post Construction			

ENVIRONMENTAL COMMITMENTS RECORD (ECR)
MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP PROJECT

Date: March 2009
Environmental Coordinator: Dennis Jung
619-688-0266

11-SD-15
KP 24.4/26.4 (PM 15.1/16.4)
EA 2T0950

Task and Brief Description	Responsible Branch/Staff	Timing/ Phase	Action Taken to Comply with Task	Task Completed	
				Initial	Date
UTILITIES/EMERGENCY SERVICES					
Hillery Drive Alternative					
Coordination with utility providers and relocation of utilities (water, reclaimed water, gas, and telephone)	Project Management/ Construction	Pre-construction/ Construction			
Traffic Management Plan for emergency vehicles	Construction	Construction			
Galvin Avenue Alternative					
Coordination with utility providers and relocation of utilities (water, sewer, and gas)	Project Management/ Construction	Pre-construction/ Construction			
Traffic Management Plan for emergency vehicles	Construction	Construction			
TRAFFIC AND TRANSPORTATION/ PEDESTRIAN AND BICYCLE FACILITIES					
Hillery Drive Alternative					
Implement traffic calming along Hillery Drive, between Greenford Drive and Black Mountain Road	RE/ Traffic	Design/ Construction			
Add northbound right-turn lane at Hillery Dr./Black Mtn. Rd. if proposed Casa Mira View does not construct (planned improvement)	RE/ Traffic	Design/ Construction			
Add northbound right-turn lane at Hillery Dr./Black Mtn. Rd. if proposed Casa Mira View does not construct (planned improvement)	RE/ Traffic	Design/ Construction			
Modify signal at Hillery Dr./Black Mtn. Rd. to allow for northbound right-turn overlap	RE/ Traffic	Design/ Construction			
Modify signal at Gold Coast Dr./Black Mtn. Rd. to allow for eastbound right-turn overlap	RE/ Traffic	Design/ Construction			
Galvin Avenue Alternative					
Add northbound right-turn lane at Mira Mesa Blvd./Greenford Drive if proposed Casa Mira View does not construct (planned improvement)	RE/ Traffic	Design/ Construction			
Add northbound right-turn lane at Hillery Dr./Black Mtn. Rd. if proposed Casa Mira View does not construct (planned improvement)	RE/ Traffic	Design/ Construction			

ENVIRONMENTAL COMMITMENTS RECORD (ECR)
MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP PROJECT

Date: March 2009
Environmental Coordinator: Dennis Jung
619-688-0266

11-SD-15
KP 24.4/26.4 (PM 15.1/16.4)
EA 2T0950

Task and Brief Description	Responsible Branch/Staff	Timing/ Phase	Action Taken to Comply with Task	Task Completed	
				Initial	Date
TRAFFIC AND TRANSPORTATION/ PEDESTRIAN AND BICYCLE FACILITIES (cont.)					
Galvin Avenue Alternative (cont.)					
Modify signal at Hillery Dr./Black Mtn. Rd. to allow for northbound right-turn overlap	RE/ Traffic	Design/ Construction			
Modify signal at Gold Coast Dr./Black Mtn. Rd. to allow for eastbound right-turn overlap	RE/ Traffic	Design/ Construction			
VISUAL/AESTHETICS					
Hillery Drive Alternative					
A comprehensive landscape concept plan should be developed and implemented. This plan should be consistent with the existing context and established I-15 corridor design themes and details, and would include the following landscape features: • Drought tolerant and sustainable plant palettes. • Vine planting at retaining walls and noise attenuation walls to reduce the visual scale of the walls and to act as a graffiti deterrent. Architectural treatment-texture, pattern and color-consistent with corridor-wide design themes and the mitigation measures outlined below may be used.	Design/ Landscape Architect	Design/ Construction			
Lighting and signage attachments should occur at pilasters or be incorporated in other architectural features and be consistent with established corridor-wide design themes.	Design/ Landscape Architect	Design/ Construction			
The visual screening wall along the Hillery Drive overcrossing should be 1.5-m (5-ft)- high on a 0.9-m (3-ft)- high concrete barrier. The wall should be colored and textured. The exterior wall could have an element attached to the wall that would create a relief pattern and add shadows to reduce the monolithic quality of the wall. Enhanced materials, such as mosaic tiles, weathering steel accents and art designed by a local artist should also be considered in the design.	Design/ RE/ Landscape Architect	Design/ Construction			
MSE walls for the Hillery Drive overcrossing structure should incorporate the following design features: • The face of the panels should have a 100-mm (4-in) relief pattern, tan color, and an exposed aggregate texture. • The panel relief design should be at an appropriate scale for a neighborhood area. • MSE walls should be designed to cast shadow patterns and add spatial articulation to relieve monolithic surfaces.	Design/ RE/ Landscape Architect	Design/ Construction			

ENVIRONMENTAL COMMITMENTS RECORD (ECR)
MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP PROJECT

Date: March 2009
Environmental Coordinator: Dennis Jung
619-688-0266

11-SD-15
KP 24.4/26.4 (PM 15.1/16.4)
EA 2T0950

Task and Brief Description	Responsible Branch/Staff	Timing/ Phase	Action Taken to Comply with Task	Task Completed	
				Initial	Date
VISUAL/AESTHETICS (cont.)					
Hillery Drive Alternative (cont.)					
Retaining walls of masonry block should incorporate architectural treatments, including tan color, textured block, wall pilasters, and wall caps.	Design/ RE/ Landscape Architect	Design/ Construction			
Gantries, signage and other freeway appurtenances should be designed to be consistent with the smaller scale of the local street.	Design/ RE/ Landscape Architect	Design/ Construction			
Street trees and landscaping should be retained to the highest extent possible during construction of Project features at Hillery Drive.	Design/ Landscape Architect	Design/ Construction			
Replacement of street trees, shrubs and groundcover, and repair of existing irrigation systems should be considered and implemented if the adjacent property owner who currently maintains the landscaping in the City of San Diego R/W agrees to provide landscaping maintenance and water. Street trees, where replaced, should be installed in accordance with City of San Diego guidelines.	Design/ RE/ Landscape Architect	Design/ Construction			
Architectural treatments in raised medians should consist of enhanced paving or rock cobble mulch.	Design/ Landscape Architect	Design/ Construction			
Enhanced paving should be used where the wide pedestrian walkway, extending from the Edwards Cinemas building to Miramar College, meets the sidewalk at Hillery Drive.	Design/ RE/ Landscape Architect	Design/ Construction			
Metal fencing and safety railing at local streets should use masonry block pilasters, where appropriate, and have similar design and color as the existing fencing/railing.	Design/ Landscape Architect	Design/ Construction			
Bicycle lanes and other urban amenities on the local street sections of structures should be consistent with local Community Plan guidelines and the corridor-wide design themes.	Design	Design/ Construction			

ENVIRONMENTAL COMMITMENTS RECORD (ECR)
MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP PROJECT

Date: March 2009
Environmental Coordinator: Dennis Jung
619-688-0266

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KP 24.4/26.4 (PM 15.1/16.4)
EA 2T0950

Task and Brief Description	Responsible Branch/Staff	Timing/ Phase	Action Taken to Comply with Task	Task Completed	
				Initial	Date
VISUAL/AESTHETICS (cont.)					
Galvin Avenue Alternative					
·A comprehensive landscape concept plan should be developed and implemented. This plan should be consistent with the existing context and established I-15 corridor design themes and details, and would include the following landscape features: • Drought tolerant and sustainable plant palettes. • Vine planting at retaining walls and noise attenuation walls to reduce the visual scale of the walls and to act as a graffiti deterrent. Architectural treatment-texture, pattern and color-consistent with corridor-wide design themes and the mitigation measures outlined below may be used.	Design/ Landscape Architect	Design/ Construction			
Lighting and signage attachments should occur at pilasters or be incorporated in other architectural features and be consistent with established corridor-wide design themes.	Design/ Landscape Architect	Design/ Construction			
MSE walls for the Galvin Avenue overcrossing structure should incorporate the following design features: • The face of the panels should have a 100-mm (4-in) relief pattern, tan color, and an exposed aggregate texture. • The panel relief design should be at an appropriate scale for a neighborhood area. • MSE walls should be designed to cast shadow patterns and add spatial articulation to relieve monolithic surfaces.	Design/ RE/ Landscape Architect	Design/ Construction			
Retaining walls of masonry block should incorporate architectural treatments, including tan color, textured block, wall pilasters, and wall caps.	Design/ RE/ Landscape Architect	Design/ Construction			
Gantries, signage and other freeway appurtenances should be designed to be consistent with the smaller scale of the local street.	Design/ RE/ Landscape Architect	Design/ Construction			
Erosion control planting at Galvin Avenue should include hydro-seeded slopes. Enhanced landscaping with trees, shrubs and groundcover should be implemented if the City of San Diego agrees to maintain the landscaping through a Landscape Maintenance/ Cooperative Agreement. Erosion control planting at the freeway should be enhanced landscaping.	Design/ RE/ Landscape Architect	Design/ Construction			
Street tree planting and irrigation should be considered and implemented, provided the City of San Diego agrees to maintain the landscaping through a Landscape Maintenance/ Cooperative Agreement.	Design/ RE/ Landscape Architect	Design/ Construction			

ENVIRONMENTAL COMMITMENTS RECORD (ECR)
MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP PROJECT

Date: March 2009
Environmental Coordinator: Dennis Jung
619-688-0266

11-SD-15
KP 24.4/26.4 (PM 15.1/16.4)
EA 2T0950

Task and Brief Description	Responsible Branch/Staff	Timing/ Phase	Action Taken to Comply with Task	Task Completed	
				Initial	Date
VISUAL/AESTHETICS (cont.)					
Galvin Avenue Alternative (cont.)					
The existing retaining/noise wall between I-15 and Erma Road that would be reconstructed should include construction of a thickened barrier at the retaining wall to allow room for sound wall pilasters or to provide a 1.8-m (6-ft) planter pocket between the wall and concrete barrier.	Design/RE/Landscape Architect	Design/ Construction			
Modified barriers and slope faced girders should be used at the exterior edges of the widened Mira Mesa Boulevard undercrossing to conform with Corridor Design Guidelines for the I-15 Managed Lanes project. The flared columns of the existing structure should be maintained in the widened portion. Slope paving should consist of masonry block slope paving with colors and textures consistent with existing slope paving.	Design/ RE/ Landscape Architect	Design/ Construction			
Architectural treatments in raised medians should consist of enhanced paving or rock cobble mulch.	Design/ Landscpae Architect	Design/ Construction			
Metal fencing and safety railing at local streets should use masonry block pilasters where appropriate and have similar design and color as the existing fencing/railing.	Design/ Landscpae Architect	Design/ Construction			
Bicycle lanes and other urban amenities on the local street sections of structures should be consistent with local Community Plan guidelines and the corridor-wide design themes.	Design	Design/ Construction			
CULTURAL RESOURCES					
If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area should be diverted until a qualified archaeologist can assess the nature and significance of the find.	RE/ Construction	Construction			
If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities should cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the Department should notify the Native American Heritage Commission, who will provide a Most Likely Descendant (MLD). The Department would contact the MLD. Department Professional Qualified Staff (PQS) would work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 would be followed, as applicable.	RE/Construction	Construction			

ENVIRONMENTAL COMMITMENTS RECORD (ECR)
MIRA MESA/SCRIPPS RANCH DIRECT ACCESS RAMP PROJECT

Date: March 2009
Environmental Coordinator: Dennis Jung
619-688-0266

11-SD-15
KP 24.4/26.4 (PM 15.1/16.4)
EA 2T0950

Task and Brief Description	Responsible Branch/Staff	Timing/ Phase	Action Taken to Comply with Task	Task Completed	
				Initial	Date
WATER QUALITY AND STORM WATER RUNOFF					
Hillery Drive Alternative					
Implement construction Best Management Practices (BMPs)	Design/RE	Construction			
Implement pollution prevention BMPs	Design/RE	Construction			
Implement maintenance BMPs	Construction	Construction			
Galvin Avenue Alternative					
Implement construction BMPs	Design/RE	Construction			
Implement treatment BMPs	Design/RE	Construction			
Implement pollution prevention BMPs	Design/RE	Construction			
Implement maintenance BMPs	Construction	Construction			
GEOLOGY/SOILS/ SEISMIC/TOPOGRAPHY					
Hillery Drive Alternative					
Potential liquefaction and seismically induced settlement effects could be addressed through efforts such as: (1) conformance with applicable seismic parameters from sources, including Department standards and the UBC/CBC; (2) removal and recompaction or replacement of materials susceptible to liquefaction or seismic settlement; (3) in-place soil and/or structural modifications such as compaction grouting, soil mixing, dynamic compaction, or driving piles below liquefiable layers; and (4) use of subdrains in appropriate areas.	Design/ Construction	Design/ Construction			
Potential impacts related to landslide/slope stability hazards could be addressed through efforts such as: (1) removal of potentially unstable landslide deposits; (2) stabilization of applicable areas through buttressing or use of rock anchors; (3) placement of energy dissipators in appropriate areas; and (4) implementation of appropriate BMPs for erosion/sediment control.	Design/ Construction	Design/ Construction			
Expansive or compressive characteristics in surficial materials could be addressed through efforts such as: (1) removal and recompaction or replacement of unsuitable soils; (2) selective placement and/or capping of expansive soils; (3) use of subdrains and moisture conditioning in areas of expansive soils; (4) soil mixing and use of specially designed foundations or slabs in areas of expansive deposits; (5) use of in-place soil modifications in areas of compressible soils (as described above for liquefaction/seismic settlement); (6) surcharging of compressible materials left in place to accelerate consolidation rates; and (7) settlement monitoring in areas of compressible soils.	Design/ Construction	Design/ Construction			

Task and Brief Description	Responsible Branch/Staff	Timing/ Phase	Action Taken to Comply with Task	Task Completed	
				Initial	Date
GEOLOGY/SOILS/ SEISMIC/TOPOGRAPHY (cont.)					
Hillery Drive Alternative (cont.)					
Potential impacts related to oversize materials could include off-site disposal, selective burial in deeper fills, or crushing.	Construction	Construction			
Galvin Avenue Alternative					
Potential impacts related to landslide/slope stability hazards could be addressed through efforts such as: (1) removal of potentially unstable landslide deposits; (2) stabilization of applicable areas through buttressing or use of rock anchors; (3) placement of energy dissipators in appropriate areas; and (4) implementation of appropriate BMPs for erosion/sediment control.	Design/ Construction	Design/ Construction			
Expansive or compressive characteristics in surficial materials could be addressed through efforts such as: (1) removal and recompaction or replacement of unsuitable soils; (2) selective placement and/or capping of expansive soils; (3) use of subdrains and moisture conditioning in areas of expansive soils; (4) soil mixing and use of specially designed foundations or slabs in areas of expansive deposits; (5) use of in-place soil modifications in areas of compressible soils (as described above for liquefaction/seismic settlement); (6) surcharging of compressible materials left in place to accelerate consolidation rates; and (7) settlement monitoring in areas of compressible soils.	Design/ Construction	Design/ Construction			
Potential impacts related to oversize materials could include off-site disposal, selective burial in deeper fills, or crushing.	Construction	Construction			
PALEONTOLOGY					
Hillery Drive Alternative					
A qualified principal paleontologist (M.S. or Ph.D. in paleontology or geology, and familiar with paleontological procedures and techniques) would be retained to be present at pre-grading meetings to consult with grading and excavation contractors.	Project Management	Pre-construction			
A paleontological monitor, under the direction of the qualified principal paleontologist, would be on site to inspect cuts for fossils at all times during original grading involving sensitive geologic formations (i.e., previously undisturbed areas of the Old Paralic Deposits, Stadium Conglomerate, and/or volcaniclastic members of the Santiago Peak Volcanics).	RE/ Paleontologist	Construction			

Task and Brief Description	Responsible Branch/Staff	Timing/ Phase	Action Taken to Comply with Task	Task Completed	
				Initial	Date
PALEONTOLOGY (cont.)					
Hillery Drive Alternative (cont.)					
If fossils are discovered, the paleontologist (or paleontological monitor) would recover them. Construction work in these areas would be halted or diverted to allow recovery of fossil remains in a timely manner.	RE/ Paleontologist	Construction			
Fossil remains collected during the monitoring and salvage portion of the mitigation program would be cleaned, repaired, sorted, and cataloged.	Paleontologist	Construction			
Prepared fossils, along with copies of all pertinent field notes, photos and maps, would then be deposited in a scientific institution with paleontological collections.	Paelontologist	Construction			
A final report would be completed that outlines the results of the mitigation program.	Paleontologist	Construction/ Post-construction			
Where feasible, selected road cuts or large finished slopes in areas of critically interesting geology may be left exposed so they can serve as important educational and scientific features.	RE/ Paleontologist	Construction			
Galvin Avenue Alternative					
Same as Hillery Drive Alternative	RE/ Paleontologist	Construction			
HAZARDOUS WASTE/MATERIALS					
Hillery Drive Alternative					
Wastes and potentially hazardous wastes on the Project site, including old tires, equipment, trash, and drums and containers should be removed and disposed of in accordance with applicable regulatory requirements.	RE/Contractor	Pre-construction			
Prior to disturbance of any painted surfaces, sampling should be performed to assess the presence of lead. Suspect surfaces, including guardrails, piping, and pavement striping should be sampled and analyzed, and if present, appropriate abatement actions shall be implemented in accordance with applicable regulatory requirements.	Contractor	Pre-construction			
If creosote-treated wood is present on the Project site, it should be characterized, managed, and disposed of in accordance with applicable regulatory requirements.	RE/Construction	Construction			
Prior to commencement of excavation activities, a Site and Community Health and Safety Plan should be prepared to manage potential health and safety hazards to workers and the public.	Contractor	Pre-construction			

Task and Brief Description	Responsible Branch/Staff	Timing/ Phase	Action Taken to Comply with Task	Task Completed	
				Initial	Date
HAZARDOUS WASTE/MATERIALS (cont.)					
Hillery Drive Alternative (cont.)					
If groundwater is anticipated to be encountered during Project construction, a Groundwater Management Plan should be prepared to address the notification, monitoring, sampling, testing, handling, storage, and disposal of potentially contaminated groundwater.	RE/Contractor	Pre-construction/ Construction			
Contract specifications should include references to the potential to encounter contaminated soil, groundwater or other regulated wastes during Project construction.	RE	Pre-construction			
Further assessment should be performed at the Project site of this build alternative if discolored soil suggestive of contamination or other potential environmental issues are encountered during Project construction.	RE/Contractor	Construction			
Galvin Avenue Alternative					
In addition to the measures listed above for the Hillery Drive Alternative:· Prior to disturbance and disposal, soil at the equipment yard should be characterized for constituents of potential environmental concern, and, if present, appropriate abatement actions should be implemented in accordance with applicable regulatory requirements.	Contractor	Pre-construction			
AIR QUALITY					
Hillery Drive Alternative					
Water or dust palliative should be applied to exposed soil surfaces at the Project site of the build alternatives as frequently as necessary to control fugitive dust emissions.	RE/ Construction	Construction			
Soil binder should be spread on any unpaved roads used for construction purposes, and all construction parking areas.	RE/ Construction	Construction			
Trucks should be washed off as they leave the Project site of the build alternatives as necessary to control fugitive dust emissions.	RE/ Construction	Construction			
Track-out reduction measures such as gravel pads should be used at access points to minimize dust and mud deposits on roads affected by construction traffic.	RE/ Construction	Construction			
Dust and mud that are deposited on paved, public roads due to construction activity and traffic should be removed to decrease particulate matter.	RE/ Construction	Construction			

Task and Brief Description	Responsible Branch/Staff	Timing/ Phase	Action Taken to Comply with Task	Task Completed	
				Initial	Date
AIR QUALITY (cont.)					
Hillery Drive Alternative (cont.)	RE/ Construction	Construction			
Mulch or plant vegetation should be installed as soon as practical after grading to reduce windblown particulate in the area.	RE/ Construction	Construction			
Construction equipment and vehicles should be properly tuned and maintained. Low sulfur fuel should be used in all construction equipment, as provided in California Code of Regulations Title 17, Section 93114.	RE/ Construction	Construction			
Equipment and materials storage areas should be located as far away from residential and park uses as practical.	RE/ Construction	Construction			
To the extent feasible, construction traffic should be routed and scheduled to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.	RE/ Construction	Construction			
Galvin Avenue Alternative					
Same as Hillery Drive Alternative	RE/ Construction	Construction			
NOISE					
Hillery Drive Alternative					
The following noise control measures wuold be implemented during Project construction: • Compliance with the Department's Standard Specifications 7-1.011 (July 1999) Sound Control Requirements • Idling equipment should be turned off • A noise-control monitoring program should be implemented • Noisier operations should be performed during the times least sensitive to receptors • Temporary sound walls should be constructed during construction, as appropriate • The community should be informed of anticipated construction activities and schedules	RE/ Construction	Pre-construction/ Construction			

Task and Brief Description	Responsible Branch/Staff	Timing/ Phase	Action Taken to Comply with Task	Task Completed	
				Initial	Date
NOISE (cont.)					
Galvin Avenue Alternative					
The following noise control measures wuold be implemented during Project construction: • Compliance with the Department's Standard Specifications 7-1.011 (July 1999) Sound Control Requirements • Idling equipment should be turned off • A noise-control monitoring program should be implemented • Noisier operations should be performed during the times least sensitive to receptors • Temporary sound walls should be constructed during construction, as appropriate • The community should be informed of anticipated construction activities and schedules	RE/ Construction	Pre-construction/ Construction			
Construct noise abatement in the form of a barrier along the east side of the I-15 R/W, with respective lengths and average heights of 455 m (1,493 ft) and 3.0 m (10.0 ft).	RE/ Design	Design/ Construction			
ENERGY					
Hillery Drive Alternative					
Construction equipment and vehicles should be properly tuned and maintained. Low sulfur fuel should be used in all construction equipment as provided in California Code of Regulations Title 17, Section 93114.	RE/ Construction	Construction			
Idling times of construction equipment should be minimized, to the extent practical.	RE/ Construction	Construction			
To the extent feasible, construction traffic should be routed and scheduled to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.	RE/ Construction	Construction			
Galvin Avenue Alternative					
Same as Hillery Drive Alternative	RE/ Construction	Construction			
NATURAL COMMUNITIES					
Hillery Drive Alternative					
Non-native grassland would be flagged and monitored for avoidance during construction.	RE/ Construction	Pre-construction/ Construction			

Task and Brief Description	Responsible Branch/Staff	Timing/ Phase	Action Taken to Comply with Task	Task Completed	
				Initial	Date
ANIMAL SPECIES					
Galvin Avenue Alternative					
If Project construction occurs during the raptor breeding season (February 1 to July 15), a pre-construction raptor survey should be conducted by a biologist to determine absence or presence of active raptor nests (both tree and ground). If nesting raptors are observed within 152 m (500 ft) of the construction area (at the time of construction), no construction activity should occur within 152 m (500 ft) until the young have fledged or the breeding season has ended.	RE/ Construction	Pre-construction			

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APPENDIX C

LIST OF ACRONYMS AND ABBREVIATIONS

LIST OF ACRONYMS AND ABBREVIATIONS

AADT	annual average daily trips
AB	Assembly Bill
ac	acre(s)
ACM	asbestos containing material
ACP	asbestos concrete pipe
ADL	aerially deposited lead
ADT	average daily trips
Advisory Council	Advisory Council on Historic Preservation
AIA	Airport Influence Area
Airport Authority	San Diego County Regional Airport Authority
ALUC	Airport Land Use Commission
APCD	Air Pollution Control District
APE	Area of Potential Effects
APN	Assessor's Parcel Number
APZ	Accident Potential Zone
ARB	California Air Resources Board
AST	aboveground storage tank
Basin Plan	Water Quality Control Plan for the San Diego Basin
BMI	benthic macroinvertebrate
BMPs	best management practices
BRT	Bus Rapid Transit
BSA	Biological Study Area
CAA	Clean Air Act, as amended in 1990
CAAQS	California Ambient Air Quality Standards
CalEPA	California Environmental Protection Agency
CBC	California Building Code
CCAA	California Clean Air Act
C.C.R.	California Code of Regulations
CDFG	California Department of Fish and Game
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act of 1980
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CERFA	Community Environmental Response Facilitation Act of 1992
CFR	Code of Federal Regulations
CHP	California Highway Patrol
CIA	Community Impact Assessment
City	City of San Diego
CLUP	Comprehensive Land Use Plan
cm	centimeter(s)
CMAQ	Congestion Mitigation and Air Quality
CML	cement mortar lined
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO	carbon monoxide

COC	constituent of concern
Corps	U.S. Army Corps of Engineers
CPUC	California Public Utilities Commission
CT	census tract
CTC	California Transportation Committee
CWA	Clean Water Act
DAR	Direct Access Ramp
dBA	“A” weighted decibel(s)
DEH	County of San Diego Department of Environmental Health
Department	California Department of Transportation
DIP	ductile iron pipe
DSA	disturbed soil area
DTSC	California Department of Toxic Substances Control
DVHD	daily vehicle hours of delay
DWR	California Department of Water Resources
EA	Environmental Assessment
EIR	Environmental Impact Report
EO	Executive Order
ERNS	Emergency Response Notification System
ESA	Endangered Species Act
FBA	Facilities Benefit Assessment
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIFRA	Federal Insecticide, Fungicide, and Rodenticide Act
FO	fiber optic
FONSI	Finding of No Significant Impact
ft	foot, feet
ft^2	square foot, feet
FTA	Federal Transit Administration
FY	fiscal year
General Plan	City of San Diego General Plan
GHG	greenhouse gas
gpd	gallons per day
GRP	Gross Regional Product
H_2S	hydrogen sulfide
ha	hectare(s)
HA	Hydrologic Area
HazMat	Hazardous Materials
HMIRS	Hazardous Materials Incident Response System
HOV	High Occupancy Vehicle
HU	Hydrologic Unit
I-15	Interstate 15
I-805	Interstate 805
IGR	intergovernmental review
IL	insertion loss

ILV	intersecting lane volume
ILV/HR	intersecting lane volume per hour
in	inch(es)
IPCC	Intergovernmental Panel on Climate Change
IRIS	Integrated Risk Information System
ISA	Initial Site Assessment
ITS	Intelligent Transportation Systems
km	kilometer(s)
km/h	kilometers per hour
KP	kilometer post
kV	kilovolts
L_{eq}	noise equivalent level
$L_{eq(h)}$	peak-noise-hour noise equivalent level
LCS	lead-containing surface
LOS	level of service
LUST	leaking underground storage tank
m	meter(s)
m^3	cubic meter(s)
MCAS	Marine Corps Air Station
MCE	Maximum Credible Earthquake
MEP	maximum extent practicable
mg/kg	milligrams per kilogram
mg/l	milligram(s) per liter
mg/m^3	milligrams per cubic meter
MGD	million gallons per day
MHPA	Multi-habitat Planning Area
mi	mile(s)
MLD	Most Likely Descendant
MLS	mass loading station
mm	millimeter(s)
MMCPG	Mira Mesa Community Planning Group
MMT	million metric tons
MND	Mitigated Negative Declaration
mph	miles per hour
MPO	Metropolitan Planning Organization
MSA	Metropolitan Statistical Area
MSE	mechanically stabilized embankment
MSAT	Mobile Source Air Toxic
MSCP	Multiple Species Conservation Program
MSL	mean sea level
MTBE	methyl tertiary butyl ether
NAAQS	National Ambient Air Quality Standards
NAC	noise abatement criteria
NADR	Noise Abatement Decision Report
NAHC	Native American Heritage Commission
NATA	National Air Toxics Assessment
NCCP	Natural Communities Conservation Program

NEPA	National Environmental Policy Act
NES	Natural Environmental Study
NO_2	nitrogen dioxide
NO_X	nitrogen oxides
NOAA	National Oceanic and Atmospheric Administration
NOLF	Naval Outer Landing Field
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
O_3	ozone
OSHA	Occupational Safety and Health Act
PAH	polycyclic aromatic hydrocarbon
Pb	lead
PCB	polychlorinated biphenyl
PCCP	pre-stressed concrete cylinder pipe
PDT	Project Development Team
PE	permanent easements
PM	post mile
$PM_{2.5}$	fine particulate matter with a diameter of 2.5 microns or less
PM_{10}	respirable particulate matter with a diameter of 10 microns or less
ppm	parts part million
PQS	Professionally Qualified Staff
PRC	Public Resources Code (California)
(Proposed) Project	Mira Mesa/Scripps Ranch Direct Access Ramp Project
Protocol	Transportation Project-Level Carbon Monoxide Protocol
Province	Peninsular Ranges Geomorphic Province
PVC	polyvinyl chloride
RAP	Relocation Assistance Program
RAQS	Regional Air Quality Strategy
RCP	Regional Comprehensive Plan
RCRA	Resource Conservation and Recovery Act of 1976
RCRA COR	Resource Conservation and Recovery Act Corrective Action Site
RCRA GEN	Resource Conservation and Recovery Act Large and Small Quantity Generators List
RCRA TSD	Resource Conservation and Recovery Act Transport Storage and Disposal Facilities
RIP	Regional Improvement Program
ROC	Reactive Organic Compound
rpm	revolutions per minute
RSA	Resource Study Area
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
R/W	right-of-way
RWQCB	San Diego Regional Water Quality Control Board
SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users
SANDAG	San Diego Association of Governments

SDAB	San Diego Air Basin
SDG&E	San Diego Gas and Electric
SER	Standard Environmental Reference
SIP	State Implementation Plan
SO_2	sulfur dioxide
SOV	Single occupancy vehicle
SR-	State Route
STIP	State Transportation Improvement Program
Subarea Plan	Multiple Species Conservation Program Subarea Plan
SWAMP	Surface Water Ambient Monitoring Program
SWDR	Storm Water Data Report
SWL	Solid Waste Landfill-related Sites
SWMP	Statewide Storm Water Management Plan
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
SWSAS	Storm Water Sampling and Analysis Strategy
TBA	tert butyl alcohol
TCE	temporary construction easements
TDM	Transportation Demand Management
TDS	total dissolved solids
TMDL	total maximum daily load
TMP	Traffic Management Plan
TNM	FHWA Traffic Noise Model
TPH-g	total petroleum hydrocarbons as gasoline
TSCA	Toxic Substances Control Act
TSM	Transportation System Management
TSS	total suspended solids
UBC	Uniform Building Code
U.S.C.	United States Code
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USMC	U.S. Marine Corps
UST	underground storage tank
VC	vitrified clay
V/C	volume-to-capacity ratio
VMT	vehicle miles traveled
VIA	Visual Impact Assessment
VOC	Volatile organic compounds
VPH	vehicles per hour
WPCP	Water Pollution Control Program
µg/kg	micrograms per kilogram
µg/l	micrograms per liter
$\mu g/m^3$	micrograms per cubic meter

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Appendix D

SPECIES LIST

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ecological Services
Carlsbad Fish and Wildlife Office
6010 Hidden Valley Road
Carlsbad, California 92011

In Reply Refer To:
FWS-SDG-4847.1

APR 19 2006

Derek Langsford
Helix Environmental Planning
7578 El Cajon Boulevard, Suite 200
La Mesa, California 91941

Subject: Request for Candidate, Proposed, Threatened, or Endangered Species for the Proposed Hillery Drive Direct Access Ramp Project, San Diego, California

Dear Mr. Langsford:

The U.S. Fish and Wildlife Service has reviewed the information provided in your letter dated March 16, 2006, and received March 17, 2006, to assess the potential presence of federally listed threatened, endangered, or proposed species at the proposed project site. To assist you in evaluating whether or not the proposed project may affect listed species, we are providing the attached list of federally listed species that may occur in the general project area. Please note that only general biological information is available for the project area and this may not be a comprehensive list. The proposed project is located in potential habitat for the species listed in the attachment.

You should contact the California Department of Fish and Game for State-listed and other sensitive species that may occur in the area of the proposed project. Please note that State-listed species are protected under the provisions of the California Endangered Species Act. We recommend that you seek assistance from a biologist familiar with the project site, and experienced in assessing the potential for direct, indirect, and cumulative effects to species and their habitats likely to result from the proposed activity.

If it is determined that the proposed project may affect a listed or proposed species, or designated or proposed critical habitat, consultation (or conference for proposed species) with the Service pursuant to section 7 of the Endangered Species Act (Act) of 1973, as amended, should be initiated. Informal consultation may be used to exchange information and resolve conflicts with respect to listed species prior to a written request for formal consultation.

TAKE PRIDE® IN AMERICA

Should you have any questions regarding the species on the enclosed list or your responsibilities under the Act, please call Kurt Roblek of my staff at (760) 431-9440, extension 308.

Sincerely,

for

Therese O'Rourke
Assistant Field Supervisor

Cc: Jason Reynolds, Caltrans

Federally Listed Species Which Occur or May Occur Within the Project Site of the Hillery Drive Access Ramp Project

Common Name	Scientific Name	Status
BIRDS		
Coastal California gnatcatcher	*Polioptila californica californica*	T
INVERTEBRATES		
San Diego fairy shrimp	*Branchinecta sandiegonensis*	E
Riverside fairy shrimp	*Streptocephalus wootoni*	E
PLANTS		
San Diego button-celery	*Eryngium aristulatum* var. *parishii*	E
Willowy monardella	*Monardella linoides* ssp. *viminea*	E
San Diego mesa mint	*Pogogyne abramsii*	E
Encinitas baccharis	*Baccharis vanessae*	T
Spreading navvaretia	*Navarrettia fossalis*	T

E: Endangered T: Threatened

APPENDIX E

LIST OF TECHNICAL STUDIES

List of Technical Studies

Community Impact Assessment for the Proposed Mira Mesa/Scripps Ranch Direct Access Ramp. October 1, 2008 – CIC Research, Inc.

Mira Mesa/Scripps Ranch Direct Access Ramp Traffic Impact Study. July 2008 – KOA Corporation.

Visual Impact Assessment Mira Mesa/Scripps Ranch Direct Access Ramp. August 2008 – HELIX Environmental Planning, Inc.

Archaeological Survey Report for the Mira Mesa/Scripps Ranch Direct Access Ramp Project, San Diego, California (11-SD-15, M14.8/R16.3, EA 2T0950). November 2007 – Kyle Consulting.

Historic Property Survey Report. 2007 – California Department of Transportation.

Preliminary Hydrology and Hydraulics Concept Analysis for Mira Mesa Community Direct Access Ramp (DAR). January 2008 – Boyle Engineering Corporation.

Storm Water Data Report for Hillery Drive Direct Access Ramp (DAR) to I-15. September 30, 2008 – Boyle Engineering Corporation.

Storm Water Data Report for Galvin Avenue Direct Access Ramp (DAR) to I-15. September 30, 2008 – Boyle Engineering Corporation.

Geotechnical Reconnaissance Mira Mesa/Scripps Ranch Direct Access Ramp, Hillery Drive and Galvin Avenue Alternatives, San Diego, California. December 12, 2007 – Ninyo & Moore.

Hazardous Waste Initial Site Assessment – Mira Mesa/Scripps Ranch Direct Access Ramp, San Diego, California. November 7, 2007 – Ninyo & Moore.

Air Quality Impact Assessment for the Mira Mesa/Scripps Ranch Direct Access Ramp, San Diego, California. October 1, 2008 – Scientific Resources Associated.

Noise Study Report, Interstate 15 Mira Mesa/Scripps Ranch Direct Access Ramp. October 2008 – Kimley-Horn and Associates.

Noise Abatement Decision Report Mira Mesa/Scripps Ranch Direct Access Ramp. October 2008 – Boyle Engineering Corporation.

Mira Mesa/Scripps Ranch Direct Access Ramp Natural Environment Study. February 2008 – HELIX Environmental Planning, Inc.

Appendix F

AIR QUALITY CONFORMITY DETERMINATION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
CALIFORNIA DIVISION
650 Capitol Mall, Suite 4-100
Sacramento, CA. 95814

January 14, 2009

IN REPLY REFER TO
HDA-CA
File # EA: 081501
Document # P52349

Pedro Orso-Delgado, District Director
California Department of Transportation
District 11
4050 Taylor Street
San Diego, CA 92110

Attention: Mr. David Nagy

Dear Mr. Nagy:

SUBJECT: FHWA Project Level Conformity Determination for Mira Mesa/Scripps Ranch Direct Access Ramp to I-15

On December 12, 2008, the California Department of Transportation (Caltrans) submitted to the Federal Highway Administration (FHWA) a request for a project level conformity determination for the Mira Mesa/Scripps Ranch Direct Access Ramp connecting to the I-15 Managed Lane facility, PM 15.1 to 16.4 in San Diego County. The project is in an area that is designated Nonattainment for Ozone and Maintenance for Carbon Monoxide (CO).

The project level conformity analysis submitted by Caltrans indicates that the transportation conformity requirements of 40 C.F.R. Part 93 have been met. The project is included in the San Diego Association of Governments (SANDAG) *2030 Regional Transportation Plan (RTP)* and the *2008 Regional Transportation Improvement Program (RTIP)*. The current conformity determinations for the RTP and RTIP were approved by FHWA and the Federal Transit Administration (FTA) on November 17, 2008. The design concept and scope of the preferred alternative have not changed significantly from those assumed in the regional emissions analysis

Based on the information provided, FHWA finds that the Conformity Determination for the Mira Mesa/Scripps Ranch Direct Access Ramp connecting to the I-15 Managed Lane facility conforms to the State Implementation Plan (SIP) in accordance with 40 C.F.R. Part 93.

If you have any questions pertaining to this conformity finding, please contact Stew Sonnenberg, FHWA Air Quality Specialist, at (916) 498-5889.

Sincerely,

For
Vincent Mammano
Acting Division Administrator

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