

EFFECTS FOUND NOT TO BE SIGNIFICANT

7.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

Pursuant to Section 15128 of the CEQA Guidelines, an EIR shall contain a statement briefly indicating the reasons that various potential significant effects of a project were determined not to be significant. The following assessment of effects found not to be significant is applicable to all three of the alternative alignments (A, B and C), due to the similar location and nature of the three alternatives. That is, while some differences in location, design and scale do occur among the three alignments, they are generally minor and are therefore not differentiated in the following evaluation. For the reasons described below, it has been determined that the Project alternatives would not result in significant adverse effects associated with mineral resources, public services and energy. These topics have not, therefore, been addressed in detail in this EIR, but are briefly discussed below.

7.1 MINERAL RESOURCES

No mineral deposits of value are known to be present within the Project study area. The study area is located in an area in which the occurrence of minerals is known or inferred, but their significance as resources is not conclusive, according to the CDMG (now CGS) Report entitled, *Mineral Land Classification: Aggregate Materials in the Western San Diego County Production-Consumption Region* (1982) and its subsequent update (1996). Furthermore, it is not designated as a locally important mineral resource recovery site in the Environmental Resource Management Element of the City's General Plan. There would be no loss of availability of a known mineral resource of value to the region due to construction of the Project. Therefore, no significant impacts to mineral resources would occur, and additional analysis is unnecessary.

7.2 PUBLIC SERVICES

The Project would not impact public services such as police and fire response, emergency medical service, libraries, and schools. As discussed in Chapter 6.0, Growth Inducement, the proposed roadway would accommodate growth already planned in the area, but would not itself constitute growth or development resulting in increased population. Demand for public services, therefore, would not increase as a result of Project implementation. Police, fire and emergency medical services could potentially benefit from the provision of an important transportation link for the City and region through a reduction in response time. For the reasons discussed above, no significant effects to public services are anticipated as a result of Project implementation.

7.3 ENERGY

An energy analysis was included in the *Melrose Drive Extension Air Quality, Climate Change, Health Risk Assessment, and Energy Impact Analysis* prepared by Urban Crossroads (Appendix I). To determine the amount (gallons) of gasoline and diesel per mile traveled for the SDAB, the EMFAC 2007 Emissions Inventory Model was utilized (CARB 2006). The amount of fuel was then converted to British Thermal Units (BTU) to assess energy impacts. Passenger cars and light-duty trucks are assumed to consume gasoline and heavy-duty trucks are assumed to consume diesel fuel. Based on the Project Traffic Study (Appendix C), it is estimated that

7.4 percent of the total traffic constitutes heavy-duty trucks, with the remaining 92.6 percent comprised of passenger cars and light-duty trucks.

Long-term energy use associated with the Project would be directly related to traffic patterns. As discussed in Section 4.3, Traffic and Circulation, traffic impacts would be identical for the three alternative alignments under consideration. Table 7-1 summarizes the energy analysis for the Existing Condition, Year 2030 No Project, and Year 2030 Proposed Project scenarios discussed in that section. Although the results of the analysis appear to illustrate an increase in energy consumption resulting from the Melrose Drive extension, it is anticipated that a redistribution of energy consumption along the roadway network in the entire Project vicinity would occur, as illustrated in the calculations of North Santa Fe Avenue energy consumption. While an accurate redistribution of effects resulting from the Project is difficult to evaluate, it is expected that with implementation of the Project, vehicles along the roadway network in the Project vicinity would likely operate at increased efficiencies, due to improved traffic conditions. Furthermore, expected decreases in idling and vehicle miles traveled throughout the roadway network are expected to decrease as a result of the Project. Accordingly, no significant impacts to energy use are anticipated from Project implementation.

Table 7-1 YEAR 2030 ENERGY CONSUMPTION						
Condition	Roadway	Non-Diesel VMT	Diesel VMT	Daily Gasoline Consumption (gallons)	Daily Diesel Consumption (gallons)	Annual BTUs
Existing	Melrose Drive	0	0	0	0	0
	N. Santa Fe Avenue	6391	109	250.7	9.5	32,633,008
No Project	Melrose Drive	0	0	0	0	0
	N. Santa Fe Ave.	4228	72	162.6	8.4	21,463,887
Proposed Project	Melrose Drive	34493	591	1326.3	68.6	175,165,475
	N. Santa Fe Avenue	3220	55	123.8	6.4	16,349,337

Note: Portions of Melrose Drive considered are from Spur Avenue to North Santa Fe Avenue

Source: Urban Crossroads 2009