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SECTION ACRONYMS/ABBREVIATIONS

ACRONYM/ ABBREVIATION	DEFINITION
AFC	Application for Certification
BTS	Base Transceiver Station
CCR	California Code of Regulations
CEC	California Energy Commission
CEQA	California Environmental Quality Act
County	San Diego County
DEIR	Draft Environmental Impact Report
DPLU	San Diego County Department of Planning and Land Use
EIR	Environmental Impact Report
FREF	Fallbrook Renewable Energy Facility
I	Interstate
LORS	Laws, Ordinances, Regulations, and Standards
MND	Mitigated Negative Declaration
NOP	Notice of Preparation
PRC	Public Resources Code
Project	Subject of this AFC, Orange Grove Project
Project Site	Approximately 8.5 acre parcel to be leased for the power plant Site (a.k.a. "Site")
PCS	Personal Communications Services
PSR	Project Study Report
RMWD	Rainbow Municipal Water District
Site	Approximately 8.5 acre parcel to be leased for the power plant Site (a.k.a. "Site")
SR	State Route
TM	Tentative Map
TMP	Traffic Management Plan

6.0 ENVIRONMENTAL INFORMATION

6.1 INTRODUCTION

This section presents an evaluation of the potential impacts of the Project for identified environmental resource areas based on state laws that require consideration of a wide range of potential environmental impacts from a proposed project (see the Warren-Alquist Act, Public Resources Code [PRC] Section 25500 et seq., California Energy Commission [CEC] requirements, PRC Section 25519, and California Environmental Quality Act (CEQA) requirements, PRC Section 21080 et seq.).

For each resource area, the analysis includes a description of the existing environment and an evaluation of potential environmental consequences associated with the Project. Project design features are identified where included to reduce environmental impacts. Cumulative impacts also are considered to account for other activities in the area which, when considered together with the Project, could potentially compound or increase environmental impacts. Supporting information to confirm compliance with applicable laws, ordinances, regulations, and standards (LORS) are included in the specific environmental resource sections.

The analyses presented in this section are based on the following: (1) details of the Project as presented in Section 2.0, Generation Facility Description, Design and Operation; (2) consideration of CEC regulations (Rules of Practice and Procedure & Power Plant Site Certification Regulations, California Code of Regulations [CCR] Title 20, Chapters 1, 2, 5, 6 and 7; and (3) consideration of input from CEC staff and various responsible and reviewing agencies.

The resource areas analyzed in this section are as follows:

- Air Quality (6.2)
- Geologic Hazards and Resources (6.3)
- Agriculture and Soils (6.4)
- Water Resources (6.5)
- Biological Resources (6.6)
- Cultural Resources (6.7)
- Paleontologic Resources (6.8)
- Land Use (6.9)
- Socioeconomics (6.10)
- Traffic and Transportation (6.11)
- Noise Control (6.12)
- Visual Resources (6.13)
- Waste Management (6.14)
- Hazardous Materials Handling (6.15)
- Public Health (6.16)
- Worker Safety (6.17)

The significance of anticipated impacts is assessed based upon criteria established for each environmental resource area. Significance criteria were determined based on CEQA Guidelines, Appendix G, Environmental Checklist Form, amended July 2006, and on performance standards or thresholds used by responsible agencies for projects in their jurisdictions.

Considerations of significance are based on potential changes to the existing environment and a determination of what may constitute a substantial detrimental effect. They include:

- Resource sensitivity, or the probable response of a particular resource to Project-related activities.
- Resource quality or the present condition of the resource potentially affected.
- Resource quantity or the amount of the resource potentially affected.
- Duration of impact, or period of time, over which the resource would be affected, stated as short-term (up to a few years) or long-term (consistent with the operational life of the Project or beyond).

6.1.1 Project Design Features and/or Mitigation Measures

As part of the Project, various measures to reduce potential environmental impacts will be implemented through Project design. In this way, potential environmental impacts are resolved in advance, in order to develop and maintain a Project that minimizes impacts to the environment. Measures to reduce environmental impacts are also included based on applicable LORS. Planning and design efforts for the Project will incorporate provisions for compliance with these LORS.

In addition to design/operational plans and applicable LORS-derived measures incorporated into the Project, mitigation measures are presented in this Application for Certification (AFC) to reduce the extent of potential significant environmental impacts identified in the environmental resource area analyses. Methods available to mitigate potential environmental impacts generally include:

- Avoiding the impact altogether by not taking a certain action or parts of an action.
- Minimizing impacts by limiting the degree or magnitude of an action.
- Rectifying the impact by repairing, rehabilitating or reclaiming the impacted environment.
- Reducing or eliminating the impact over time by preservation and maintenance.
- Compensating for the impact by replacing or providing substitute resources or environments.

The feasibility and effectiveness of Project design features and/or mitigation measures have been considered in developing the measures included in this AFC. If a particular measure has been incorporated into Project design/operational plans or is provided based on applicable LORS, it is considered integral to the Project rather than a mitigation measure.

6.1.2 Cumulative Projects

The San Diego County Discretionary Projects Maps dated March 13, 2007 and April 2008 and San Diego County Department of Planning and Land Use (DPLU) and San Diego County Air Pollution Control District project records were reviewed in order to identify actions with the potential to create cumulative impacts when considered in conjunction with the Project. Available CEQA documents from other projects in the vicinity were also reviewed to identify projects with the potential for cumulative impacts. Because construction and long-term impacts of projects are usually different, the construction schedule for other projects is important for assessing cumulative construction impacts. DPLU and/or applicants for other projects were contacted to verify and update information and provide additional project details including expected schedule. Based on information obtained from this work, the proposed actions are identified are discussed in the following subsections, including best estimates as to when these projects could begin construction. Many of these projects are in early planning stages and, therefore, would not be constructed for some time, if ever. The cumulative impact assessments in Sections 6.2 through 6.17 address the potential for both construction and long-term cumulative impacts.

6.1.2.1 Pala Casino Expansion

The Pala Band of Mission Indians has an ongoing expansion project of their existing hotel and casino located on tribal lands approximately 1.5 miles east of the Site. The expansion will be completely contained on the existing casino footprint, converting paved parking areas and landscaped areas for the casino expansion. The expansion will include an approximately 181,000 square foot increase in the main casino floor and spa facility, expansion of the existing parking structure that will include approximately 2,000 new parking spaces, and an internal restructuring of hotel rooms and resort amenities such as restaurants and gaming rooms. The hotel expansion, as planned, will not result in any net increase in hotel rooms. The tribe is considering selective improvements to Pala Road in the immediate vicinity of the casino property, but no other work on State Route (SR) 76 is proposed (Silvera, 2008).

This project is ongoing and construction is expected to be completed on this project in May or June of 2009 (Silvera, 2008). Evaluations of this project for cumulative impacts considers that there could be minor overlap in construction of this project with the Orange Grove Project, but that the overlap in construction traffic would not be unlikely to exceed the peak traffic that the Project traffic analysis is based on, which incorporates long-term casino traffic. Following construction, the expansion project is expected to generate approximately 1,032 new average daily trips on SR 76 through the Site area, and 64 PM peak hour trips (32 inbound/32 outbound), with negligible impact on AM peak trips (Pala Band of Mission Indians, 2006).

6.1.2.2 Pauma Casino Expansion

The Pauma Band of Mission Indians is planning to break ground on a casino expansion project in the Pauma Valley east of Pala. The casino expansion will include a 400-room hotel, parking, wells and water storage. The project is expected to begin construction in fall 2008 with

completion by summer 2010 (Baksh, 2008). This project will be constructed within an approximately 50-acre footprint that currently is developed (approx. 20 acres) or in agriculture (approx. 30 acres). Evaluations of this project in this AFC consider that the Pauma Casino expansion will be under construction during Orange Grove Project construction, and that it will be operational for the long-term. Following construction, the expansion project is expected to generate approximately 4,365 new average daily trips on SR 76 through the Site area, and 305 PM peak hour trips (144 inbound/161 outbound), with negligible impact on AM peak trips (Pauma Band of Mission Indians, 2008).

6.1.2.3 Gregory Canyon Landfill

The Gregory Canyon Landfill is proposed to be located approximately 0.50 mile southwest of the Project Site and approximately 2.0 miles east of Interstate (I) 15. The Gregory Canyon Landfill project site is 1,770 acres with an actual project footprint (for all landfill activities) of 308 acres. The landfill basin itself would be 196 acres. The Gregory Canyon Landfill would require the removal of approximately 1.5 million cubic yards of material. The landfill would be operated in three phases and the project includes all operations and the eventual landfill closure. The Gregory Canyon Landfill project has been ongoing for over 10 years and project construction and completion dates remain uncertain. It is unlikely that this landfill will begin construction before the Orange Grove Project construction is completed. The analysis of potential for cumulative impacts with this project considers that this project could be constructed while the Orange Grove Project is in operation.

6.1.2.4 Rosemary's Mountain Quarry

The Rosemary's Mountain Quarry project is located approximately 1.3 miles east of I-15 and approximately two miles southwest of the Project Site on the north side of SR 76. The Rosemary's Mountain Quarry will be a 38-acre aggregate quarry that is projected to produce approximately 1.1 million tons of aggregate a year for 20 years. Construction of the quarry site broke ground in February 2008 and quarry development is expected to take approximately 3 years until fully operational. The first phase of the quarry project will be a widening and straightening improvement to SR 76 between the quarry site and I-15, and construction of the quarry will largely be concurrent with the SR 76 improvements construction. SR 76 will be widened to two lanes in each direction between the quarry site and I-15 (Figure 6.1-2).

The anticipated SR 76 construction schedule for Rosemary's Mountain Quarry is as follows:

- Approval of Traffic Management Plan (TMP) and permits: June 2008
- Start of Construction (Road Improvements): June 2008
- End of Road Improvements: March -June 2009

Widening of SR 76 is expected to start in mid-June 2008 and continue for 9 to 12 months. The SR 76 road improvement will be the initial construction activity for the project and the construction will use material generated from quarry development. For the initial approximately

6 months of road improvement construction, material trucked offsite from the quarry will be exclusively used for the road construction project and may include up to 150 truckloads per day¹. During the second half of the road improvement construction period, on days when material is not needed for the road improvement project, up to 180 trucks per day (360 trips) may occur on SR 76 between the quarry entrance and I-15 as material is removed from the site as part of site development. Truck traffic during the construction period will occur under the TMP. During the road construction, there will be periodic road closures of approximately 10 minutes between the hours of 9:00am and 3:00pm. In addition to truck traffic, construction will utilize 25 to 30 total construction workers. Employee trips would be approximately 27 round-trips per day (54 one-way trips).

The mitigation measures recommended in the Traffic Analysis² and the subsequent Environmental Impact Report (EIR³) for construction traffic and road improvements are as follows:

- “During the initial stage of the project and prior to export of material from the site, SR 76 shall be widened from two lanes to four lanes between I-15 and the western boundary of the project. The highway would transition to three lanes at the western boundary of the project and then back to two lanes just east of the project.
- “Prior to operation, five-hundred and fifty (550) feet of intersectional sight distance shall be provided along SR 76 from the proposed driveway entrance to the satisfaction of Caltrans.”
- “During the initial stage of the project and prior to export of material from the site, [SR] 76 will be improved from I-15 to the project entrance to a four-lane road with bike lanes, asphaltic concrete pavement over approved base, asphaltic concrete dikes, asphaltic concrete acceleration/deceleration lanes, asphaltic concrete widening to accommodate a left turn lane at the project entrance, and asphaltic concrete taper to existing pavement at the eastern boundary of the project, to the satisfaction of the Director of Public Works and Caltrans.”
- “Prior to commencement of work in the State right-of-way, an encroachment permit shall be obtained from Caltrans.”
- “Prior to realignment of SR 76, the right-of-way for the existing on-site alignment of SR 76 shall be vacated to the satisfaction of the Director of Public Works and Caltrans.”
- “Prior to construction, all proposed improvements shall be coordinated with both Caltrans and the County Traffic Engineer and all necessary permits shall be secured.”

¹ Johnson, Gary. Granite Construction. Personal communication, September 19, 2007, updated October 3, 2007 and May 28, 2008.

² *Traffic Analysis for Pankey Ranch Mine*, Willdan Associates, December 1991, revised January 1996, page 20.

³ *Palomar Aggregates Quarry Environmental Impact Report*, Brian F. Mooney Associates, 1997, Chapter III, Section A, pages 63-64.

- “Prior to commencement of construction, in accordance with County policy, the project shall contribute its fair share towards future improvements to the I-15 northbound and southbound SR 76 on and off-ramps (including signalization of the ramps), widening of SR 76, and for maintenance and repair of SR 76 due to damage from the project-related heavy truck traffic. Caltrans shall determine, during its feasibility analysis for the road widening, the appropriate amount of money or other assurance to be provided for maintenance of SR 76 and other Caltrans requirements.”
- “As a condition of the Major Use Permit and prior to construction, the applicant shall enter into a Secured Agreement with the County of San Diego for funding a Project Study Report (PSR) with Caltrans for the construction of SR 76 relocation environmental approval and the design of the relocated segment.”
- “Prior to quarry operations, all parking areas and driveways shown on the plot plan shall be improved with a minimum of one and one-half inches of road oil mix, asphaltic concrete or PCC concrete, and parking spaces shall be delineated.”

As previously noted, export is expected to potentially occur during the second half of the road improvement construction period as the quarry is developed for construction of the permanent plants.

6.1.2.5 Warner Ranch Multiple Use Development Project

The Warner Ranch project is located approximately 1.5 miles northeast of the Project Site and is over 500 acres in size. The Warner Ranch project footprint borders the Pala Indian Reservation to the east and northeast and SR 76 to the south. The Warner Ranch project consists of over 800 plots consisting of multi-family and single family dwellings, a 5.5 acre commercial development, a new fire station, a community stable facility, a 1-acre clubhouse facility, and over 300 acres of open space. The Warner Ranch project currently has specific plan, rezone, tentative map, major use, and administrative permits under review by the County of San Diego (County). The draft EIR (DEIR) for the Warner Ranch Project has not yet been submitted to the County, and a decision on the permitting for the Warner Ranch Project is not expected for at least 18 months (Loy, 2008). The analysis of potential cumulative impacts of this project considers that, if this project is constructed, it would not be until after the Orange Grove Project is in operation.

6.1.2.6 Cingular Cell Tower # 826

Cingular is proposing to construct a new unmanned personal communications services (PCS) facility consisting of 12 new antennas mounted on a 40-foot monopine. An associated concrete masonry unit block wall, with dimensions of 32-feet 8-inches long by 10-feet-wide by 6-feet 8-inches high, will surround four self-contained all weather Base Transceiver Station (BTS) cabinets; one electric meter panel; and one telephone interface. The project is located at 10690 Highway 76, Pala, California 92059. A Mitigated Negative Declaration (MND) was prepared for Cingular # 826 by the DPLU. The MND was certified in April of 2008. The minor use permit for this project is scheduled for decision on June 13, 2008. This is a small project with little potential for cumulative impacts. The analysis of potential cumulative impacts of this project considers

that this project will be constructed in the near future and will likely be completed by the time that the Orange Grove Project begins construction.

6.1.2.7 Meadowood Residential Development

The Meadowood residential development is a proposed 390-acre project that would include up to 393 single-family detached homes and a maximum of 1,248 total dwelling units. The Meadowood project is located approximately 0.50 mile east of I-15 and 2.75 miles southwest of the Site. The Meadowood project footprint begins from the north side of SR 76 and extends approximately 1.50 miles north to Pala Mesa Heights Drive. Meadowood would include 6 private parks, 4 miles community trails, and approximately 130 acres of open space and 60 acres of agricultural lands. One elementary school is also planned as part of the development. A DEIR for the Meadowood project was submitted to the County for review in May 2007. Public review for the DEIR is not expected before the end of 2008, at the earliest. The Meadowood project has a tentative hearing date with the County for spring 2009. Project construction cannot begin before the County permit hearing for the project has occurred. The analysis of potential cumulative impacts of this project considers that, if this project is constructed, it would most likely not be until after the Orange Grove Project is in operations.

6.1.2.8 Campus Park West Multiple Use Development

The Campus Park West project is a proposed 120 acre mixed development project located immediately east of I-15 and approximately 3.25 miles southwest of the Site. The Campus Park development would include a maximum of 566 dwelling units, 150,000 square feet of general community development, 8 acres of office development, 10 acres of highway community development, and 23 acres of open space (including a 4 acre park). The project proponent has recently submitted a replacement parcel map for County review. A notice of preparation (NOP) for an EIR has not yet been filed with the County for this project (Stevenson, 2008). Impact analysis for this project has not yet been conducted, and likely will not be available for public review for at least 18 months. Once the EIR is finalized following public review, the County will rule on permitting this project. Project construction cannot begin before the County permit hearing for the project has occurred. Due to the early stage of this development project, it is not judged reasonably foreseeable for the purposes of this cumulative impact analysis.

6.1.2.9 Campus Park (Passerelle) Multiple Use Development

The Campus Park (Passerelle) Project is a proposed 338 acre mixed use development project located immediately east of I-15, north of SR 76 and the Campus Park West Project, and west of the Meadowood Project. Campus Park (Passerelle) is located approximately 2.6 miles southwest of the Site. The Campus Park (Passerelle) development would include approximately 1,400 dwelling units located on 186 acres, 11.3 acres for a proposed elementary school, 60 acres for commercial development, and approximately 80 acres that were sold to the Palomar Community College District to construct a college campus. For the purposes of this cumulative impact analysis, the Palomar Community College - North Education Center is considered separate from the Campus Park (Passerelle) project and is discussed in section 6.1.2.11 below. Access for this

project will be from SR 76, which the County Initial Study states will be widened to 4 and 6 lanes. The project is proposed to create an additional 40,000 average daily trips. The DEIR for this project is currently in the early screencheck stages and will not be available for public review until the end of the 2008 calendar year, at the earliest (Stevenson, 2008). The analysis of potential cumulative impacts of this project considers that, if this project is constructed, it would most likely not be until after the Orange Grove Project is in operation.

6.1.2.10 Prominence at Pala

The Prominence at Pala project is a tentative subdivision map for a residential development that would be located approximately 0.35 mile north of the Site. The Prominence at Pala is approximately 346.6 acres and would include 30 new homes. The tentative map (TM) was withdrawn from consideration upon request of the County and must be resubmitted with the County if this project is to be built. Re-submittal was expected to occur in August of 2007; however, the proponent (Prominence Partners, LLC) has not yet submitted a new TM (Hofreiter, 2008). The County had requested the project, in its current form, to be removed from consideration due to issues with fire protection service and secondary access. This property has recently been placed on the market. Due to the early stage of this development, the uncertain project status, and the apparent issues with project feasibility, this project is not considered reasonably foreseeable for the purposes of this cumulative impact analysis.

6.1.2.11 Fallbrook Renewable Energy Facility

The Fallbrook Renewable Energy Facility (FREF) project is a proposed 90 megawatt power generation facility located approximately 1 mile east of I-15 along the south side of SR 76 and approximately 2.5 miles southwest of the Project Site. The FREF would utilize biomass materials to fuel combustion units that would in turn produce thermal and electrical energy. Energy generated would be used to power the onsite biomass facility and the surplus would be available for sale to various energy suppliers. The FREF would consume approximately 600,000 tons per year of organic waste during the combustion processes. This amount of waste would represent approximately 15,000 truck trips a year. Because this facility is over 50 megawatts, it falls under the jurisdiction of the CEC. This project has not yet submitted an application to the CEC. The analysis of potential cumulative impacts of this project considers that, if this project is constructed, it would most likely not be until after the Orange Grove Project is in operation.

6.1.2.12 Palomar Community College – North Education Center

The Palomar Community College – North Education Center project is a proposed 80 acre development that will include approximately 380,000 to 533,000 square feet of development including parking facilities (2,125 spaces), instructional space, administrative services and office space, support and maintenance services space, library, and food services, as well as open space. The campus will also include three athletic fields and tennis courts. Full build-out is expected by the year 2030. Construction will be phased to correspond to enrollment, and will last decades. The student population at full build-out is expected to be approximately 8,500 enrolled students. Total generated daily trips for this project are projected to be 3,400, at full build-out. The

Rainbow Municipal Water District (RMWD) has an existing 16-inch water line located approximately 2,600 feet north of the campus site that will supply all water needs for this project. This water line will be extended to reach the campus site. An existing RMWD 10-inch sewer line located along the west boundary of the campus site will supply short-term sewer service for this project. This sewer line is not expected to be able to handle full build-out sewer service. If the adjacent Campus Park (Passerelle) project is constructed, a mainline sewer line will be constructed that will be able to accommodate the build-out sewer requirements for this project. If the Campus Park (Passerelle) project is not constructed, alternative means of sewer service will have to be constructed in order to meet build-out sewer service requirements for this project. No specific construction schedule has yet been identified. Project construction will be phased to correspond to student enrollment and project funding.

6.1.3 Summary

Based on the project schedules outlined in Section 6.1.2, the projects expected to be in construction at the same time as the Orange Grove Project are the Rosemary's Mountain quarry and the Pauma Casino expansion. The Pala casino construction may have some overlap as well but the overlap is expected to be minor and within the peak construction impacts assessed since the peak construction periods for these projects will not coincide.

Table 6.1-1 identifies each resource area where other projects have the potential for cumulative impacts from construction. Construction for the Pala Casino expansion and the Cingular cell tower is presumed to be mostly completed by the time the Orange Grove Project construction is substantially underway. Other projects are either not reasonably foreseeable, or are unlikely to begin construction until after the Orange Grove Project construction is complete.

While a number of the projects identified in Section 6.1.2 are in the very early planning stages and their outcome is uncertain, this AFC evaluates cumulative impacts on the basis of most of these projects ultimately being built at some point during Project operations. Table 6.1-2 identifies each resource area where other projects have the potential for cumulative impacts from construction.

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Table 6.1-1 –Projects with Potential for Cumulative Construction Impacts

POTENTIAL DEVELOPMENTS ⁽¹⁾	ENVIRONMENTAL RESOURCE AREA															
	Air Quality	Geologic Hazards and Resources	Agriculture and Soils	Water Resources	Biological Resources	Cultural Resources	Paleontological Resources	Land Use	Socioeconomics	Traffic and Transportation	Noise	Visual Resources	Waste Management	Hazardous Materials Handling	Public Health	Worker Safety
1. Pala Casino Expansion	○	○	○	○	○	⊙	○	○	⊙	⊙	○	○	⊙	○	○	○
2. Pauma Casino Expansion	○	○	○	○	○	⊙	○	○	⊙	⊙	○	○	⊙	○	○	○
3. Gregory Canyon Landfill	○	○	○	○	○	⊙	○	○	○	○	○	○	○	○	○	○
4. Rosemary's Mountain Quarry	⊙	○	○	○	⊙	⊙	○	○	⊙	⊙	○	○	⊙	○	○	○
5. Warner Ranch Development	○	○	○	○	○	⊙	○	○	○	○	○	○	○	○	○	○
6. Cingular Cell Tower #826	○	○	○	○	○	⊙	○	○	○	○	○	○	○	○	○	○
7. Meadowood Development	○	○	○	○	○	⊙	○	○	○	○	○	○	○	○	○	○
8. Campus Park West Development	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)
9. Campus Park (Passerelle) Development	○	○	○	○	○	⊙	○	○	○	○	○	○	○	○	○	○
10. Prominence at Pala	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)
11. Fallbrook Renewable Energy Facility	○	○	○	○	○	⊙	○	○	○	○	○	○	○	○	○	○
12. Palomar Community College – North Education Center	○	○	○	○	○	⊙	○	○	○	○	○	○	○	○	○	○

LEGEND: ⊙ = Potential for Cumulative Impacts.

○ = No Potential Cumulative Impacts when considered with the Project.

(1) See Figure 6.1-1 for location of offsite development projects that correspond to the numbers on this table.

(2) No impact anticipated since this project is considered not reasonably foreseeable. See Sections 6.1.2.8 and 6.1.2.10.

Table 6.1-2 –Projects with Potential for Long Term Cumulative Operations Impacts

POTENTIAL DEVELOPMENTS ⁽¹⁾	ENVIRONMENTAL RESOURCE AREA															
	Air Quality	Geologic Hazards and Resources	Agriculture and Soils	Water Resources	Biological Resources	Cultural Resources	Paleontological Resources	Land Use	Socioeconomics	Traffic and Transportation	Noise	Visual Resources	Waste Management	Hazardous Materials Handling	Public Health	Worker Safety
1. Pala Casino Expansion	○	○	○	○	○	○	○	○	⊙	⊙	○	○	⊙	○	○	○
2. Pauma Casino Expansion	○	○	○	○	○	○	○	○	⊙	⊙	○	○	⊙	○	○	○
3. Gregory Canyon Landfill	⊙	○	○	○	⊙	○	○	○	⊙	⊙	○	⊙	○	○	○	○
4. Rosemary's Mountain Quarry	⊙	○	○	○	⊙	○	○	○	⊙	⊙	○	○	⊙	○	○	○
5. Warner Ranch Development	○	○	○	○	⊙	○	○	○	⊙	⊙	○	⊙	⊙	○	○	○
6. Cingular Cell Tower #826	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
7. Meadowood Development	○	○	○	○	⊙	○	○	○	⊙	⊙	○	○	⊙	○	○	○
8. Campus Park West Development	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)
9. Campus Park (Passerelle) Development	○	○	○	○	⊙	○	○	○	⊙	⊙	○	○	⊙	○	○	○
10. Prominence at Pala	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)
11. Fallbrook Renewable Energy Facility	⊙	○	○	○	⊙	○	○	○	⊙	⊙	○	○	○	○	○	○
12. Palomar Community College – North Education Center	○	○	○	○	⊙	○	○	○	⊙	⊙	○	○	⊙	○	○	○

LEGEND: ⊙ = Potential for Cumulative Impacts.

○ = No Potential Cumulative Impacts when considered with the Project.

(1) See Figure 6.1-1 for location of offsite development projects that correspond to the numbers on this table

(2) No impact anticipated since this project is considered not reasonably foreseeable. See Sections 6.1.2.8 and 6.1.2.10.

The analyses in Sections 6.2 through 6.17 present detailed evaluations of environmental impacts associated with the Project and with identified cumulative projects. No significant Project

impacts were identified for any environmental resource area that could not be reduced to below a level of significance by Project design features and construction procedures. Similarly, no significant cumulative impacts were identified after evaluation of Project impacts with the cumulative projects for the environmental resource areas. Therefore, additional mitigation measures are not required for cumulative impacts. Based on the evaluations contained in each environmental resource area analysis in following sections, it is concluded that overall environmental impacts from the Project are less than significant.

6.1.4 References

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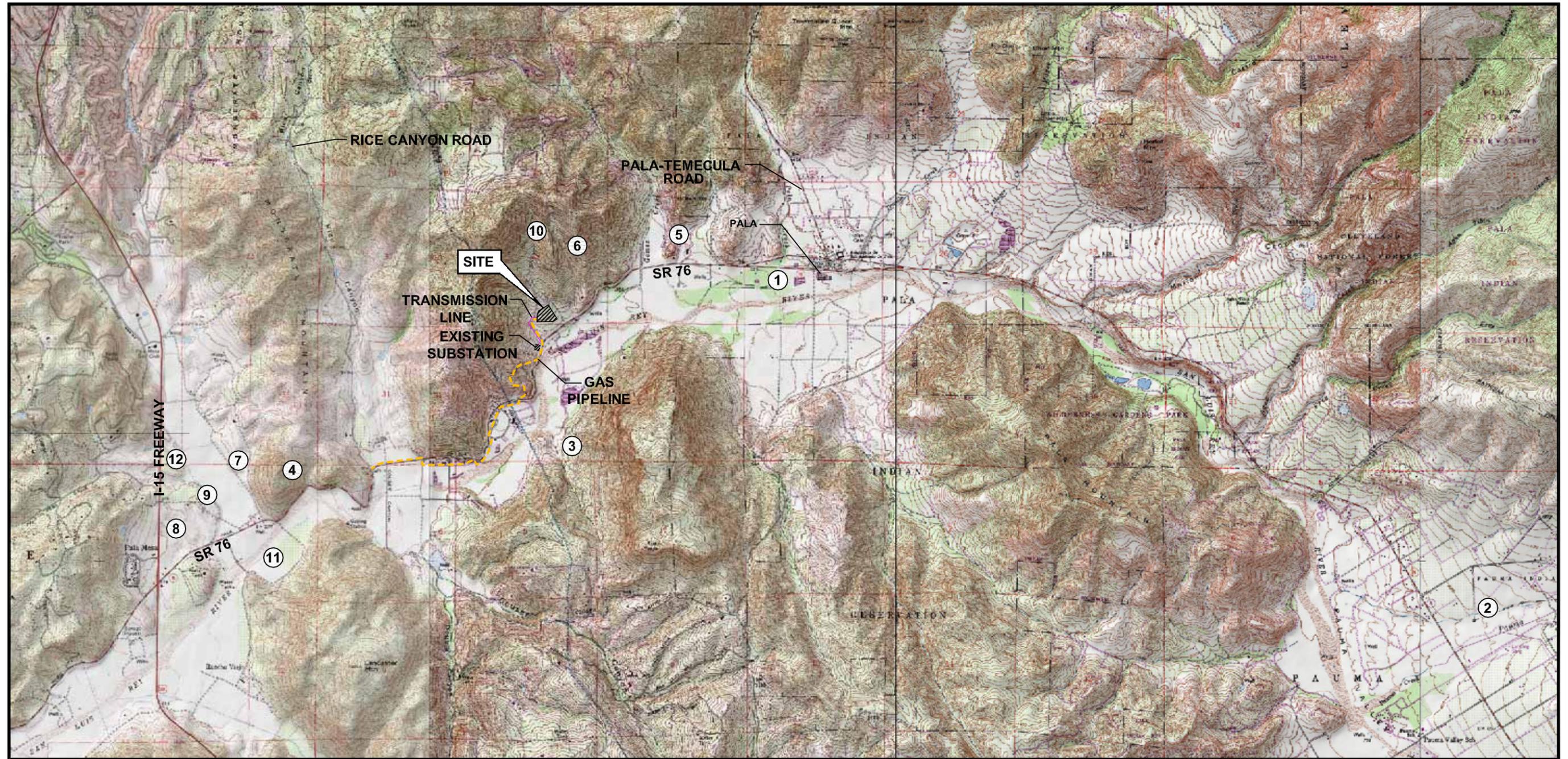
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LEGEND

- ① Location of Project
(Number Corresponds to Table 6.1-1)



SOURCE:

United States Geological Survey
7.5 Minute Topographic Map, 2000:
Pala, Bonsall, Temecula, Pechanga,
and Boucher Hill Quadrangles

0 1/2 1 1-1/2 2 MILES



SCALE 1:72,000



PROJECT: 125158

FACILITY:

ORANGE GROVE PROJECT
SAN DIEGO COUNTY, CALIFORNIA

**LOCATION OF PROJECTS WITH POTENTIAL
CUMULATIVE IMPACTS**

FIGURE 6.1-1

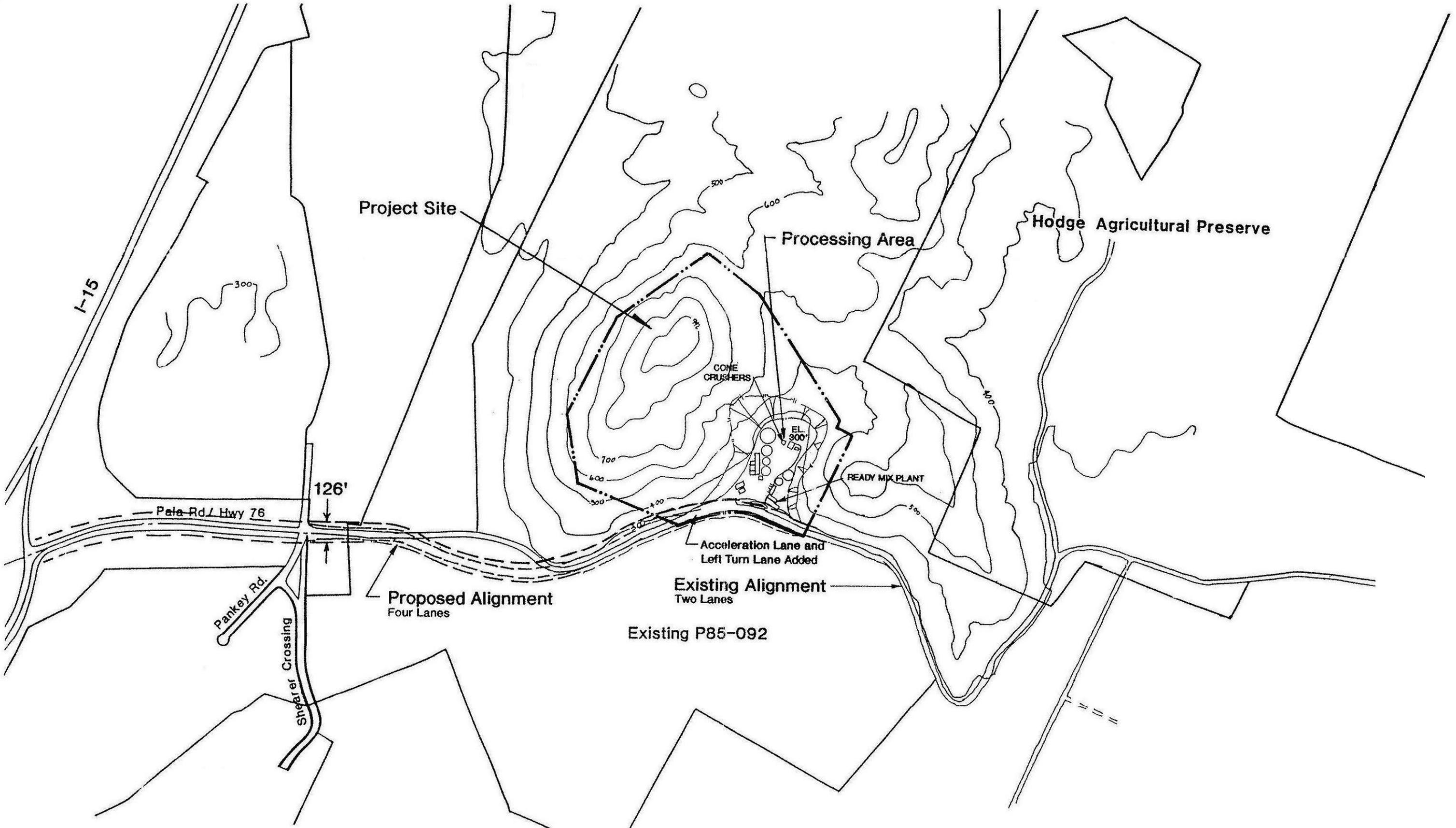


Figure 6.1-2
 General Overview of the Rosemary's Mountain Quarry SR 76 Road Improvements
 Source: Palomar Aggregate Quarry EIR, 1997