

Grand Avenue Vision Project  
Final Mitigated Negative Declaration/  
Initial Study Environmental Checklist

**# City File PL 21-0055**

July 2021

*Prepared for:*

**City of Escondido**  
201 N Broadway  
Escondido, CA 92025

*Prepared by:*

**HELIX Environmental Planning, Inc.**  
7578 El Cajon Boulevard  
La Mesa, CA 91942

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La Mesa, CA 919142

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- A Air Quality/Greenhouse Gas Emissions and Energy Calculations
- B Geotechnical Evaluation
- C Preliminary Drainage Study
- D Construction Noise Modeling Results
- E Transportation Evaluation
- F Native American Consultation

## ACRONYMS

AB	Assembly Bill
ADA	American Disability Act
BMPs	Best Management Practices
CAA	Clean Air Act
CAL FIRE	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDC	California Department of Conservation
CEQA	California Environmental Quality Act
CH <sub>4</sub>	methane
CHRIS	California Historical Resources Information System
City	City of Escondido
CNEL	community noise equivalent level
CO	carbon monoxide
CO <sub>2</sub>	carbon dioxide
CO <sub>2e</sub>	carbon dioxide equivalent
County	San Diego County
CRHR	California Register of Historical Resources
dBA	A-weighted decibels
DHS	Department of Health Services
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
EFHZ	earthquake fault hazard zone
FEMA	Federal Emergency Management Agency
FMMP	Farmland Mapping and Monitoring Program
General Plan	City of Escondido General Plan
GHG	greenhouse gas
HFCs	hydrofluorocarbons
KHA	Kimley Horn and Associates
LCFS	Low Carbon Fuel Standard
LEQ	one-hour average equivalent sound level
LOS	Level of Service

## ACRONYMS (cont.)

MBTA	Migratory Bird Treaty Act
MCAS	Marine Corps Air Station
MHCP	Multiple Habitat Conservation Program
MLD	Most Likely Descendant
MMBTu	million British thermal unit
mph	miles per hour
MRZs	mineral resource zones
MS4	Municipal Separate Storm Sewer Systems
MSCP	Multiple Species Conservation Program
MT	metric ton
N <sub>2</sub> O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCTD	North County Transit District
NO <sub>2</sub>	nitrogen dioxide
NO <sub>x</sub>	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
OMR	Office of Mine Reclamation
OPR	Office of Planning and Research
PFCs	perfluorocarbons
PM <sub>10</sub>	Particulate matter smaller than 10 microns in diameter
PM <sub>2.5</sub>	Particulate matter smaller than 2.5 microns in diameter
PRC	Public Resources Code
RCEM	Roadway Emissions Construction Model
RCNM	Road Construction Noise Model
ROW	right-of-way
RWQCB	San Diego Regional Water Quality Control Board
SANDAG	San Diego Association of Governments
SANTEC	San Diego Regional Traffic Engineers' Council
SB	Senate Bill
SCIC	South Coastal Information Center
SDAB	San Diego Air Basin
SDAPCD	San Diego County Air Pollution Control District
SF <sub>6</sub>	sulfur hexafluoride
SIP	State Implementation Plan
SO <sub>2</sub>	sulfur dioxide
SO <sub>x</sub>	sulfur oxides
SCAQMD	South Coast Air Quality Management District
SMARA	Surface Mining and Reclamation Act
SMGB	State Mining and Geology Board
SR	State Route
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board

## ACRONYMS (cont.)

TAC	Toxic Air Contaminant
TCA Tribes	Native American tribes that are traditionally and culturally affiliated with the project location (Kumeyaay and Luiseño tribes)
TE	Transportation Evaluation
USEPA	United States Environmental Protection Agency
VdB	vibration decibels
VHFHSZ	very high fire hazard severity zone
VMT	vehicle miles traveled
VOCs	volatile organic compounds
WMA	watershed management area
WQIP	water quality improvement plan

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Planning Division  
201 North Broadway  
Escondido, CA 92025-2798  
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[www.escondido.org](http://www.escondido.org)

## **FINAL MITIGATED NEGATIVE DECLARATION**

Grand Avenue Vision Project  
City File Nos. PL 21-0055

An Initial Study (IS) Environmental Checklist was prepared for the Grand Avenue Vision Project (project) and is included with this Final Mitigated Negative Declaration (MND). The information contained in the IS Environmental Checklist will be used by the City of Escondido (City) to assess the project as required by the California Environmental Quality Act (CEQA) and State CEQA Guidelines, as well as related City Ordinances and Regulations.

The overall goal of the project is to build on the identity of Grand Avenue as a charming historic street by improving the comfort and experience of its patrons through creating a pedestrian-friendly and aesthetically appealing corridor. To maintain key historic aspects of downtown period-appropriate light fixtures, street furnishings would be provided, and decorative fencing would be added to improve walkability and accessibility.

The complete project corridor encompasses a 0.4-mile segment of Grand Avenue between Escondido Boulevard and Juniper Street and would include mini-roundabouts at three locations (Maple Street, Broadway, and Kalmia Street), streetscape improvements, public art features, narrowing of Grand Avenue to one lane in each direction and using the excess width to create wider sidewalks, and diagonal parking on one side of the street resulting in increased on-street parking. Other project features include:

- Installation of curb bulb-outs at key locations and a wider sidewalk. Phase I includes wider sidewalks on one side of the street between Maple Street and Broadway to improve walkability and comply with American Disability Act (ADA) standards. Future phases will include wider sidewalk on both sides of the street between Juniper Street and Escondido Boulevard.
- Removal of medians and restripe Grand Avenue to add diagonal parking between Escondido Boulevard and Juniper Street.
- Traffic signal modifications at the intersections of Escondido Boulevard and Juniper Street
- Preservation of existing trees, where feasible, and installation of trees and other landscaping.
- Installation of wayfinding signage and entry features to support first and last-mile trips.
- Installation of ornamental lights.

The project also proposes to realign North County Transit District (NCTD) Breeze bus routes 351 and 352 that currently traverse the project corridor. Route 351 would be rerouted along South Quince Street and West 2<sup>nd</sup> Avenue, and Route 352 would be rerouted along West Valley

Parkway and Juniper Street. Existing bus stops along Grand Avenue within the project corridor would be removed. With the realigned bus routes, the total distance of Route 351 would slightly increase by 0.01 mile and Route 352 would be the same distance. Two new bus shelters and benches would be installed at existing bus stops within the right of way along Second Avenue and Valley Parkway.

The project is designed in accordance with the City of Escondido Stormwater Design Manual and the project meets the condition of retrofitting or redevelopment of existing paved alleys, streets or roads that are designed and constructed in accordance with the United States Environmental Protection Agency (USEPA) Green Streets Guidance. Thus, all phases of the project would meet green streets exemptions per the current regulations and structural stormwater best management practices (BMPs) are not required. All applicable green street elements such as street trees and green gutters would be installed to the maximum extent practicable without reducing pedestrian and vehicle safety.

Construction activities include site preparation, demolition, grading, paving of the site, restriping, and landscaping. Site preparation would include removal of existing improvements, topsoil, and vegetation (i.e., existing landscaping). As such, while the project would not require any structural stormwater BMPs it would include BMPs related to air quality as follows:

- Water exposed soil areas a minimum of twice per day, or as allowed under imposed drought restrictions. On windy days or when fugitive dust can be observed leaving the construction site, apply additional water at a frequency to be determined by the on-site construction superintendent.
- Operate all vehicles on the construction site at speeds less than 15 miles per hour (mph).
- Cover all stockpiles that will not be utilized within three days with plastic or equivalent material, to be determined by the onsite construction superintendent, or spray them with a non-toxic chemical stabilizer.
- If a street sweeper is used to remove track-out/carry-out soils, only PM<sub>10</sub>-efficient street sweepers certified to meet the most current South Coast Air Quality Management District (SCAQMD 2008) Rule 1186 requirements shall be used. The use of blowers for removal of track-out/carry-out is prohibited under any circumstances.

Currently, the first phase of the project is funded through San Diego Association of Governments' (SANDAG) Smart Growth Incentive Program. This phase focuses on one portion of the corridor (the north side of Grand Avenue between Maple Street and Broadway) and includes the noted NCTD Breeze bus route realignments, sidewalk expansion, public art, and Green Streets improvements. However, while at this time only the first phase is funded, all phases and improvements of the entire project are evaluated within the context of the MND/IS.

This MND/IS assesses the environmental effects of the proposed project. As mandated by State CEQA Guidelines Section 15105, affected public agencies and the interested public were invited to submit comments on the Draft MND/IS during the 20-day public review period starting on June 21, 2021 and ending on July 12, 2021. No comments were received on the Draft MND/IS during the public review period and no revisions the Draft MND/IS or technical appendices are required. A printed copy of this document and associated plans and/or documents are available for review during normal operation hours at the City of Escondido

Planning Division, located at 201 North Broadway, Escondido, CA 92025-2798, and also available on the City's Website at: <https://www.escondido.org/planning.aspx>. The City of Escondido General Plan Update (2012a); Final Environmental Impact Report (2012); and Climate Action Plan are incorporated by reference pursuant to Section 15150 of the State CEQA Guidelines. These documents are available for review at, or can be obtained through, the City of Escondido Planning Division or on the City of Escondido website.

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**ENVIRONMENTAL CHECKLIST FORM**

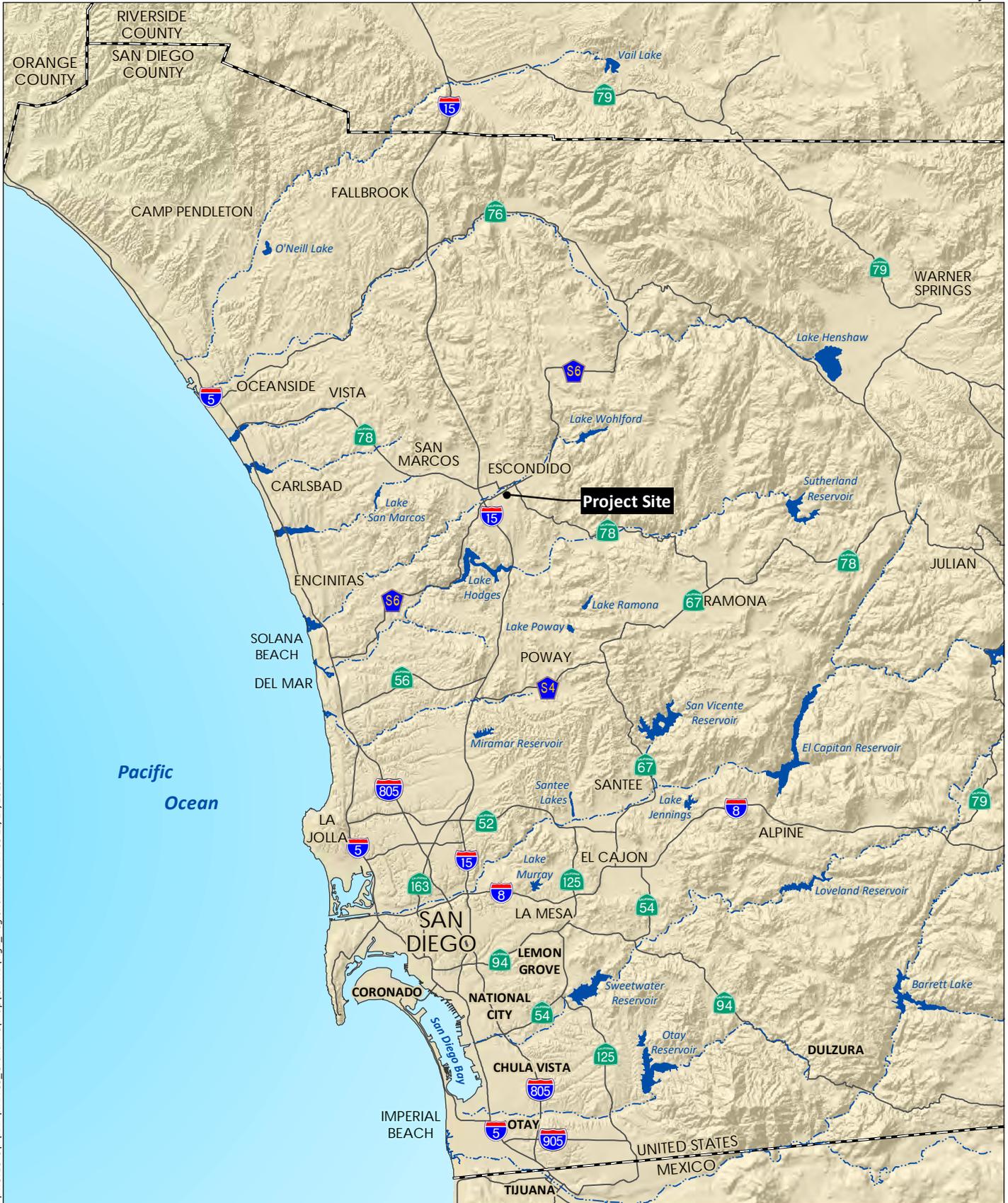
1. Project title and case file number: Grand Avenue Vision Project, PL 21-0055
2. Lead agency name and address: City of Escondido, 201 North Broadway, Escondido, CA 92025
3. Lead agency contact person name, title, phone number and email: Adam Finestone, City Planner, (760) 839-6203, [afinestone@escondido.org](mailto:afinestone@escondido.org)
4. Project location: 0.4-mile segment of Grand Avenue between Escondido Boulevard and Juniper Street (Figure 1, *Regional Location*, and Figure 2, *Project Site Location*)
5. Project applicant's name, address, phone number and email: Same as lead agency
6. General Plan designation: Specific Planning Area – Downtown Specific Plan
7. Zoning: Specific Plan – Downtown Specific Plan
8. Description of project: The complete project corridor encompasses a 0.4-mile segment of Grand Avenue between Escondido Boulevard and Juniper Street and would include mini-roundabouts at three locations (Maple Street, Broadway, and Kalmia Street), streetscape improvements, public art features, narrowing of Grand Avenue to one lane in each direction and using the excess width to create wider sidewalks, and diagonal parking on one side of the street resulting in increased on-street parking (Figure 3, *Project Site Plan*). Other project features include:
  - Installation of curb bulb-outs at key locations and a wider sidewalk. Phase I includes wider sidewalks on one side of the street between Maple Street and Broadway to improve walkability and comply with ADA standards. Future phases include wider sidewalks on both sides of the street.
  - Removal of medians and restripe Grand Avenue to add diagonal parking between Escondido Boulevard and Juniper Street.
  - Traffic signal modifications at the intersections of Escondido Boulevard and Juniper Street.
  - Preservation of existing trees, where feasible, and installation of trees and other landscaping.
  - Installation of wayfinding signage and entry features to support first and last-mile trips.
  - Installation of ornamental lights.

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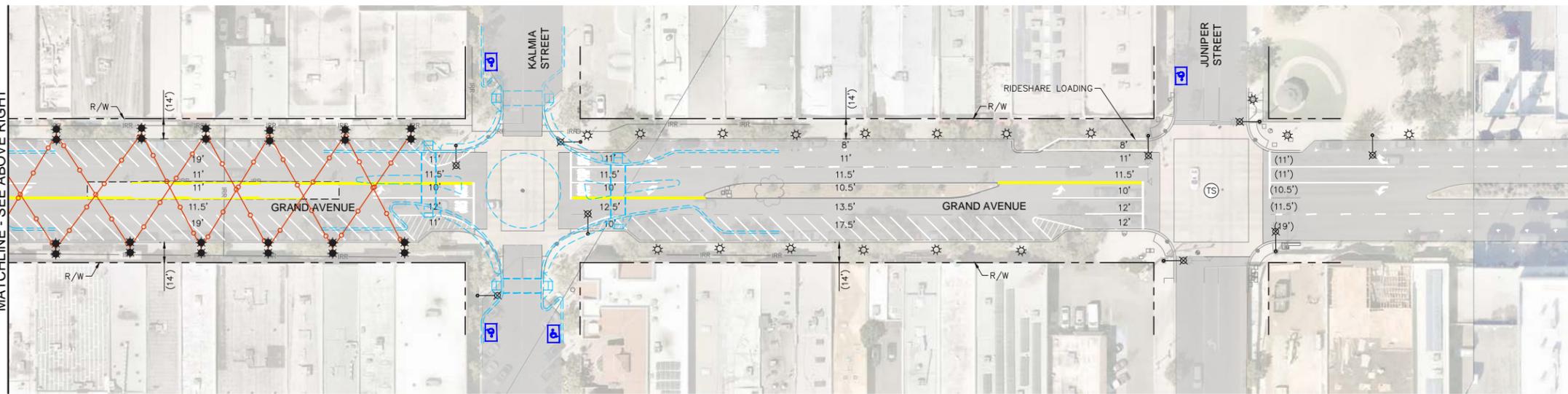
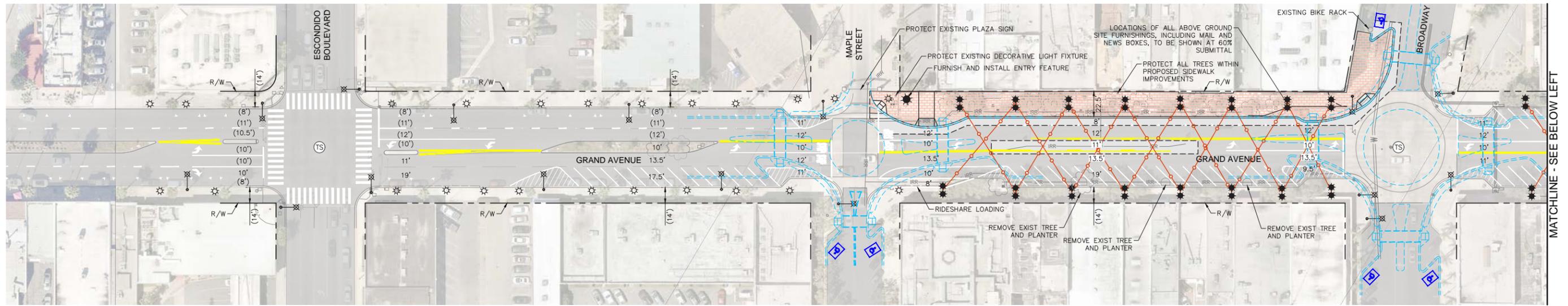
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Source: Base Map Layers (SanGIS, 2016)



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Source: Aerial (SANDAG, 2019)



**LEGEND**

- EXISTING TRAFFIC SIGNAL TO BE MODIFIED TO ACCOMMODATE NEW LANE DESIGNATION (TS)
- EXISTING PEDESTRIAN SCALE LIGHTING TO REMAIN ☼
- PROPOSED NEW ORNAMENTAL LIGHTS ⬤
- PROPOSED ENTRY FEATURE ⬤
- EXISTING STREET LIGHTS (INCLUDES LIGHTS AT TRAFFIC SIGNALS) ⊗
- PROPOSED FESTOON LIGHTS —○—○—○—
- PROPOSED PAVERS ▨
- ASPHALT CONCRETE ▭
- POTENTIAL ADA STALL LOCATION. ADDITION OF ADA STALL WILL REQUIRE ADDITIONAL SURVEY AND MAY REQUIRE CONSTRUCTION OF CURB RAMP. ♿



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Source: Kimley-Horn (2020)

9. Surrounding land uses and setting: Grand Avenue is within the Historic Downtown District and situated immediately north and east of the residential Old Escondido Historic District. Grand Avenue contains two vehicular lanes in each direction separated by a landscaped median. Mature trees and benches line the sidewalks on both sides of Grand Avenue. Given that the project is linear, surrounding land uses are those that line the roadway and include restaurants, banks, retail shops, art galleries, and personal service businesses. Two small parks; Heritage Garden at Grand Avenue and Juniper Street and Maple Plaza at Grand Avenue and Maple Street are along the project alignment as well. The Escondido Creek Trail Bike Path, a designated urban trail in the City's General Plan (see Figure VII-4, General Plan Resources Conservation Element) is located approximately 400 feet north of Grand Avenue along Valley Parkway. Palomar Health – Downtown Campus is located approximately one-tenth of a mile east from the intersection of Grand Avenue and Juniper Street at the intersection of Grand Avenue and Valley Boulevard. The California Center for the Arts – Escondido is located approximately 500 feet north of the intersection of Grand Avenue and Escondido Boulevard at the intersection of Escondido Boulevard and West Valley Parkway. Additionally, the NCTD Escondido Transit station is located 0.3-mile northwest of the project site on North Quince Street.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

If the project disturbs one acre or more, the project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) Construction General Permit for Storm Water Discharges Associated with Construction of Land Disturbance Activities (State Water Resources Control Board [SWRCB] Order No. 2009-0009-DWQ, NPDES No. CA2000002).

11. Have California Native American tribes traditionally or culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation began?

In accordance with the requirements of Assembly Bill (AB) 52, the City sent notification to Native American Tribes traditionally and culturally affiliated with the project area on March 3, 2021. The San Pasqual Band of Mission Indians, San Luis Rey Band of Mission Indians, and Rincon Band of Luiseño Indians requested consultation and additional information, and provided the City with written responses and correspondence, which are included in Appendix F, Native American Consultation, of this MND/IS. Please see Section XVIII of the IS Environmental Checklist for more detail.

## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below potentially would be affected by this project involving at least one impact that is a “Potentially Significant Impact” or “Less than Significant with Mitigation Incorporated” as indicated by the checklist on the following pages:

- |  |  |   |
|--|--|---|
| <input type="checkbox"/> Aesthetics                | <input type="checkbox"/> Agricultural/Forestry Resources | <input type="checkbox"/> Air Quality                                  |
| <input type="checkbox"/> Biological Resources      | <input checked="" type="checkbox"/> Cultural Resources   | <input type="checkbox"/> Energy                                       |
| <input type="checkbox"/> Geology and Soils         | <input type="checkbox"/> Greenhouse Gas Emissions        | <input type="checkbox"/> Hazards & Hazardous Materials                |
| <input type="checkbox"/> Hydrology/Water Quality   | <input type="checkbox"/> Land Use/Planning               | <input type="checkbox"/> Mineral Resources                            |
| <input checked="" type="checkbox"/> Noise          | <input type="checkbox"/> Population/Housing              | <input type="checkbox"/> Public Services                              |
| <input type="checkbox"/> Recreation                | <input type="checkbox"/> Transportation/Traffic          | <input checked="" type="checkbox"/> Tribal Cultural Resources         |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Wildfire                        | <input checked="" type="checkbox"/> Mandatory Finding of Significance |

## DETERMINATION

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there would not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment and/or deficiencies exist relative to the City’s General Plan Quality of Life Standards, and the extent of the deficiency exceeds the levels identified in the City’s Environmental Quality Regulations pursuant to Zoning Code Article 47, Section 33-924 (b), and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

Adam Finestone, City Planner  
Printed Name and Title

## EVALUATION OF ENVIRONMENTAL IMPACTS

1. This section evaluates the potential environmental effects of the proposed project, generally using the environmental checklist from the State CEQA Guidelines as amended and the City of Escondido Environmental Quality Regulations (Zoning Code Article 47). A brief explanation in the Environmental Checklist Supplemental Comments is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. All answers must take into account the whole action involved, including off-site, on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts and mitigation measures. Once the lead agency has determined that a particular physical impact might occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. The definitions of the response column headings include the following:
  - A. "Potentially Significant Impact" applies if there is substantial evidence that an effect might be significant. If there are one or more "Potentially Significant Impact" entries once the determination is made, an EIR shall be required.
  - B. "Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section 2 below, "Earlier Analyses," may be cross-referenced). Measures incorporated as part of the Project Description that reduce impacts to a "Less than Significant" level shall be considered mitigation.
  - C. "Less Than Significant Impact" applies where the project creates no significant impacts, only less than significant impacts.
  - D. "No Impact" applies where a project does not create an impact in that category. "No Impact" answers do not require an explanation if they are adequately supported by the information sources cited by the lead agency which show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. Earlier Analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or Negative Declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - A. Earlier Analysis Used. Identify and state where it is available for review.
  - B. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - C. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

3. Lead agencies are encouraged to incorporate references to information sources for potential impacts into the checklist (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
4. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
5. The explanation of each issue should identify the significance of criteria or threshold, if any, used to evaluate each question, as well as the mitigation measure identified, if any, to reduce the impact to less than significant.

ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. <u>AESTHETICS</u>.</b> Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>II. <u>AGRICULTURE AND FORESTRY RESOURCES</u>.</b> Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non- forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>III. <u>AIR QUALITY</u>.</b> Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>IV. <u>BIOLOGICAL RESOURCES.</u> Would the project:</b>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>V. <u>CULTURAL RESOURCES.</u> Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>VI. ENERGY.</b> Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>VII. GEOLOGY AND SOILS.</b> Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VIII. GREENHOUSE GAS EMISSIONS.</b> Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>IX. HAZARDS AND HAZARDOUS MATERIALS.</b> Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>X. <u>HYDROLOGY AND WATER QUALITY.</u></b> Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off- site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional resources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>XI. <u>LAND USE AND PLANNING.</u></b> Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XII. <u>MINERAL RESOURCES.</u></b> Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XIII. <u>NOISE.</u></b> Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XIV. <u>POPULATION AND HOUSING.</u></b> Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XV. <u>PUBLIC SERVICES.</u></b> Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVI. RECREATION.</b> Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XVII. TRANSPORTATION.</b> Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>XVIII. TRIBAL CULTURAL RESOURCES.</b> Would the project:				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIX. UTILITIES AND SERVICE SYSTEMS.</b> Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>XX. WILDFIRE.</b> If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XXI. MANDATORY FINDINGS OF SIGNIFICANCE.</b>				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of past, present and probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Where deficiencies exist relative to the City's General Plan Quality of Life Standards, does the project result in deficiencies that exceed the levels identified in the Environmental Quality Regulations (City of Escondido Zoning Code Article 47 Section 33-924(a))?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## ISSUES DISCUSSION

### I. Aesthetics

Would the project:

- a. Have a substantial adverse effect on a scenic vista?

**Less than Significant Impact.** Scenic vistas are generally defined as public viewpoints that provide expansive or notable views of a highly valued landscape and are typically identified in planning documents, such as a general plan, but can also include locally known areas or locations where high-quality public views are available.

According to the City of Escondido General Plan Update (General Plan) EIR (City 2012b) while the City does not specifically designate scenic vistas, ridgelines are considered the most important views in the planning area. Skyline ridges include those which define the horizon. Intermediate ridges include those with visible land behind them which creates a backdrop to the ridge as viewed from the valley floor. Additionally, as identified in the City's General Plan Resource Conservation Element (City 2012a), significant visual resources also include creeks, lakes, rock outcroppings, and large natural open spaces.

According to Figure VII-5, Slopes and Ridgelines, of the General Plan Resource Conservation Element, prominent ridgelines and slopes surround the City, but the project site is not located within the immediate vicinity of notable ridgelines or a sensitive area regarding viewsheds. Public views from the project vicinity and surrounding roadways toward scenic ridgelines and hillsides are obscured due to the existing built environment. Temporary construction-related visual effects could occur with regard to the grading, staging areas, and construction of the project infrastructure; however, these would not result in significant impacts due to their short-term, temporary nature and would not block views of identified scenic elements. Thus, the project would have a less than significant impact in relation to this issue.

- b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

**Less than Significant Impact.** The General Plan EIR identifies that in addition to natural significant visual resources as discussed above in response to item I a., the City has several man-made scenic resources such as prominent landscaped areas (including street trees and mature ornamental trees in existing neighborhoods), agricultural lands, and landmarks. Additionally, the General Plan EIR identifies that the Historic Downtown District contains historic scenic resources and the Old Escondido Historic District, which is to the south and west of the project site is a major landmark area.

The project would result in alterations to the street and streetscape along Grand Avenue, which is a major thoroughfare within the Historic Downtown District. Some trees, benches, and light fixtures would be removed to accommodate the sidewalk widening and other infrastructure improvements. However, as previously discussed in this MND/IS, the overall goal of the project is to build on the identity of Grand Avenue as a charming historic street by improving the comfort and experience of its patrons through creating a pedestrian-friendly and aesthetically appealing corridor. To maintain key historic aspects of downtown, the project includes period-appropriate light fixtures, street furnishings, and decorative fencing would be added to improve walkability and accessibility. Further, the project seeks to maximize opportunities for trees and

other landscaping particularly within the widened sidewalk area and landscape islands within the parking areas. Project site plans identify that several trees would be protected in place, new trees would be a minimum of six feet in height and would be planted every 30 feet along the alignment as well as the installation of lighting to replace any removed fixtures. Overall, the project intends to enhance the existing visual environment through the proposed improvements and as required, fixtures such as fencing, and lighting and plantings would be subject to design review by City staff design review board prior to project approval. As such, the project would be required to meet the standards set forth in the Downtown Specific Plan for the Historic Downtown District.

State scenic highways are those highways that are either eligible for designation or officially designated as State Scenic Highways by the California Department of Transportation (Caltrans). There are not any officially designated or eligible state scenic highways within the vicinity of the project; the two closest eligible state scenic highways (not officially designated) are I-5, located approximately 12.5 miles to the west of the project site, and State Route (SR-) 76, located approximately 19 miles to the northeast.

Therefore, while it is noted that the project would modify the existing street and streetscape, the project is intended in part to enhance the existing visual environment. Additionally, it would be subject to the design standards and design review board approval and there are no designated official or eligible state scenic highways within the project vicinity. Thus, the project would have a less than significant impact in relation to this issue.

- c. In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

**Less Than Significant Impact.** The proposed project is in the Historic Downtown District as identified in the Downtown Specific Plan. The site is zoned Specific Plan (S-P). The project is subject to the design policies, standards, and guidelines of the Downtown Specific Plan. In particular, the Downtown Specific Plan identifies the following two policies in relation to the visual environment:

- The street level shall be enhanced as an inviting place for pedestrians by providing features that are visually interesting and human in scale, including fencing, public art, outdoor displays, historical and landscaping.
- On-street parking shall offer convenience, slow traffic, and provide a visual and safety buffer between the pedestrian and the street.

The project would add visual interest to Grand Avenue through the provision of new curbs, gutters, wider sidewalks, street trees, and light fixtures along the project corridor. Likewise, in further support of these policies, the project would widen sidewalks and traffic calming measures such as mini-roundabouts (at the intersections of Kalmia Street, Maple Street, and Broadway). Overall, the project would not be a substantial departure from the existing visual environment as it is intended to enhance the existing conditions with increased accessibility and pedestrian friendly infrastructure and fixtures. During the construction period, the presence of construction vehicles, debris piles, and lay down areas would slightly impact the visual quality of the landscape in the immediate vicinity. As noted above under response to item I a.,

construction-related visual impacts would be temporary and localized. The plan would not conflict with the applicable zoning or other regulations governing scenic quality, and impacts would be less than significant in relation to this issue.

- d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

**Less Than Significant Impact.** There are two primary sources of light: light emanating from building interiors that passes through windows and light from exterior sources (e.g., street lighting, parking lot lighting, building illumination, security lighting, and landscape lighting). The introduction of light can be a nuisance by affecting adjacent areas and diminishing the view of the clear sky depending on the location of the light sources and its proximity to nearby light-sensitive areas.

The project site is in an area that is developed with commercial land uses. The existing light conditions in the project area include building lights, security lights, and street lighting.

Construction activities would occur Monday through Friday during the permitted daylight hours between 7:00 a.m. and 4:30 p.m. Once operational, visible elements of the project would be limited to the street improvements and streetscape infrastructure and fixtures, including period-appropriate light fixtures that are to enhance safety and the ambience of the pedestrian experience. However, the site currently supports a series of light fixtures and the improvements would not be a noticeably substantial increase in light.

All new lighting would be compatible with existing lighting in the project vicinity and would comply with the Escondido Outdoor Lighting Ordinance (Escondido Municipal Code, Chapter 33, Article 35), which is intended to minimize glare, light, and artificial sky glow for the benefit of the community, as well as astronomical research at Palomar Observatory. Such measures include use of dark sky compliance certified lighting, shielded outdoor lighting fixtures, and automatic timing devices to turn lights off when not necessary.

Glare is generally associated with architectural features such as windows or mirrored and solar paneling. The project entails improvements to an existing roadway and streetscape and does not include any structures that would have such features. Moreover, the surface improvements associated with the project would not include highly reflective treatments that would cause glare effects.

Based on these considerations, project lighting and other features would not contribute to a substantial new source of light or glare that would adversely affect day or nighttime views in the area. Impacts would be less than in relation to this issue.

## II. Agricultural and Forestry Resources

Would the project:

- a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency or (for annexations only) as defined by the adopted policies of the Local Agency Formation Commission, to nonagricultural use?

**No Impact.** Agricultural land is rated according to soil quality and irrigation status; the best quality land is called Prime Farmland. Unique farmland is land, other than prime farmland, that has combined conditions to produce sustained high quality and high yields of specialty crops. Farmland of Statewide Importance may include tracts of land that have been designated for agriculture by State law. In some areas that are not identified as having national or statewide importance, land is considered Farmland of Local Importance. The Farmland Mapping and Monitoring Program (FMMP) maintained by the California Department of Conservation (CDC) is the responsible state agency for overseeing the farmland classification.

According to the CDC's California Important Farmland Finder (CDC 2020), the project site is classified as Urban and Built-Up Land (land that is developed with urban uses of less than 40 acres and surrounded by developed uses) and does not contain any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Agricultural land is not present on the site or in the general vicinity. As a result, the project would not result in the conversion of such lands to non-agricultural use. The project would have no impact in relation to this issue.

b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?

**No Impact.** The Williamson Act, also known as the California Land Conservation Act of 1965, enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use; in return, landowners receive property tax assessments which are much lower than normal because they are based upon farming and open space uses as opposed to full market value. The Williamson Act is only applicable to parcels within an established agricultural preserve consisting of at least 20 acres of Prime Farmland, or at least 40 acres of land not designated as Prime Farmland. The Williamson Act is designed to prevent the premature and unnecessary conversion of open space lands and agricultural areas to urban uses.

As stated in response to item II a., the project site is in an area classified by the CDC as Urban and Built-Up Land where neither farmland nor agricultural resources are present. The project site is zoned S-P- Historic Downtown District and land uses are urban in nature. Additionally, the project site is not encumbered by a Williamson Act Contract and would not affect any properties zoned for agricultural use or affected by a Williamson Act Contract, as there are none within the project vicinity. The project would have no impact in relation to this issue.

c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

**No Impact.** Public Resources Code Section 12220(g) defines "forest land" as land that can support 10 percent native cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. Based on this definition, no forest land occurs within or adjacent to the project site. Moreover, there is no land zoned as forest land or timberland that exists within the project site or within its vicinity. There are scattered street trees throughout the site; however, there are no concentration of trees within the site that would constitute a forest. Therefore, the project would not conflict with existing zoning for or cause a rezoning of forest land, timberland, or timberland zoned Timberland Production. The project would have no impact in relation to this issue.

- d. Result in the loss of forest land or conversion of forest land to non-forest use?

**No Impact.** See response to item II c. There is no forest land present on the site or vicinity. The site has not been historically and is not currently used or planned to be used for forest land. As such, implementation of the proposed project would not result in the loss of forest land or conversion of forest land to non-forest use. The project would have no impact in relation to this issue.

- e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

**No Impact.** Refer to responses to items II a. through II d., above. No existing agricultural or forest land uses are in the proximity of the project site. Therefore, the project would not involve changes in the existing environment that could result in the conversion of farmland or forest land into non-agricultural or non-forest use. The project would have no impact in relation to this issue.

### III. Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:

- a. Conflict with or obstruct implementation of the applicable air quality plan?

**No Impact.** Air quality plans describe air pollution control strategies to be implemented by a city, county, or regional air district. The primary purpose of an air quality plan is to bring an area that does not attain federal and state air quality standards into compliance with those standards pursuant to the requirements of the federal Clean Air Act (CAA) and California Clean Air Act (CCAA).

The project site is located within the San Diego Air Basin (SDAB), which is governed by the San Diego Air Pollution Control District (SDAPCD). The regional air quality plan for San Diego County is SDAPCD's *2020 Plan for Attaining the National Ambient Air Quality Standards for Ozone in San Diego County* (Attainment Plan; SDAPCD 2020). The Attainment Plan, which would be a revision to the state implementation plan (SIP), outlines SDAPCD's plans and control measures designed to attain the national ambient air quality standard (NAAQS) for ozone. These plans accommodate emissions from all sources, including natural sources, through implementation of control measures, where feasible, on stationary sources to attain the standards. Mobile sources are regulated by the US Environmental Protection Agency (USEPA) and California Air Resources Board (CARB), and the emissions and reduction strategies related to mobile sources are considered in the Attainment Plan and SIP.

The two principal criteria for conformance to the Attainment Plan are (1) whether the project would result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of air quality standards, and (2) whether the project would exceed the assumptions in the Attainment Plan.

The project proposes roadway improvements to an approximately 0.4-mile section of Grand Avenue. The project would not result in an increase in population or employment in the City. As

described in response to item III b., below, the project’s construction activities would not result in emissions of criteria pollutants and precursors in excess of the City’s screening thresholds. Long-term operation of the project would not result new vehicular trips or an increase in vehicle miles traveled (VMT) (see Section XVII, Transportation). The project is proposing traffic calming features. Additionally, the project features enhance and encourage the use of active transportation modes within the project footprint, while discouraging vehicular traffic by implementing traffic calming measures.

Therefore, long-term operation of the project would not result in any change in vehicular emissions of criteria pollutant and precursors, or other sources of emissions, compared to long-term operation of Grand Avenue without implementation of the project. Therefore, the proposed project would be consistent with the Attainment Plan and applicable portion of the SIP and the project would not conflict with implementation of applicable air quality plans. The project would have a less than significant impact in relation to this issue.

- b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

**Less Than Significant Impact.** Screening thresholds for determining the air quality impacts for a project’s construction or operational (fixed and mobile sources) are established in the Escondido Municipal Code Chapter 33, Article 47, Section 33-924(G), as shown in Table 1, *Escondido Criteria Pollutant and Precursor Thresholds* (City 2013a). A project that would not exceed the screening level criteria would have less than significant impacts related to air quality violations.

**Table 1  
ESCONDIDO CRITERIA POLLUTANT AND PRECURSOR THRESHOLDS**

Maximum Pollutant Emissions (pounds per day)					
VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
55	250	550	250	150	150

Source: Escondido Municipal Code Chapter 33, Article 47 Section 33-924(G) (City 2013a).  
 VOC = volatile organic compound; NO<sub>x</sub> = nitrogen oxides; CO = carbon monoxide; SO<sub>x</sub> = sulfur oxides;  
 PM<sub>10</sub> = 10 microns or less particulate matter; PM<sub>2.5</sub> = 2.5 microns or less particulate matter

*Construction Emissions*

The project’s construction emissions were estimated using the Sacramento Metropolitan Air Quality Management District’s (SMAQMD) Roadway Construction Emissions Model (RCEM), version 9.0 (SMAQMD 2018). This model utilizes emissions factors from the California Air Resources Board’s (CARB) EMFAC 2017 and OFFROAD 2017 to calculate vehicle exhaust and fugitive dust emissions (CARB 2017a; CARB 2017b). Fugitive dust emissions are calculated estimating the maximum area (acres) of land disturbed daily. For modeling purposes, construction of roadway improvements was conservatively assumed to disturb a total of approximately 0.5 acre over approximately 3.5 months (77 working days). Project-specific input was based on general project information, assumptions provided by the project engineers, and default model settings to estimate reasonably conservative conditions. Construction activities would include site preparation (grubbing, clearing and demolition of existing roadway), grading and excavation, installation of drainage and utilities, and paving. For a conservative analysis

(earliest and most intense anticipated activity), construction of the project is anticipated to commence as early as August 2021 and be completed in November 2021. Additionally, although the project would be constructed in phases (dependent on funding), the construction emissions analysis assumed the entire corridor would be constructed in one phase to provide a conservative analysis.

The emissions generated from construction activities would include dust (particulate matter smaller than 10 microns in diameter [PM<sub>10</sub>] and particulate matter smaller than 2.5 microns in diameter [PM<sub>2.5</sub>]), primarily from fugitive sources such as soil disturbance and vehicle travel over unpaved surfaces, and combustion emissions of air pollutants (volatile organic compounds [VOCs], nitrogen oxides [NO<sub>x</sub>], PM<sub>10</sub>, PM<sub>2.5</sub>, carbon monoxide [CO], and sulfur oxides [SO<sub>x</sub>]), primarily from operation of heavy-duty off-road equipment. Emission estimates assume the use of water trucks, yielding a 50-percent control of fugitive dust from watering and associated dust control measures. The complete RCEM output is included as Appendix A to this MND/IS.

The results of the calculations for project construction are shown in Table 2, *Maximum Daily Construction Emissions*. The data are presented as the maximum anticipated daily emissions for comparison with the City thresholds.

**Table 2  
MAXIMUM DAILY CONSTRUCTION EMISSIONS**

Construction Activity	Pollutant Emissions (pounds per day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Site Preparation	1.1	12.2	9.9	<0.1	3.0	0.1
Grading/Excavation	5.7	62.9	46.7	0.1	5.2	3.0
Drainage/Underground Utilities	3.3	33.4	29.8	<0.1	4.1	2.0
Paving	1.5	15.1	17.5	<0.1	0.9	0.8
<b>Maximum Daily Emissions</b>	<b>5.7</b>	<b>62.9</b>	<b>46.7</b>	<b>0.1</b>	<b>5.2</b>	<b>3.0</b>
<i>Threshold</i>	<i>55</i>	<i>250</i>	<i>550</i>	<i>250</i>	<i>150</i>	<i>150</i>
<b>Exceed Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: RCEM (model output data is provided in Appendix A); significance thresholds based on the Escondido Municipal Code (City 2013a).

VOC = volatile organic compound; NO<sub>x</sub> = nitrogen oxides; CO = carbon monoxide; SO<sub>x</sub> = sulfur oxides; PM<sub>10</sub> = 10 microns or less particulate matter; PM<sub>2.5</sub> = 2.5 microns or less particulate matter

As shown in Table 2, emissions of all criteria pollutants would be below the maximum daily thresholds during construction. Maximum daily emissions would occur during grading and excavation. The project would be required to adhere to standard dust control measures meeting the requirements of SDAPCD Rule 55, Fugitive Dust Control (SDAPCD 2009). During ground disturbance activities for construction projects within the City's planning area boundary, the on-site construction superintendent is required to ensure implementation of standard BMPs to reduce the emissions of fugitive dust. Such measures may include:

- Water exposed soil areas a minimum of twice per day, or as allowed under imposed drought restrictions. On windy days or when fugitive dust can be observed leaving the construction site, apply additional water at a frequency to be determined by the on-site construction superintendent.
- Operate all vehicles on the construction site at speeds less than 15 miles per hour (mph).

- Cover all stockpiles that will not be utilized within three days with plastic or equivalent material, to be determined by the onsite construction superintendent, or spray them with a non-toxic chemical stabilizer.
- If a street sweeper is used to remove track-out/carry-out soils, only PM<sub>10</sub>-efficient street sweepers certified to meet the most current South Coast Air Quality Management District (SCAQMD 2008) Rule 1186 requirements shall be used. The use of blowers for removal of track-out/carry-out is prohibited under any circumstances.

The project would not violate federal or state air quality standards or contribute to an existing air quality violation in the SDAB. Short-term, temporary construction impacts would cease upon completion of construction, and impacts would be less than significant in relation to this issue.

### *Long-term Operational Emissions*

Project emissions would be limited to construction, as the project involves improvement to an existing roadway. The project would not result in new vehicular trips or an increase in VMT (see Section XVII, Transportation). The project is proposing traffic calming features. Additionally, the project features enhance and encourage the use of active transportation modes within the project footprint, while discouraging vehicular traffic by implementing traffic calming measures.

Therefore, no operational impacts related to emissions of criteria pollutants and precursors would occur.

- c. Expose sensitive receptors to substantial pollutant concentrations?

**Less Than Significant Impact.** Sensitive populations (i.e., children, senior citizens, and acutely or chronically ill people) are more susceptible to the effects of air pollution than are the general population. Land uses that are considered sensitive receptors typically include residences, schools, playgrounds, childcare centers, hospitals, convalescent homes, and retirement homes. There are two schools that are located less than one-quarter mile of the project site and this segment of Grand Avenue is north and east of residences in the Old Escondido Historic District. Impacts to sensitive receptors are typically analyzed for operational CO hotspots and exposure to Toxic Air Contaminants (TACs).

### *Carbon Monoxide Hotspots*

Vehicle exhaust is the primary source of CO. In an urban setting, the highest CO concentrations are generally found within close proximity to congested intersections, where vehicles are idling. As the project involves improvements to an existing roadway and would not generate new vehicle trips itself, new vehicular trips or an increase in VMT (see Section XVII, Transportation). The project is proposing traffic calming features. Additionally, the project features enhance and encourage the use of active transportation modes within the project footprint, while discouraging vehicular traffic by implementing traffic calming measures.

In addition, as discussed under Section XVII Transportation, the project would not result in an increase in congestion along the along Grand Avenue. There would be no impact from CO hotspots.

## *Toxic Air Contaminants*

Construction activities would result in short-term, project-generated emissions of diesel particulate matter (DPM), a complex mixture of solid material, from the exhaust of off-road, heavy-duty diesel equipment. Almost all DPM is 10 microns or less in diameter and 90 percent of DPM is less than 2.5 microns in diameter. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung. In 1998, CARB identified DPM as a TAC based on published evidence of a relationship between diesel exhaust exposure and lung cancer and other adverse health effects (CARB 2018).

Generation of DPM from construction projects typically occurs in a localized area (e.g., at the project site) for a short period of time. Because construction activities and subsequent emissions vary depending on the phase of construction (e.g., grading/excavation, paving), the construction-related emissions to which nearby receptors are exposed to would also vary throughout the construction period. During some equipment-intensive phases such as grading/excavation, construction-related emissions would be higher than other less equipment-intensive phases such as paving. The highest daily emissions of DPM (calculated as exhaust  $PM_{10}$  and  $PM_{2.5}$  in the RCEM) would occur during the grading/excavation phase which is anticipated to last approximately 6 working days and the entire construction period is anticipated to last approximately 3.5 months (77 working days).

The generation of DPM during construction would be variable and sporadic due to the nature of construction activity. Current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities. Additionally, project-related construction activities would occur in an area of less than one acre. Construction projects contained in a site of such size typically represent less than significant health risk impacts due to limitations on the size and numbers of off-road diesel equipment able to operate and thus a reduced amount of generated DPM, the reduced amount of dust-generating ground disturbance possible compared to larger construction sites, and the reduced duration of construction activities compared to the development of larger sites.

Due to the short duration and sporadic nature of construction activities requiring the use of heavy diesel-powered equipment, and because the use of heavy construction equipment would not be concentrated in any one area of the project site for extended periods, project construction activities would not expose sensitive receptors to substantial DPM concentrations. Once operational, the project would not be a source of TACs. Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations, and the project would have a less than significant impact in relation to this issue.

- d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

**Less Than Significant Impact.** Minor amounts of odor compounds associated with diesel heavy equipment exhaust and VOCs would be emitted during construction of the project. The odors of these emissions may be considered objectionable; however, emissions would disperse rapidly from the project site and therefore should not be at a level that would affect a substantial number of people. Further, the project is anticipated to be constructed within 3.5 months, and emissions of objectionable odors would be temporary. Long-term operation of the project would not be a source of odors. Therefore, the project would not result in other emissions (such as

those leading to odors) adversely affecting a substantial number of people. The project would have a less than significant impact in relation to this issue.

#### IV. Biological Resources

Would the project:

- a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

**No Impact.** The project site is completely developed and located in an urban area within the Historic Downtown District. Wildlife species with the potential to use the site are expected to be limited to common, non-sensitive species typical of urbanized areas. The project would result in improvements to Grand Avenue and the surrounding streetscape, all surfaces which are currently paved or support ornamental landscaping. No disturbance would occur to habitat that would supports species identified as a candidate, sensitive, or special status species. Also, there are no trees on site that could serve as nesting habitat for sensitive raptors protected under the Migratory Bird Treaty Act (MBTA) or California Fish and Game Code. The project would have no impact in relation to this issue.

- b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

**No Impact.** According to the General Plan Resource Conservation Element Vegetation Categories Map (City 2012a), no riparian habitat or other sensitive natural community is located at or near the project site. The project site is completely developed and located in an urban area within the City's Downtown Historic District. The entire project site is within the existing road right-of-way (ROW) that is either paved or supports ornamental landscaping. The project would have no impact in relation to this issue.

- c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

**No Impact.** According to the General Plan Resource Conservation Element Vegetation Categories Map (Figure VII-2) the nearest mapped wetlands are west of I-15. The project site is currently entirely paved or supports ornamental landscaping, does not support any wetlands, and project implementation would not involve any removal, filling, or hydrological interruption of any state or federally protected wetlands. The project would have no impact in relation to this issue.

- d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

**No Impact.** The construction and operation of the project would not impede the movement of fish or other wildlife species. The General Plan Resource Conservation Element identifies wildlife corridors as area that allow wildlife room to roam for access to food, territory, and

mating. Additionally, the General Plan states that a broad range of habitat is necessary for the dispersal of plants and animals to ensure the viability of such corridors. The project site is located within an urbanized area that does not contain any of the elements of a wildlife corridor. The project would occur within an existing roadway ROW; the site does not provide any aquatic habitat for migratory fish. There are no trees on site that could serve as nesting habitat for migratory birds. The project would have no impact in relation to this issue.

- e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

**No Impact.** The Escondido Municipal Code Grading and Erosion Control Ordinance (Chapter 33, Article 55, Sections 33-1068 and 33-1069) places restrictions on the removal of vegetation and includes vegetation and replacement standards for impacts to mature and/or protected trees. The project site is entirely developed, with only ornamental landscaped medians and street trees located along Grand Avenue. While many trees will be preserved in place, improvements associated with the project would result in the removal of some trees and the landscaped medians. However, there are no trees that are protected that would be removed during demolition or grading activities. The project would have no impact in relation to this issue.

- f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

**No Impact.** The City is not a participating entity of any adopted habitat conservation plans for the region, such as the North County Multiple Habitat Conservation Program (MHCP) or Multiple Species Conservation Program (MSCP); therefore, the project is not subject to any such plans and would have no conflicts. The project would have no impact in relation to this issue.

## V. Cultural Resources

Would the project:

- a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5 (or conflict with applicable historic thresholds specified in City of Escondido Zoning Code Article 47)?

**No Impact.** Under the California Environmental Quality Act (CEQA), a resource is considered “historically significant” if it meets the criteria for listing on the California Register of Historical Resources (CRHR) (Public Resources Code [PRC] Section 5024.1, Title 14 California Code of Regulations [CCR] Section 4852) including the following:

- A. Is associated with events that have made a significant contribution to the broad pattern of California’s history and cultural heritage;
- B. Is associated with the lives of persons important in our past;
- C. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- D. Has yielded or may be likely to yield information important in prehistory or history.

According to Section 15064.5 of the State CEQA Guidelines, a substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the historical resource would be materially impaired.

The City policies regulating impacts to cultural resources are provided in the General Plan. Procedures and criteria for register listing or local landmark designation are provided in the Escondido Municipal Code, Article 40, Section 33-794.

The project site is in the Historic Downtown District; however, all improvements are to occur within the existing ROW, which is paved and/or previously disturbed and are not considered a historic resource. As identified in Table 4.5-2, *Significant Historical Sites*, of the General Plan Update EIR, there are no significant sites listed along the project alignment. Goal 6 of the Downtown Specific Plan calls for the maintenance of the character of Downtown through the preservation of historically significant sites and structures. To accomplish this goal, Section IV of the Downtown Specific Plan provides historic preservation standards and guidelines for the area. As such, the installation of fixtures, such as street lighting are to be historically appropriate to meet the design requirements, policies, standards, and guidelines of the Downtown Specific Plan. As identified in the Environmental Checklist Form attached to this MND/IS, the project is designed to complement the existing land uses by extending the width of the sidewalks, create a sense of place, and promote and enhance community identity and historical context through innovative ideas that could include ambiance lighting, functional/interactive art, or other project features. Thus, while the project would occur within the Historic Downtown District, it would occur within the existing paved and disturbed ROW, there are no significant historic resources along the alignment, and is intended to further enrich the downtown's historic value. No impact would occur in relation to this issue.

- b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

**Less than Significant Impact with Mitigation Incorporated.** According to the Escondido General Plan EIR, Table 4.5-1, Archeological Resources within the General Plan Update Study Area, there is a single known archeological resource, an isolated prehistoric find consisting of one flake and one mano fragment, that is within the Downtown Specific Plan area. Further, as discussed further in Section XVIII, Tribal Cultural Resources, the Rincon Band has identified that the project area has potential to contain subsurface deposits. An archaeological records search of the California Historical Resources Information System (CHRIS) was conducted at the South Coastal Information Center (SCIC) at San Diego State University in April 2021 for the project area and a one-mile radius surrounding it. As discussed in response to item V a., above, the project site is within the Historic Downtown District, and thus, there are numerous historic built environment resources in the project vicinity. Additionally, the record search indicated that there are three recorded archaeological resources on file at the SCIC in the project search radius but none within the project site. These archaeological resources consist of a milling station with numerous bedrock slicks and mortars, located approximately a half mile from the project area; a prehistoric isolate consisting of a flake and a mano fragment, located just over a half mile west of the project area; and an isolated metate fragment found in fill soils during monitoring, approximately two-thirds of a mile north of the project area.

The City's Grading and Erosion Control Ordinance calls for grading designs that are sensitive to natural topographic, cultural, or environmental features. Under this Ordinance, certain features should be preserved in permanent open space easements, or such other means which will

assure their preservation, including significant cultural or historical features. The project occurs within an existing ROW that is paved and disturbed. Ground disturbance would occur to accommodate some of the project features such as the sidewalks, planting of street trees, light fixtures, and relocation of existing utilities.

In order to avoid impacts to unknown buried archaeological resources, the following mitigation measures are required to reduce impacts to less than significant:

**CR-1** Prior to the issuance of a grading permit, the Applicant shall enter into a Tribal Cultural Resource Treatment and Monitoring Agreement (also known as a Pre-Excavation Agreement) with a tribe that is traditionally and culturally affiliated with the Project Location (“TCA Tribe”). The purposes of the agreement are (1) to provide the Applicant with clear expectations regarding tribal cultural resources, and (2) to formalize protocols and procedures between the Applicant/Owner and the TCA Tribe for the protection and treatment of, including but not limited to, Native American human remains, funerary objects, cultural and religious landscapes, ceremonial items, traditional gathering areas and cultural items, located and/or discovered through a monitoring program in conjunction with the construction of the project, including additional archaeological surveys and/or studies, excavations, geotechnical investigations, grading, and all other ground-disturbing activities. The agreement shall incorporate, at a minimum, the performance criteria and standards, protocols, and procedures set forth in mitigation measures CR-2 through CR-10, and the following information:

- Parties entering into the agreement and contact information.
- Responsibilities of the City, archaeological monitors, and tribal monitors.
- Project grading and development scheduling, including determination of authority to adjust in the event of unexpected discovery, and terms of compensation for the monitors, including overtime and weekend rates, in addition to mileage reimbursement.
- Requirements in the event of unanticipated discoveries, which shall address grading and grubbing requirements including controlled grading and controlled vegetation removal in areas of cultural sensitivity, analysis of identified cultural materials, and on-site storage of cultural materials.
- Treatment of identified Native American cultural materials.
- Treatment of Native American human remains and associated grave goods.
- Confidentiality of cultural information including location and data.
- Negotiation of disagreements should they arise.
- Regulations that apply to cultural resources that have been identified or may be identified during project construction.

**CR-2** Prior to issuance of a grading permit, the Applicant shall obtain a qualified archaeologist and a Native American monitor associated with a TCA Tribe have been retained to implement the monitoring program. The archaeologist shall be responsible for

coordinating with the Native American monitor. This verification shall be presented to the City in a letter from the project archaeologist that confirms the selected Native American monitor is associated with a TCA Tribe. The City, prior to any pre-construction meeting, shall approve all persons involved in the monitoring program.

- CR-3** The qualified archaeologist and a Native American monitor shall attend all applicable pre-construction meetings with the General Contractor and/or associated subcontractors to explain and coordinate the requirements of the monitoring program.
- CR-4** During the initial grubbing, site grading, excavation or disturbance of the ground surface (including both on- and off-site improvement areas), the qualified archaeologist and the Native American monitor shall be present full-time. If the full-time monitoring reveals that the top soil throughout the Project impact area (both on and off-site) has been previously removed during the development of the roads and buildings within the project area, then a decrease of monitoring to part-time monitoring or the termination of monitoring can be implemented, as deemed appropriate by the qualified archaeologist in consultation with the Native American monitor. The frequency of subsequent monitoring shall depend on the rate of excavation, the materials excavated, and any discoveries of tribal cultural resources as defined in California Public Resources Code Section 21074. The qualified archaeologist, in consultation with the Native American monitor, shall be responsible for determining the duration and frequency of monitoring considering these factors. Archaeological and Native American monitoring will be discontinued when the depth of grading and soil conditions no longer retain the potential to contain cultural deposits (i.e., soil conditions are comprised solely of fill or granitic bedrock).
- CR-5** In the event that previously unidentified tribal cultural resources are discovered, all work must halt within a 100-foot radius of the discovery. The qualified archaeologist and the Native American monitor shall evaluate the significance of the find and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The qualified archaeologist and Native American Monitor shall consider the criteria identified by California Public Resources Code sections 21083.2(g) and 21074, and CEQA Guidelines sections 15064 and 15064.5(c) in determining the significance of a discovered resource. If the professional archaeologist and Native American monitor determine that the find does not represent a culturally significant resource, work may resume immediately, and no agency notifications are required. Isolates and clearly non-significant deposits shall be documented in the field and collected and monitored grading can immediately proceed.
- CR-6** If the qualified archaeologist and Native American monitor determine that the find does represent a potentially significant tribal cultural resource, considering the criteria identified by California Public Resources Code sections 21083.2(g) and 21074, and CEQA Guidelines sections 15064 and 15064.5(c), the archaeologist shall immediately notify the City of said discovery. The qualified archaeologist, in consultation with the City, the consulting TCA Tribe(s), and the Native American monitor, shall determine the significance of the discovered resource. A recommendation for the tribal cultural resource's treatment and disposition shall be made by the qualified archaeologist in consultation with the TCA Tribe(s) and the Native American monitor and be submitted to the City for review and approval. If the find is determined to be a Tribal Cultural Resource under CEQA, as defined in California Public Resources Code Section 21074(a) though (c), appropriate treatment measures will be implemented. Work may not resume within the no-work radius until the City, through consultation as set forth

herein, determines either that: 1) the discovery does not constitute a Tribal Cultural Resource under CEQA, as defined in California Public Resources Code Section 21074(a) through (c); or 2) the approved treatment and disposition measures have been completed.

**CR-7** All sacred sites, significant tribal cultural resources, and unique archaeological resources encountered within the project area shall be avoided and preserved as the preferred mitigation. The avoidance and preservation of the significant tribal cultural resource or unique archaeological resource must first be considered and evaluated in consultation with the TCA Tribe(s) as required by CEQA and in compliance with all relevant mitigation measures for the Project. If any significant tribal cultural resource or unique archaeological resource has been discovered and such avoidance or preservation measure has been deemed to be infeasible by the City's Director of Community Development (after a recommendation is provided by the qualified archaeologist, in consultation with the TCA Tribe(s) and Native American monitor, making a determination of infeasibility that takes into account the factors listed in California Public Resources Code sections 21061.1, 21081(a)(3), and CEQA Guidelines section 15091, and in accordance with all relevant mitigation measures for the project), then culturally appropriate treatment of those resources, including but not limited to funding an ethnographic or ethnohistoric study of the resource(s), and/or developing a research design and data recovery program to mitigate impacts shall be prepared by the qualified archaeologist (using professional archaeological methods), in consultation with the TCA Tribe and the Native American monitor, and shall be subject to approval by the City. No artifact sampling for analysis is allowed, unless approved by the consulting TCA Tribe(s). Before construction activities are allowed to resume in the affected area, the research design and data recovery program activities must be concluded to the satisfaction of the City.

**CR-8** As specified by California Health and Safety Code section 7050.5, if human remains are found on the Project site during construction or during archaeological work, the person responsible for the excavation, or his or her authorized representative, shall immediately notify the San Diego County Coroner's office. Determination of whether the remains are human shall be conducted on site and in situ where they were discovered by a forensic anthropologist unless the forensic anthropologist and the Native American monitor agree to remove the remains to a temporary off-site location for examination. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Coroner has made the necessary findings as to origin and disposition. A temporary construction exclusion zone shall be established surrounding the area of the discovery so that the area would be protected, and consultation and treatment could occur as prescribed by law. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the NAHC, which then will designate a Native American Most Likely Descendant (MLD) for the project (California Public Resources Code § 5097.98) for proper treatment and disposition in accordance with California Public Resources Code section 5097.98. The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the City does not agree with the recommendations of the MLD, the NAHC can mediate (California Public Resources Code § 5097.94). If no agreement is reached, the remains shall be kept in situ, or reburied in a secure location in close proximity to where they were found and where they will not be further disturbed (California Public Resources Code § 5097.98). Work may not resume within the no work radius until the lead agency, through

consultation as appropriate, determines that the treatment measures have been completed to their satisfaction. The analysis of the remains shall only occur on site in the presence of the MLD, unless the forensic anthropologist and the MLD agree to remove the remains to an off-site location for examination.

**CR-9** If the qualified archaeologist elects to collect any tribal cultural resources, the Native American monitor must be present during any cataloging of those resources. Moreover, if the qualified archaeologist does not collect the cultural resources that are unearthed during the ground-disturbing activities, the Native American monitor may, at their discretion, collect said resources for later reburial on the project site or storage at a local curation facility. Any tribal cultural resources collected by the qualified archaeologist shall be repatriated to the TCA Tribe for reburial on the project site. Should the TCA Tribe(s) decline the collection, the collection shall be curated at the San Diego Archaeological Center. All other resources determined by the qualified archaeologist, in consultation with the Native American monitor, to not be tribal cultural resources, shall be curated at the San Diego Archaeological Center.

**CR-10** Prior to the release of the grading bond, a monitoring report and/or evaluation report, if appropriate, that describes the results, analysis, and conclusions of the archaeological monitoring program and any data recovery program on the project site, shall be submitted by the qualified archaeologist to the City. The Native American monitor shall be responsible for providing any notes or comments to the qualified archaeologist in a timely manner to be submitted with the report. The report will include California Department of Parks and Recreation Primary and Archaeological Site Forms for any newly discovered resources. A copy of the final report will be submitted to the South Coastal Information Center after approval by the City.

With the implementation of mitigation measures CUL-1 through CUL-10, impacts would be less than significant in relation to this issue.

c. Disturb any human remains, including those interred outside of formal cemeteries?

**Less Than Significant Impact.** The project site is within a developed urban area in downtown Escondido. No cemeteries, formal or informal, have been identified or are known to be present on site or within the project vicinity. Further, while it is possible for human remains to be discovered during certain construction activities, such as grading, project activities would involve minimal ground disturbance, primarily associated with the widening of sidewalks and potential relocation of utilities to accommodate new light fixtures or street trees. Should human remains be uncovered during construction, compliance with existing regulations (State Health and Safety Code Section 7050.5), as described in mitigation measure CUL 8 above, would ensure that impacts would be less than significant.

## **VI. Energy**

Would the project:

a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

**Less Than Significant Impact.** Energy usage is typically quantified using the British thermal unit (Btu) and large quantities of energy are often reported as million Btu (MMBtu). As a point of

reference, the approximate amounts of energy contained in common energy sources are gasoline – 0.124 MMBTU per gallon and diesel – 0.139 MMBtu per gallon.

The project would involve the consumption of energy resources during construction. Diesel and gasoline fuel is anticipated to be the primary energy consumed. It is not anticipated that the project would require substantial use of natural gas or electricity (from the electrical grid) during construction. As a result, natural gas and electricity use during construction would be temporary and a negligible portion of the total construction energy. Diesel and gasoline fuel consumption would be associated with heavy-duty equipment, haul trucks involved in the transport of soil, asphalt, and other construction materials, and workers commuting to and from the site.

Although there are no thresholds for determining what constitutes wasteful or inefficient use of energy, for full disclosure, the project’s construction energy consumption was estimated. The project’s estimated construction energy consumption was calculated using: off-road equipment types, horsepower, count and hours from the SMAQMD Road Construction Emissions Model version 9.0 (described in the air quality analysis, above); off-road fuel consumption factors from the CARB OFFROAD2017- ORION Web Database version 1.0.1 (CARB 2017b); and on-road fuel consumption factors from the CARB EMFAC2107 Web Database version 1.0.2 (CARB 2017a). The calculation sheets are provided in Appendix A to this MND/IS. The estimated fuel and total energy consumed during project construction is shown in Table 3, *Construction Energy Consumption*.

**Table 3  
CONSTRUCTION ENERGY CONSUMPTION**

<b>Phase</b>	<b>Fuel (gallons) Diesel</b>	<b>Fuel (gallons) Gasoline</b>	<b>Total (MMBtu)</b>
Site Preparation	2,107	155	312,132
Grading/Excavation	2,852	169	417,325
Drainage/Underground Utilities	4,695	335	694,133
Paving	4,106	464	628,264
<b>Construction Total</b>	<b>13,760</b>	<b>1,123</b>	<b>2,051,855</b>

Source: RCEM; CARB 2017a; CARB 2017b (model output data is provided in Appendix A)  
 VOC = volatile organic gases; NO<sub>x</sub> = nitrogen oxides; CO = carbon monoxide; SO<sub>x</sub> = sulfur oxides;  
 PM<sub>10</sub> = 10 microns or less particulate matter; PM<sub>2.5</sub> = 2.5 microns or less particulate matter.  
 Notes: Total may not sum due to rounding.

The total petroleum consumption would be temporary and would cease upon completion of project implementation, would be typical of similar roadway improvement construction projects, and would not require the development of new energy resources or distribution infrastructure. Once operational, the project would not result in any energy usage beyond the streetlights and energy usage of the road segment, which would be similar to a without project scenario. Based on these considerations, the project would not result in wasteful, inefficient, or unnecessary consumption of energy resources and the impact would be less than significant in relation to this issue.

- b. Conflict with or obstruct state or local plan for renewable energy or energy efficiency?

**No Impact.** The project would be built and operated in accordance with existing, applicable regulations for the design and construction of roadways. There are no applicable plans for renewable energy or energy efficiency for the design and operation of roadways, and there would be no impact in relation to this issue.

## VII. Geology and Soils

A Geotechnical Evaluation was prepared for the proposed project by Ninyo & Moore (2020). The study is summarized below, and the complete report is included in Appendix B to this MND/IS.

Would the project:

- a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

**No Impact.** In 1972, the California legislature passed the Alquist-Priolo Earthquake Zoning Act (Act) to help identify areas subject to severe ground shaking. The Act also regulated the siting of buildings with regard to surface fault rupture following the 1971 San Fernando Earthquake. Earthquake faults are categorized as active, potentially active, and inactive. A fault is classified as active if it is included as an Earthquake Fault Hazard Zone (EFHZ), which indicated movement within the past 11,000 years. The purpose of this Act is to prohibit the placement of most structures for human occupancy across the traces of active faults; thereby mitigating the hazard of fault ruptures. EFHZs identify the probability of ground rupture for future earthquakes. Where such zones are designated, no buildings or structures may be constructed on the trace of the fault. According to the General Plan Update EIR, there are no EFHZs exist within the City. Therefore, the project would not cause substantial adverse effects due to rupture of a known earthquake fault. The project would have no impact in relation to this issue.

- ii. Strong seismic ground shaking?

**No Impact.** Although no active faults are located within the proposed project area, the San Jacinto Fault (40 miles northeast), Elsinore Fault (20 miles northeast) and Rose Canyon Fault (15 miles southwest) have the potential to result in seismic ground shaking within the proposed project area. The project includes improvements to the existing roadway and streetscape and does not include project features that would involve placing people or structures at risk in the event of an earthquake. The project would have no impact in relation to this issue.

- iii. Seismic-related ground failure, including liquefaction?

**No Impact.** Liquefaction is a soil phenomenon in which water-saturated soils lose strength when subject to the forces of intense and prolonged ground shaking. Liquefaction is more likely to occur in loose to moderately saturated soils with poor drainage, such as silty sands or sands and gravel containing impermeable sediments. The presence of a shallow groundwater table

can also increase the susceptibility of liquefaction during seismic events. Ground failure associated with liquefaction can result in severe damage to structures. According to the General Plan Resource Conservation Element Figure VI-9, *Seismic and Geologic Hazards*, the project site is not located in an area that is subject to liquefaction. The project would have no impact in relation to this issue.

iv. Landslides?

**No Impact.** The project site and vicinity exhibit relatively flat topography; no steep slopes are located within or adjacent to the project site. According to the General Plan Resource Conservation Element Figure VI-9, *Seismic and Geologic Hazards*, the project site is not located in an area that has soils or slopes that are susceptible to landslides. The project would have no impact in relation to this issue.

b. Result in substantial soil erosion or the loss of topsoil?

**Less Than Significant Impact.** Soil exposed by construction activities could be subject to erosion if exposed to heavy rain, winds, or other storm events. There is the potential for soil erosion or loss of topsoil during construction activities as the ground is cleared and graded. If the project disturbs one acre or more, then the project would require an NPDES Construction General Permit and be required to submit a Notice of Intent to the Regional Water Quality Control Board (RWQCB) for the preparation a Stormwater Pollution Prevention Plan (SWPPP) Generally, a SWPPP demonstrates how water quality during and post construction would be maintained in accordance with mandated objectives. Often this is achieved by employing BMPs. Many BMPs designed to protect water quality also serve to reduce soil erosion and loss of topsoil. Prior to the issuance of an encroachment permit, the City requires that an applicant demonstrates proof of coverage under the NPDES Construction General Permit and a complete SWPPP. If the project impact area is less than one acre, the project would still be required to implement construction BMPs for minor projects. The City's Jurisdictional Runoff Management Program outlines the methods and approaches for identifying potential pollutants that may exist at active construction sites and presents a variety of BMPs for eliminating or minimizing pollutants in construction site storm water runoff (City 2017). As discussed in response to item X b., typical construction BMPs include installing and maintaining sediment and erosion control measures. Such BMPs may include silt fences, sedimentation traps, fiber rolls, street sweeping and vacuuming, and straw bale barriers. Appropriate BMPs would be determined at the time of the preparation of the SWPPP if there is a Construction General Permit. If a SWPPP is not required BMPs would be determined prior to the issuance of a grading permit and City staff would perform inspections and document compliance for the project, along with enacting enforcement measures as necessary to achieve compliance.

Post construction, the project site would have no substantial erosion or loss of topsoil as the site would be returned to similar conditions and would employ Green Street strategies that are intended to capture stormwater onsite (see Section X Hydrology and Water Quality). Thus, with the implementation of BMPs as required and the implementation of green street strategies, impacts would be less than significant in relation to this issue.

c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

**Less than Significant Impact.** As identified in responses to items VII a iii and iv., the project site is not in an area that is susceptible to liquefaction or landslides. Lateral spreading which generally occurs on gentle slopes where the ground can slide on a buried liquefied layer, buildings, roads, pipelines, and other structures can be damaged. The project site is not located in an area with gentle slopes and it is not in an area that supports liquefiable soils. Thus, lateral spreading would not occur. Subsidence, which can be caused by groundwater depletion, seismic activity, and other factors, refers to elevation changes of the land whether slow or sudden. According to the Multijurisdictional Hazard Mitigation Plan (URS 2004), the underlying geologic formations in the entire County of San Diego, including the proposed project area, are mostly granitic and have a very low potential of subsidence. However, Geotechnical Evaluation conducted by Ninyo & Moore in March 2020, identified that the subgrade soils at the site include fill and old alluvium. These materials generally, consist of silty sand and clayey sand. As required through the project's conditions of approval, the project would adhere to the recommendations set forth in the Geotechnical Investigation for earthwork. The required compliance to the recommendations in the Geotechnical Investigation would result in a less than significant impact in relation to this issue.

- d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

**No Impact.** Expansive (or shrink-swell) behavior in soils is attributable to the water-holding capacity of clay minerals and can adversely affect the integrity of facilities such as pavement, foundations, or underground utilities. Certain types of clay soils expand when they are saturated and shrink when dried. According to the General Plan EIR Figure 4.6.5, *Expansive Soils*, the project site is not located in an area that contains expansive soils. The project would have no impact in relation to this issue.

- e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

**No Impact.** The proposed project would not involve the use of septic tanks or alternative wastewater disposal systems. The project would have no impacts in relation to this issue.

- f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

**No Impact.** Impacts to paleontological resources generally occur from the physical destruction of fossil remains by excavation operations that cut into geologic formations. Trenching and tunneling activities may also result in impacts to paleontological resources. The project site contains soils that have a moderate potential to contain paleontological resources. However, the project site is highly developed and as note in response to item VII c., above, the subgrade soils at the site include fill and old alluvium. These materials, that are not soils native to the site, do not have the potential to contain paleontological resources. Moreover, there are existing regulations and General Plan goals and policies in place to protect unique paleontological resources, including PRC Section 5097, the County Grading Ordinance, the Escondido Municipal Code Grading and Erosion Control Ordinance, and Goal 5 of the General Plan Resource Conservation Element.

Unique geological features generally are defined to include geologic structures, formations, or other features that exhibit unusual or important characteristics in the context of scientific

information (e.g., rare geologic/mineral assemblages or structural features), economic considerations (e.g., economically valuable mineral deposits), or cultural perception (e.g., prominent, unusual, and/or aesthetically pleasing rock outcrops or exposures). Because the project site is entirely developed, is situated on fill material, and does not encompass any distinct or unique geologic characteristics, information or features as described, the project would have no impact in relation to this issue.

### VIII. Greenhouse Gas Emissions

Would the project:

- a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment (or conflict with applicable greenhouse gas emissions thresholds specified in City of Escondido Zoning Code Article 47)?

**Less Than Significant Impact.** Greenhouse gases (GHGs) are emitted by natural processes and human activities primarily associated with: (1) the burning of fossil fuels during motorized transport, electricity generation, natural gas consumption, industrial activity, manufacturing, and other activities; (2) deforestation; (3) agricultural activity; and (4) solid waste decomposition. Emissions of GHGs in excess of natural ambient concentrations are thought to be responsible for the enhancement of the greenhouse effect and contributing to what is termed “global warming,” the trend of warming of the Earth’s climate from anthropogenic activities. Global climate change impacts are by nature cumulative; direct impacts cannot be evaluated because the impacts themselves are global rather than localized impacts.

The GHGs defined under California’s AB 32 include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>). As individual GHGs have varying heat-trapping properties and atmospheric lifetimes, GHG emissions are converted to carbon dioxide equivalent (CO<sub>2</sub>e) units for comparison. The CO<sub>2</sub>e is a consistent methodology for comparing GHG emissions because it normalizes various GHG emissions to a consistent measure.

The City of Escondido Climate Action Plan (CAP) was adopted in December 2013 (City 2013b) and is implemented through the adoption of the City of Escondido Zoning Code Article 47. A lead agency may conclude that a project’s GHG impact is not cumulatively significant if the project demonstrates consistency with the CAP, which is a qualified GHG reduction plan under CEQA (CEQA Guidelines Section 15183.5[h][3]). For development projects, the CAP established a 2,500 metric tons (MT) CO<sub>2</sub>e per year screening level threshold to determine whether projects would potentially result in a significant impact related to GHG emissions. City guidance also recommends including construction emissions (amortized over a typical duration of 30 years) in the comparison to the screening threshold. Annual project CO<sub>2</sub>e emissions less than the threshold would be considered to have less than significant impact.

The project would result in emissions of GHGs during construction from the use of heavy construction equipment, worker vehicle miles traveled (VMT), and haul truck VMT. The project’s construction GHG emissions were estimated using the same assumptions and methods as the air quality analysis (using RCEM) and are shown in Table 4, *Estimated Construction GHG Emissions*. Construction activities would include site preparation (grubbing, demolition of existing roadway), grading and excavation, installation of drainage and utilities, and paving. For a conservative analysis, construction of the project is anticipated to commence as early as

January 2021 and be completed in April 2021. The full RCEM output is included as Appendix A to this MND/IS.

**Table 4  
ESTIMATED CONSTRUCTION GHG EMISSIONS**

Phase	Emissions (MT CO <sub>2</sub> e)
Site Preparation	22.7
Grading/Excavation	24.2
Drainage/Underground Utilities	42.6
Paving	43.8
<b>Total Emissions</b>	<b>133.3</b>
<b><i>Amortized Emissions (total/30 years)</i></b>	<b><i>4.4</i></b>
<i>City CAP Threshold</i>	2,500
<b><i>Exceed Threshold?</i></b>	<b>No</b>

Source: RECEM (model output data is provided in Appendix A); significance thresholds based on the Escondido Municipal Code (City 2013a).

Note: Totals may not sum due to rounding.

As shown in Table 4, the total GHG emissions that are anticipated from construction of the proposed project would be approximately 133 MT CO<sub>2</sub>e. Averaged over 30 years, the proposed construction activities would contribute approximately 4.4 MT CO<sub>2</sub>e emissions per year to the City’s GHG emissions inventory. Therefore, the proposed project would generate GHG emissions below the City’s CAP threshold of 2,500 MT CO<sub>2</sub>e. Project emissions would be limited to construction, as the project would involve improvements to an existing roadway and would not generate new vehicle trips, and no operational impacts would occur. Therefore, the project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. The project would have a less than significant impact in relation to this issue.

- b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

**Less than Significant Impact.** There are numerous State plans, policies, and regulations adopted for the purpose of reducing GHG emissions. The principal overall State plan and policy is AB 32 and SB 32, collectively known as the California Global Warming Solutions Act of 2006. The quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020. Senate Bill (SB) 32 would require further reductions of 40 percent below 1990 levels by 2030. Statewide plans and regulations such as GHG emissions standards for vehicles (AB 1493), the Low Carbon Fuel Standard (LCFS), and regulations requiring an increasing fraction of electricity to be generated from renewable sources are being implemented at the statewide level; as such, compliance at the project level is not addressed. Therefore, the proposed project does not conflict with those plans and regulations.

Because development of the proposed project would not contribute to residential or employment growth in the City, and because the project would not result in new vehicle trips, the GHG emissions associated with the project would have already been accounted for in the City’s future emissions forecast. As such, implementation of the proposed project would be consistent with the City’s CAP. As discussed above, the GHG emissions generated by the proposed project would not exceed the City’s 2,500 MT CO<sub>2</sub>e per year screening threshold. As the threshold has been developed as part of the CAP development review process, the project would not interfere

with implementation of the CAP. Consequently, the implementation of the project would not hinder the ability of the State to achieve AB 32 and SB 32 GHG reduction goals. Therefore, implementation of the proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. The project would have a less than significant impact in relation to this issue.

## **IX. Hazards and Hazardous Materials**

Would the project:

- a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

**Less Than Significant Impact.** Materials and waste are generally considered hazardous if they are poisonous (toxicity), can be ignited by open flame (ignitability), corrode other materials (corrosivity), or react violently, explode or generate vapors when mixed with water (reactivity). The term “hazardous material” is defined in the State Health and Safety Code (Chapter 6.95, Section 25501[o]) as any material that, because of quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment. Hazardous waste is defined as any hazardous material that is abandoned, discarded, or recycled, as defined in the State Health and Safety Code (Chapter 6.95, Section 25125). The transportation, use, and disposal of hazardous materials, as well as the potential releases of hazardous materials to the environment, are closely regulated through many state and federal laws.

The operation of construction equipment at the project site would involve the transportation and use of limited quantities of fuel, oil, sealants, and other hazardous materials related to construction. The use of hazardous materials and substances during construction would be subject to federal, state, and local health and safety requirements for handling, storage, and disposal. Once operational, the improvements themselves would not involve any routine transport, use, or disposal of hazardous materials. Routine maintenance may require equipment that would require fuel for operation. This would be limited and subject to regulation. Thus, with adherence to the required regulations, impacts would be less than significant in relation to this issue.

- b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

**Less Than Significant Impact.** As with most construction, there is the possibility of accidental release of hazardous substances during typical construction activities. Specifically, site development would involve a range of activities that would include the use of common hazardous materials, substances, or chemicals such as fuels, oils, lubricants, paints, and solvents. Construction activities would be short-term, and the use of these materials would cease once construction is complete. The hazardous substances used during construction would be required to comply with existing federal, state, and local regulations regarding the use and disposal of these materials. In the event of an accidental release during construction, containment and clean up would be in accordance with existing applicable regulatory requirements. Therefore, with the adherence to required regulations, impacts would be less than significant in relation to this issue.

- c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

**Less Than Significant Impact.** Summerhill School and Classical Academy High School are both located less than one-quarter of the project site. As discussed in response to item IX a. above, any transport, use, or disposal of hazardous materials would be limited to typical equipment used during construction or routine maintenance and the operation of which is subject to regulations. Post construction, the project related improvements would not involve any transport, use, or disposal of hazardous materials, nor would they emit hazardous emissions. Therefore, impacts are less than significant in relation to this issue.

- d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

**Less Than Significant Impact.** Government Code 65962.5 stipulates that the Department of Toxic Substances Control (DTSC), the Department of Health Services (DHS), the State Water Resources Control Board (SWRCB), and any local enforcement agency, as designated by Section 18051, Title 14 of the CCR, identify and update annually a list of sites that have been reported to have certain types of contamination. The DTSC EnviroStor database and the SWRCB GeoTracker databases were consulted to identify if the project site or any surrounding nearby properties are on any list compiled pursuant to Government Code 65962.5 (DTSC 2020, SWRCB 2020).

A review of the EnviroStor did not identify any portion of the project site on any of the DTSC maintained databases. A review of GeoTracker identified one site within the project site near the intersection of Grand Avenue and Maple Street and a second site not within the project site but associated with a property that fronts Grand Avenue. Both listings are associated with permitted underground storage tanks and involved cleanup activities related to diesel and gasoline. Remediation was performed and the cases closed in 2010 and 2013, respectively. Thus, neither of these listings are indicative of a threat or risk in relation to hazardous materials or wastes and impacts are less than significant in relation to this issue.

- e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

**No Impact.** The two nearest public airports to the City are the McClellan-Palomar Airport and Ramona Airport, both located approximately 11 miles from the project site. Additionally, portions of the City are subject to periodic flyovers from Marine Corps Air Station (MCAS) Miramar. However, the entire City is outside of the 60 community equivalent noise level (CNEL) noise contours for these airports. Therefore, no impact would occur in relation to this issue.

- f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

**Less Than Significant Impact.** Pertinent information regarding emergency response in the project site vicinity is provided in the County of San Diego General Plan (2011) and related documents, and in the General Plan Community Protection Element (2012a). The County General Plan includes information on emergency evacuation in the Mobility and Safety elements, with reference to the Office of Emergency Services *Unified San Diego County*

*Emergency Services Organization Operational Area Emergency Plan (County 2010).* Specifically, the plan notes that primary evacuation routes in the County consist of major interstates, highways, and prime arterials within San Diego County including I-15 and SR-78, both of which are in the project site vicinity. The County plan also notes that local jurisdictions work with applicable agencies/departments to identify evacuation points and transportation routes.”

The City’s General Plan Community Protection Element identifies information related to emergency response in association with vehicular and aircraft (helicopter) access for police, fire, and ambulance/emergency medical technician services; however, no specific emergency response or evacuation plans are included (City 2012a). In addition, the Community Protection Element includes policies related to emergency response for the noted services, including provision of adequate staffing, equipment, and response times, and identifies a number of designated emergency evacuation routes intended to aid in the orderly and rapid movement of people away from a threat or actual occurrence of a hazard. General Plan Community Protection Element Figure VI-1, Evacuation Routes, of the City of Escondido, identifies the City’s established evacuation routes and several of these designated routes are in the vicinity of the proposed project and may be utilized by project-related traffic. These routes include I-15, Escondido Boulevard, Juniper Street, West Valley Parkway, and Center City Parkway.

Given that the project would be constructed entirely within roadway ROWs, the project would require that portions of the roadways be periodically closed. At times traffic would be re-directed during construction. Further, during construction of the project, heavy construction vehicles could potentially affect emergency response in the area or emergency evacuation procedures in the event of an emergency (e.g., vehicles traveling behind the slow-moving truck). However, such delays would be brief and infrequent. A traffic control plan would be required to be prepared and approved by the City Engineer in accordance with the application for the required traffic encroachment permit. As a result, the project’s construction-related impacts would be less than significant. Following the completion of project construction, the site would be repaved however, traffic would be limited to one-lane in each direction. The project is required to adhere to the standards set forth in the California Fire Code, which outlines the mandatory requirements for adequate emergency access. Thus, despite the lane reduction there would be no interference with traffic flow except for routine or emergency maintenance. Thus, impacts would be less than significant in relation to this issue.

- g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

**Less Than Significant Impact.** The proposed project is in an existing urban area and according to the California Department of Forestry and Fire Protection (CAL FIRE) maps, the project site is not located within a very high fire hazard severity zone (VHFHSZ) (CAL FIRE 2009). Additionally, the City of Escondido General Plan Community Protection Element Figure VI-6, Wildfire Hazard, does not identify the project site as within a VHFHSZ. However, the project site is in a moderate fire hazard zone (City 2012a). Implementation of the proposed project would not increase wildfire risks, as it would include improvements to an existing public ROW. The project does not include any habitable structures or project occupants. The construction phase of the project could potentially increase the risk of fires on a short-term basis, if, for example, equipment-related fires were accidentally started at the site. The probability for such fires to occur is low and construction equipment would be outfitted with spark arrestors and other fire protection features such as on-board fire extinguishers. Post

construction, the project site would continue to function as a public roadway and would pose no increased risk to wildfires. The project would have no impact in relation to this issue.

## **X. Hydrology and Water Quality**

Would the project:

- a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

**Less Than Significant Impact.** Kimley Horn and Associates (KHA) prepared a Preliminary Drainage Study (study; Appendix C to this MND/IS) for the project in December 2020. KHA determined that storm water flow from the project site drains to 11 separate drainage areas. Calculations conducted by KHA also determined that collectively, the project would result in a flow increase of less than 1.5 percent that would be spread across all 11 drainage areas. Further, the project is designed in accordance with the City of Escondido BMP Design Manual February 2016 update. Based on the BMP Design Manual, permanent stormwater requirements do not apply, as the project meets the condition of retrofitting or redevelopment of existing paved alleys, streets, or roads that are designed and constructed in accordance with the USEPA Green Streets Guidance. According to the USEPA, Green Streets is a stormwater management approach that incorporates vegetation (perennials, shrubs, trees), soil, and engineered systems (e.g., permeable pavements) to slow, filter, and cleanse stormwater runoff from impervious surfaces (e.g., streets, sidewalks). Green Streets are designed to capture rainwater at its source, where rain falls. All applicable Green Street elements such as street trees and green gutters will be installed to the maximum extent practicable without reducing pedestrian and vehicle safety. Through the installation of the USEPA Green Street standards, the project would have less than significant impacts in relation to this issue.

- b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

**Less Than Significant Impact.** The project site is completely developed and paved. Although the proposed project would include landscaping and other limited areas of pervious surfaces to capture rainwater, a substantial change in the rate of groundwater recharge is not expected compared to existing conditions. Based on the described conditions, implementation of the project would result in less than significant impacts in relation to this issue.

- c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

- i. Result in substantial erosion or siltation on- or off-site;

**Less Than Significant Impact.** The project entails the installation of improvements within an existing ROW and is not anticipated to increase impervious surfaces. The project site currently has an east to west drainage pattern. Surface drainage flows from the site flow to 11 separate drainage areas. Drainage areas 1-7 and 10-11 typically drain from east to west and then ultimately offsite. Drainage areas 8 and 9 also drain from east to west but flows are collected by existing public curb inlets and subsequently storm drain infrastructure along Grand Avenue just east of Broadway. Stormwater discharge will ultimately be transported through the Escondido

Creek Watershed, to the San Elijo Lagoon, and ultimately to the Pacific Ocean. As discussed above in response to item X a., the project would increase stormwater flow less than 1.5 percent; however, the installation of Green Street elements would retain water onsite to the maximum extent practicable that allow for pedestrian and vehicle safety and serve to reduce erosion and siltation. As a result, impacts would be less than significant in relation to this issue.

- ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

**Less than Significant Impact.** Refer to response to item X c.i. According to the study prepared by KHA the proposed project would not alter the existing drainage pattern of the site and flow increases are calculated to be less than 1.5 percent. The project would include Green Street elements to capture stormwater to the extent practicable onsite. The project would have a less than significant impact in relation to this issue.

- iii. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or

**Less than Significant Impact.** Refer to responses to items X a. through X ci-ii. Runoff from the site would result in an increase of less than 1.5 percent and is intended to be captured onsite through the implementation of Green Street elements. Runoff would not exceed the capacity of the existing storm water drainage system or provide additional sources of polluted runoff. The project would have a less than significant impact in relation to this issue.

- iv. Impede or redirect flood flows?

**Less Than Significant Impact.** Lake Wohlford and Lake Dixon are located approximately 6 miles and 3.5 miles, respectively, northeast of the project site. If either dam were to fail, portions of Escondido Creek, which is less than one-quarter mile north of the project site, would experience substantial flooding. These dams, however, are highly regulated and inspected regularly, and are identified as having a low failure risk by the County of San Diego Multi-Jurisdictional Hazard Mitigation Plan (County 2018a). The project includes the installation of roadway and streetscape improvements within an existing ROW and would not increase impervious surfaces. Post construction, the site would be returned to similar conditions and does not include any features that would result in increased flood hazards. The project would not impede or redirect flood flows, and impacts would be less than significant in relation to this issue.

- d. In a flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

**No Impact.** The City's General Plan Community Protection Element Figure VI-7 does not identify the site within a 100-year or 500-year flood plain. Additionally, the site is located in what is identified as Zone X, Area of Minimal Flooding in the Federal Emergency Management Flood Insurance Rate Maps (FEMA 2020). Thus, the site is not associated with flood hazards. An event associated with a tsunami would occur because of an oceanic disturbance. Likewise, a seiche event would occur if there was a disturbance to an inland body of water. The project site is located approximately 13 miles inland from the Pacific Ocean and as noted in response to item X.c.iv, Lake Wohlford and Lake Dixon are respectively 6 miles and 3.5 miles northeast of the project site. Areas surrounding the shoreline of the two lakes would be at risk from

inundation by seiche. However, given distance and topography, it is unlikely that the project site would experience inundation from either a tsunami or seiche. Thus, no impact would occur in relation to this issue.

- e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

**Less Than Significant Impact.** Refer to responses to items X a-d. There is no applicable sustainable groundwater management plan. However, the project is located within the Carlsbad Watershed Management Area (WMA). The San Diego RWQCB adopted Order R9-2013-0001, a NPDES Municipal Separate Storm Sewer Systems Permit (MS4 Permit or Permit) on May 8, 2013 (RWQCB 2013). Provision B of the Permit requires Responsible Agencies, in each of the region's WMAs to develop a Water Quality Improvement Plans (WQIP). The RWQCB is responsible for the adoption and implementation of WQIPs, issuance of discharge permits, and performs other functions in relation to regulating the region's water quality. Project-related activities would be required to comply with the Carlsbad WMA WQIP. Adherence would be achieved through the implementation of a SWPPP or adherence to the City's Jurisdictional Runoff Management Program, an erosion control plan, and by instituting BMPs during construction. Post construction, the project would comply with applicable USEPA Green Street standards to address potential water quality impacts. The project would not disrupt ground water either through extraction or reducing percolation. Limited amounts of recycled water would be used to irrigate any new street trees and ornamental landscaping and the project does not increase the amount of impervious surfaces. Impacts would be less than significant in relation to this issue.

## **XI. Land Use and Planning**

Would the project:

- a. Physically divide an established community?

**No Impact.** The physical division of an established community typically refers to the construction of a linear feature, such as an interstate highway or railroad tracks, or removal of a means of access, such as a local road or bridge that would impact mobility within an existing community or between a community and outlying area. The project includes improvements within an existing roadway ROW that would improve multiple modes of transportation, including pedestrian. Thus, rather than divide an established community, the project would improve mobility. No impact would occur in relation to this issue.

- b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

**No Impact.** The project entails the installation of roadway and streetscape improvements within an existing roadway ROW. These improvements would assist the City in implementing the goals and policies of the Downtown Specific Plan through the project's features that improve and promote multiple modes of transportation and creating pedestrian friendly and visually pleasing spaces, which includes landscaping within the widened sidewalk area and landscape islands within the parking areas. In addition, the project would provide streetscape improvements that include benches and historically appropriate light fixtures. These project features are consistent with the Downtown Specific Plan Smart Growth and Complete Streets policies, standards, and guidelines. In particular, the project promotes the overall goals of (1) enhancing the street level

as an inviting place for pedestrians by providing features that are visually interesting and human in scale including seating, public art, outdoor displays, historical plaques and landscaping and (2) creating a well-balanced, connected, safe, and convenient multimodal transportation network that serves all users, including pedestrians of all ages and abilities, bicyclists, transit vehicles and riders, and automobiles. As such, the project would not conflict with an applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. No impact would occur in relation to this issue.

## **XII. Mineral Resources**

Would the project:

- a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

**No Impact.** In 1975, the Surface Mining and Reclamation Act (SMARA), administered by the California Department of Conservation Office of Mine Reclamation (OMR) and the State Mining and Geology Board (SMGB), required the classification of land into mineral resource zones (MRZs), according to the land's known or inferred mineral resource potential. The process was based solely on geology, without regard to existing land use or land ownership. The SMGB prioritizes areas to be classified and/or designated for the presence of mineral resources. The highest priority areas are those within the state that are subject to urban expansion or other irreversible land uses that would preclude mineral extraction.

Approximately the western one-third of the County, including the City of Escondido, was classified into distinct MRZs according to the California Mineral Land Classification System in 1982. The project site is in MRZ-4, an area where available information is not sufficient to assign a category and the presence or absence of mineral materials cannot be concluded.

The project site is a developed roadway with no mineral resources or mineral extraction operations within or adjacent to the site. According to the Downtown Specific Plan, the project site has not been associated with mining, and therefore, the project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. No impact would occur in relation to this issue.

- b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

**No Impact.** Refer to response to item XII a.

## **XIII. Noise**

Would the project result in:

- a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies (or conflict with applicable noise thresholds specified in City of Escondido Zoning Code Article 47)?

**Less Than Significant Impact with Mitigation Incorporated.** An acoustical analysis, which included Roadway Construction Noise Model (RCNM) model runs (see Appendix D,

Construction Noise Modeling Results to this MND/IS) was conducted for the project to assess potential construction and operational noise impacts associated with the proposed project. The results of the analysis are incorporated herein.

### Construction Noise Sources

Construction-noise impacts from the project would include noise generated from equipment involved with demolition and excavation. Construction activities would comply with Section 17-234 and 17-238 of the Escondido Municipal Code, which prohibits construction on Sundays and holidays and allows construction between 7:00 AM and 6:00 PM on weekdays and between 8:00 AM and 5:00 PM on Saturdays. The code also prohibits construction noise levels in excess of a 75 A-weighted decibel (dBA) one-hour average sound level ( $L_{EQ}$  [1 hour]) at any time unless a variance has been obtained.

Project construction noise was analyzed using the Roadway Construction Noise Model (RCNM; USDOT 2008), which utilizes estimates of sound levels from standard construction equipment. Equipment used during grading and excavation would include excavators, rollers, loaders, and scrapers. Equipment during sub-grade utilities and drainage would include a grader, compactor, scraper, and loaders. Paving would require the use of a paver, rollers, and loaders. Although multiple pieces of equipment would be required across the project site, it is not expected that all equipment would be in use at one time in the vicinity of a given location. For modeling purposes, these pieces of equipment were assumed to operate at 50 feet from the nearest adjacent property line. This distance is derived from the approximate width of Grand Avenue as being 100 feet.

According to RCNM, at 50 feet, an excavator, loader, scraper, and compactor would each generate noise levels exceeding 75 dBA  $L_{EQ}$  when used in isolation. Because the project would require the use of each equipment and potentially multiple equipment pieces, it is anticipated that noise levels would exceed the City's one-hour noise limit of 75 dBA. Because of this, noise levels would be significant without mitigation. Mitigation measure NOI-1 would implement a construction noise management plan to reduce noise levels from the project's construction activity to less than significant levels.

**NOI-1 Construction Noise Management Plan.** Noise from project construction activities shall comply with the thresholds and hours specified by the City of Escondido. Construction shall only occur between the hours of 7:00 a.m. and 6:00 p.m. Monday through Friday and on Saturdays between the hours of 9:00 a.m. and 5:00 p.m. Construction noise shall not exceed 75 dBA  $L_{EQ}$  (one hour) unless a variance has been obtained in advance from the City.

Appropriate measures to reduce construction noise shall be implemented may include, but not be limited to, the following:

- Construction equipment shall be properly outfitted and maintained with manufacturer-recommended noise-reduction devices.
- Diesel equipment shall be operated with closed engine doors and equipped with factory-recommended mufflers.

- Mobile or fixed “package” equipment (e.g., arc-welders and air compressors) shall be equipped with shrouds and noise control features that are readily available for that type of equipment.
- Electrically powered equipment shall be used instead of pneumatic or internal-combustion powered equipment, where feasible.
- Unnecessary idling of internal combustion engines (e.g., in excess of 5 minutes) shall be prohibited.
- The use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only.
- No project-related public address or music system shall be audible at any adjacent sensitive receptor.
- Any truck or equipment equipped with back-up alarm moving within 300 feet of a noise-sensitive land use should have the normal back-up alarm disengaged and safety provided by lights and flagman or broad-spectrum noise backup alarm (as appropriate for conditions) used in compliance with the Occupational Safety and Health Administration safety guidelines.
- Work should be scheduled to avoid impacts to noise sensitive resources, such as scheduling demolition activities outside of school hours. If noise generating work cannot be scheduled to avoid impacts, temporary sound barriers or sound blankets shall be installed between construction operations and adjacent noise sensitive land uses. Where required, the project Contractor shall construct a temporary noise barrier at least 6 feet in height meeting the specifications listed below (or of a Sound Transmission Class [STC] 19 rating or better) to attenuate noise. Barriers shall exceed the height of the project equipment’s noise-generating components.
- If a temporary barrier is used, all barriers shall be solid and constructed of wood, plastic, fiberglass, steel, masonry, or a combination of those materials, with no cracks or gaps through or below the wall. Any seams or cracks must be filled or caulked. If wood is used, it can be tongue and groove or close butted seams and must be at least ¾-inch thick or have a surface density of at least 3.5 pounds per square-foot. Sheet metal of 18-gauge (minimum) may be used if it meets the other criteria and is properly supported and stiffened so that it does not rattle or create noise itself from vibration or wind. Noise blankets, hoods, or covers also may be used, provided they are appropriately implemented to provide the required sound attenuation.
- The on-site construction supervisor shall have the responsibility and authority to receive and resolve noise complaints. A clear appeal process shall be established prior to construction commencement to allow for resolution of noise problems that cannot be immediately solved by the site supervisor.

## *Operational Noise Sources*

The project would involve improvements to Grand Avenue and does not propose any stationary noise sources.

Traffic noise as a result of the project's implementation may result in a change of ambient noise levels both within the project site and on adjacent roadways. The project proposes the rerouting of NCTD Bus Route 351 and 352 from Grand Avenue to the neighboring West Valley Parkway and West Second Avenue. The removal of these bus routes and the implementation of traffic calming measures along Grand Avenue would not result in an increase in traffic noise along this roadway. Noise levels may in fact decrease along Grand Avenue. Noise levels along West Valley Parkway and West Second Avenue, however, would see a slight increase due to the addition of the new routes. A significant noise increase is considered to be an increase greater than 3 dBA CNEL, which would occur with a doubling of traffic volumes. The project would reroute existing buses to nearby roadways. Approximately six buses per hour would be routed to West Valley Parkway and West Second Avenue. Traffic on both roadways exceed 1,000 trips per day; the addition of an additional 6 trips per hour would not lead to a significant increase and impacts to due to project-generated traffic noise. Additionally, based on traffic volumes provided in the project Transportation Evaluation (KHA 2021), the project is not expected to generate additional vehicular volumes due to the construction of the proposed project. However, the project is anticipated to divert 35 percent of traffic (4,400 daily trips) from Grand Avenue to the one-way couplet parallel roadways of Valley Parkway and 2nd Avenue. However, as shown in Table 8-2 of the Transportation Evaluation, the project would divert approximately 2,200 trips along Valley Parkway and the other 2,200 along Second Avenue and with existing daily trips exceeding 14,000, this diversion would not double the traffic volumes along these two roadways and therefore, would not result in a 3 dBA CNEL increase or greater. Thus, impacts would be less than significant in relation to this issue.

b. Generation of excessive groundborne vibration or groundborne noise levels?

**Less Than Significant Impact.** The primary potential for generation of groundborne vibration would occur during project construction. Per Federal Transit Administration vibration levels provided in the General Plan Final EIR, an impact would occur if construction would generate vibration levels greater than 65 vibration decibels (VdB) at buildings where vibration could interfere with interior operations, 80 VdB at the nearest residence or building where people sleep, or 83 VdB at the nearest institutional land use with primarily daytime uses. No vibration-sensitive uses such as medical offices, research and development facilities, or industrial land uses where vibration could interfere with interior operations are located in proximity to the project. Additionally, no residences or hotels are located within the immediate vicinity of project construction. Using the centerline of Grand Avenue as the average distance between construction work and nearby land uses, the nearest buildings would be located approximately 50 feet from construction equipment at any given time.

A vibratory roller would be expected to create the highest vibration levels during fill compaction. Table 4.12-9 of the City General Plan Final EIR provides vibration source levels for common construction equipment, which lists a vibratory roller as generating approximately 85 VdB at 50 feet. This would exceed the 83 VdB threshold for institutional land use with primarily daytime uses, such as schools. The use of a vibratory roller during the paving phase of the project would be brief, as the roller would not remain stationary in front of any given use. Therefore, although construction vibration would be noticeable at nearby land uses, impacts to vibration-sensitive uses would be less than significant.

- c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

**No Impact.** As noted in the General Plan Final EIR, the two nearest public airports to the City are the McClellan-Palomar Airport and Ramona Airport, both located approximately 11 miles from the project site. Additionally, portions of the City are subject to periodic flyovers from MCAS Miramar. However, the entire City is outside of the 60 CNEL noise contours for these airports. The project site is not within two miles of a public airport, airport land use plan, or private airstrip, would not expose people residing or working in the project area to excessive noise levels, and no impact would occur.

#### **XIV. Population and Housing**

Would the project:

Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

**No Impact.** The proposed project does not include housing or commercial development that would affect the number of residents or employees in the area and it would not contribute to the creation of additional housing or jobs in the City. It would not include any road extensions or other infrastructure to previously inaccessible areas such that it would foster development. Rather, the proposed project would provide improvements to an existing 0.4-mile segment of Grand Avenue. Therefore, the project would not directly or indirectly induce substantial unplanned population growth. No impact would occur in relation to this issue.

- b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

**No Impact.** The proposed project includes roadway and streetscape improvements along an existing 0.4-mile segment of Grand Avenue. The project would occur within public ROW in Escondido's urbanized downtown and would not remove housing or displace substantial numbers of people or housing, necessitating the construction of replacement housing elsewhere. No impact would occur in relation to this issue.

#### **XV. Public Services**

Would the project:

- a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services (or conflict with applicable fire and emergency response time thresholds specified in City of Escondido Zoning Code Article 47)?

i. Fire protection?

**No Impact.** The project entails improvements within an existing ROW and the streetscape. Construction would include site preparation, demolition, grading, paving of the site, restriping, and landscaping. Site preparation would include removal of existing improvements, topsoil, vegetation, and debris after which all surfaces would be repaved. The project does not involve the alteration or provision of new government facilities and would not result in the need for additional facilities. During construction, there is the potential that fire or police services would respond to a service call in the event of an accident. This could be handled by existing resources. Given that the project would not directly or indirectly induce population growth, there would be no impact to schools, parks, or other public facilities, such as a library, community center, or senior center. The project would have no impact in relation to this issue.

ii. Police protection?

**No Impact.** Please see response to item XV a. The project would have no impact in relation to this issue.

iii. Schools?

**No Impact.** Please see response to item XV a. The project would have no impact in relation to this issue.

iv. Parks?

**No Impact.** There are two small parks; Heritage Garden and Maple Plaza as identified in the Environmental Checklist Form within this document (see item 9, Surrounding Land Uses). There is the potential that during project construction workers may use these parks during breaks. This use would be temporary during construction phases. Please see response to item XV a. The project would have no impact in relation to this issue.

v. Other public facilities?

**No Impact.** Please see response to item XV a. The project would have no impact in relation to this issue.

## **XVI. Recreation**

- a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

**No Impact.** As described above in response to item XV a., the project may temporarily increase the use of the two parks that are along the project corridor during construction periods if construction workers utilize parks during breaks. This use can be accommodated as these parks are intended for such daytime use. Maple Plaza provides picnic tables and Heritage Garden has a shaded gazebo and benches. Yet, the project would not introduce inhabitants or visitors that would use existing recreational facilities or create the need for new facilities. The proposed project would not result in physical deterioration of an existing open space area or recreation facilities. No impact would occur in relation to this issue.

- b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

**No Impact.** The proposed project does not involve or require the construction or expansion of recreational facilities. No impact would occur in relation to this issue.

## **XVII. Transportation**

A Transportation Evaluation (TE) was prepared for the proposed project by KHA (2021). The study is summarized below, and the complete TE is included in Appendix E to this MND/IS.

Would the project

- a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities (or conflict with applicable traffic thresholds specified in City of Escondido Zoning Code Article 47)<sup>1</sup>?

**Less Than Significant Impact.** The project would have a potential impact if it conflicts with applicable transportation plans and policies, including the General Plan Mobility and Infrastructure Element. As stated in the Mobility and Infrastructure Element, it is the overarching goal of the City to provide accessible, safe, convenient, and integrated multi-modal network that connects all users and moves goods and people within the community and region efficiently (City 2012a). The project is consistent with this goal as it would integrate the components of Complete Streets concept, which is streets that are designed and operated to enable safe use and support mobility for all users.<sup>2</sup> In particular the Complete Streets Multimodal and Smart Streets Components incorporate features to promote use by pedestrians, bicyclists, transit users, people with disability, and motor vehicles through incorporating infrastructure that promotes greater system efficiencies and user convenience.

To satisfy the CEQA guidelines as promulgated through the passage of SB 743, the potential transportation impacts of the proposed project are based on vehicle miles travelled (VMT). Public Resources Code section 20199, enacted pursuant to SB 743, identifies VMT as an appropriate metric for measuring transportation impacts along with the elimination of auto delay/Level of service (LOS) for CEQA purposes statewide.

For transportation projects like the Grand Avenue Vision, the VMT analysis must evaluate whether a project would induce vehicle travel. Per Section 3.4 (VMT Analysis for Transportation Projects) of the City's Transportation Impact Analysis Guidelines (City 2021) projects that result in an increase in additional motor vehicle capacity (such as constructing a new roadway or adding more vehicle travel lanes to an existing roadway) have the potential to increase vehicle

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<sup>1</sup> The adoption of Article 47 recognizes the relationship between traffic impacts and GHG emissions. As such, the City revised their CEQA thresholds for transportation to include the regionally adopted standards based on San Diego Regional Traffic Engineers' Council (SANTEC) criteria. The updated threshold criteria are consistent with the level of service (LOS) objectives identified in the City's General Plan Quality of Life Standards, Mobility, and Infrastructure Element policies and the Downtown Specific Planning Area criteria. With the passage of SB 743, LOS is no longer considered an appropriate metric for measuring transportation impacts for CEQA purposes. Therefore, for purposes of this CEQA analysis in relation to threshold XVII a, there is no discussion of the project's LOS consistency, however, the project is discussed in relation to compliance with SB 743.

<sup>2</sup> According to the U.S. Department of Transportation Complete Streets approaches vary based on community context, but generally address a wide range of elements, such as sidewalks, bicycle lanes, bus lanes, public transportation stops, crossing opportunities, median islands, accessible pedestrian signals, curb extensions, modified vehicle travel lanes, streetscape, and landscape treatments.

travel, referred to as "induced vehicle travel". The effect of induced vehicle travel typically manifests over several years. Lower travel times make the modified facility more attractive to travelers resulting in additional vehicles miles for the system.

Appendix E of the City's Transportation Impact Analysis Guidelines contains a list of transportation projects that, absent substantial evidence to the contrary, do not require an induced travel/VMT analysis since they typically do not cause a substantial or measurable increase in VMT. The Grand Avenue Vision includes the following elements listed as examples of projects exempted from VMT evaluation:

- Reduction in number of through lanes;
- Installation of roundabout or traffic circles; and
- Addition of new or enhanced bike or pedestrian facilities on existing streets/highways or within existing public rights-of-way.

The above listed features would enhance and encourage the use of active transportation modes within the project footprint, while discouraging vehicular traffic by implementing traffic calming measures. Public transportation would be available through the Escondido Transit Center, located 0.3 mile west of the project site on North Quince Street. The Escondido Transit Center serves as a station for the NCTD for the SPRINTER light rail and Breeze rapid bus. As a result, no conflicts associated with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities would occur.

As a result, implementation of the project would result in improved mobility in the area, consistent with the goals of the General Plan Mobility and Infrastructure Element. Thus, the project would not conflict or interfere with policies contained in the General Plan Mobility and Infrastructure Element regarding alternative transportation modes or result in a substantial increase in VMT. Impacts would be less than significant in relation to this issue.

b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

**Less Than Significant Impact.** Please see response to item XVII a.

In September 2013, the Governor's Office signed SB 743 into law, starting a process that fundamentally changes the way transportation impact analyses are conducted under CEQA. In response to the passage of SB 743, the Governor's OPR was required to amend the CEQA Guidelines to provide a new approach to evaluating traffic impacts. These changes include the elimination of auto delay, level of service, and similar measurements of vehicular roadway capacity and traffic congestion as the basis for determining significant impacts. The mandate of SB 743 was to devise an alternative traffic impact evaluation criterion that would promote the reduction of GHG emissions as well as foster the development of multi-modal transportation networks and a diversity of land uses. SB 743 further suggested that a measurement such as VMT would be an appropriate method to evaluate traffic impacts (CEQA Guidelines Section 15064.3). VMT is defined as a measurement of miles traveled by vehicles within a specified region and for a specified time period. VMTs are calculated based on individual vehicle trips generated and their associated trip lengths.

CEQA Guidelines Section 15064.3 subdivision (b) sets forth specific criteria for determining the significance of transportation impacts. Subdivision (b)(1) pertains to land use projects and

describes factors that may indicate whether the amount of a land use project's VMT may be significant or not. Projects located within one half mile of transit and/or or a stop along an existing high-quality transit corridor are considered to have a less than significant transportation impact. As noted above in response to item XVII a, the Escondido Transit Center, which serves as a station for the NCTD for the SPRINTER light rail and Breeze rapid bus, is located approximately 0.30 mile west of the project site, on North Quince Street. Thus, while this would be an infrastructure project, it is consistent with the intent of CEQA Guidelines Section 15064.3, subdivision (b). Additionally, the infrastructure improvements coupled with the location of the NCTD station would serve to collectively promote alternative transportation. The project would have less than significant impacts in relation to this issue.

- c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

**No Impact.** The project is designed in part to improve accessibility and to create a better flow of traffic, for all modes of transportation. Roadway improvements would include mini-roundabouts and sidewalk, curb, and gutter systems would be ADA compliant, all of which would serve to reduce hazards. The project would not alter the overall alignment of Grand Avenue and provides features that would allow all modes of transportation to safely function along the corridor. The project would be designed in accordance with City standards and would not involve any unique features that would introduce an incompatible use. Thus, the project would have no impact in relation to this issue.

- d. Result in inadequate emergency access?

**Less Than Significant Impact.** Please refer to response to item IX e. The project entails the installation of roadway and streetscape improvements within an existing ROW. Once the improvements are installed, the project area would be repaved and continue to function as a roadway. The existing circulation system would be improved through restriping and traffic calming measures. The project is designed to be consistent with the provisions of the fire code, which identifies appropriate street widths and other elements to assist in adequate emergency access. Impacts would be less than significant in relation to this issue.

## **XVIII. Tribal Cultural Resources**

Would the project:

- a. Cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe and that is:
  - i. Listed or eligible for listing in the California Register of Historic Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or
  - ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in

subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native Tribe.

**Less than Significant with Mitigation Incorporated.** The project site is within the Historic Downtown District, and thus, there are numerous historic built environment resources in the project vicinity (see item V.a.). Additionally, the record search indicated that there are three recorded archaeological resources on file at the SCIC in the project search radius (but none within the project site). These archaeological resources consist of a milling station with numerous bedrock slicks and mortars, located approximately a half mile from the project area; a prehistoric isolate consisting of a flake and a mano fragment, located just over a half mile west of the project area; and an isolated metate fragment found in fill soils during monitoring, approximately two-thirds of a mile north of the project area.

In accordance with the requirements of AB 52, the City sent notification to Native American Tribes traditionally and culturally affiliated with the project area on March 3, 2021. The San Pasqual Band of Mission Indians, San Luis Rey Band of Mission Indians, and Rincon Band of Luiseño Indians responded requesting consultation and additional information. Consultation with the San Pasqual Band and Rincon Band have concluded (see Appendix F, Native American Consultation); consultation with the San Luis Rey Band is ongoing.

In response to information provided, the San Pasqual Band responded in writing on April 5, 2021, the San Luis Rey Band responded in writing on April 8, 2021, and the Rincon Band responded in writing on April 28, 2021 (see Appendix F, Native American Consultation). These tribes requested further consultation and the Rincon Band stated that tribal representatives reviewed the geotechnical report and archaeological sites records provided by the City. Test borings conducted in conjunction with the geotechnical report identified fill soil and old alluvium, which are not indicative of soils that would contain archeological resources. However, the archaeological record search identified pre-contact resources within a one-mile radius of the project site, including a significant habitation site, thus there is the potential for the project area to contain subsurface deposits. The Rincon Band recommends archaeological and tribal monitoring for all ground disturbing activities, a monitoring report, and protocols for discovery of cultural material and human remains. As such, mitigation measures CR-1 through CR-10 as identified in Section V, Cultural Resources, are included to reduce potential impacts to Tribal Cultural Resources to less than significant in relation to this issue.

## **XIX. Utilities and Service Systems**

Would the project:

- a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

**No Impact.** The project would not involve the relocation or construction of new or expanded water, wastewater treatment, or storm drainage. The project may result in the relocation of some underground utilities such as electric, natural gas, or telecommunications to accommodate the new streetscape infrastructure. Any relocations would be minimal and within existing easements. No impacts would occur in relation to this issue.

- b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

**Less Than Significant Impact.** The proposed project involves improvements to Grand Avenue and associated streetscape. Water may be used during construction for construction activities, and to implement BMPs such as watering to control dust and washing construction equipment and tires to reduce pollutants. This temporary water demand could be accommodated by existing water supplies and would not impact the availability of water purveyors to meet their existing or future needs. Once operational, the improvements to the streetscape would require water for irrigation; however, this water demand would be similar to existing conditions (possibly less with the elimination of the ornamental landscaping in the existing median). The project would have a less than significant impact in relation to this issue.

- c. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

**No Impact.** As described in response to item XIX a., the proposed project would not generate wastewater or include the need for wastewater services. Therefore, the proposed project would not require or result in the construction of new wastewater treatment facilities or the expansion of existing wastewater treatment facilities. No impacts would occur in relation to this issue.

- d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

**Less Than Significant Impact.** Construction and implementation of the proposed project is not anticipated to generate a substantial amount of solid waste. The construction contractor would be required to dispose of excavated soil and solid wastes in accordance with local solid waste disposal requirements, including those in the City's CAP that set a more stringent local diversion/recycling target than statewide mandates. All non-recyclable solid waste generated during construction would be taken to a landfill with sufficient permitted capacity. Additionally, construction and operation of the proposed project would result in minimal solid waste that would not exceed state or local standards, nor impair the attainment of solid waste reduction goals. Impacts would be less than significant in relation to this issue.

- e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

**Less Than Significant Impact.** Construction (including demolition) of the proposed project would comply with applicable federal, state, and local statutes and regulations related to solid waste, including the California Integrated Waste Management Act and the City's recycling programs (see response to item XIX d., above). The project includes improvements to Grand Avenue and the associated streetscape and once operational, the project would not generate waste. The project would have a less than significant impact in relation to this issue.

## XX. Wildfire

Would the project:

- a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

**Less Than Significant Impact.** Refer to response to item IX f. Figure VI-1, Evacuation Routes, of the General Plan Community Protection Element identifies the City's established evacuation routes. As stated in response to item IX f, none of the public roadways serve as part of a planned evacuation route. However, both Juniper Street and Escondido Boulevard are recognized as part of a planned evacuation route as well as Valley Parkway to the north of the project site.

Given that the project would be constructed entirely within the roadway ROW, the project would require that portions of the roadways be periodically closed. At times traffic would be re-directed during the estimated one-year of construction. During construction of the project, heavy construction vehicles could potentially affect emergency response in the area or emergency evacuation procedures in the event of an emergency (e.g., vehicles traveling behind the slow-moving truck). However, such delays would be brief and infrequent. A traffic control plan would be required to be prepared and approved by the City Engineer in accordance with the application for the required traffic encroachment permit. As a result, the project's construction-related impacts would be less than significant. Following the completion of project construction, the site would be repaved and returned to a similar condition and there would be no interference with traffic flow except for routine or emergency maintenance. Thus, impacts would be less than significant in relation to this issue. The project would have a less than significant impact in relation to this issue.

- b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

**No Impact.** As discussed in response to item IX.g., CAL FIRE classifies lands in accordance to whether a very high fire hazard is present so that public officials are able to identify measures that will retard the rate of fire spread and reduce the intensity of uncontrolled fire through vegetation management and building standards. According to the CAL FIRE maps, the project site is not located within a VHFHSZ (CAL FIRE 2009). Additionally, the City of Escondido General Plan Community Protection Element Figure VI-6, Wildfire Hazard, does not identify the project site as within a VHFHSZ. The proposed project in an existing urban area that is not located on a site where slopes, prevailing winds, or other factors may exacerbate wildfire risks. However, the project site is a moderate fire hazard zone (City 2012a). Implementation of the proposed project would not heighten wildfire risks, as it would include improvements to an existing public ROW. The project does not involve the creation of slopes and does not include any habitable structures or project occupants. Therefore, the proposed project would not exacerbate wildfire risks due to slope, prevailing winds, and other factors, and would not expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. The project would have no impact in relation to this issue.

- c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

**No Impact.** The project does not involve the installation of infrastructure such as roads, fuel breaks, emergency water sources, power lines, or other utilities that may exacerbate fire risk. The project does involve improvements to an existing roadway and associated streetscape infrastructure and fixtures but does not include any unique forms of construction that would pose a risk to exacerbating fire hazards or construction in an area that has a high risk of fire hazards (see response to item XX b., above). Construction would be conducted within Grand Avenue, which would be restored following the completion of construction and no new roads would be introduced because of the project. Road work associated with the project would not exacerbate fire risk or result in temporary or ongoing impacts to the environment. No impact would occur in relation to this issue.

- d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

**No Impact.** The proposed project involves roadway and streetscape improvements within existing public ROW. As discussed in responses to items VII a-d., the project is not in an area susceptible to landslides or other slope instability and responses to items X c-d., the project would not have impacts related to flooding. No impacts would occur in relation to this issue.

## **XXI. Mandatory Findings of Significance**

- a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

**Less Than Significant with Mitigation Incorporated.** As discussed in Section IV, Biological Resources, the project would not degrade the quality of the environment for plant or animal communities, substantially reduce the habitat of a fish or wildlife species, cause fish or wildlife populations to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of endangered plants or animals,

Potentially significant impacts to the environment resulting from the proposed project have been identified for cultural resources, as there is the potential for earthmoving activities to disrupt unknown archaeological or tribal cultural resources. With the incorporation of mitigation measures CUL-1 through CUL-10, impacts would be reduced to less than significant.

- b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

**Less than Significant Impact with Mitigation Incorporated.** Cumulative impacts are defined as two or more individual project effects that, when considered together or in concert with other

projects, combine to result in a significant impact (CEQA Guidelines Section 15355). As described, project-related effects either would be avoided by incorporation of project design measures, or mitigated to levels below significance, and no cumulatively considerable impacts would occur. Air pollutant and GHG emissions would be less than significant, impacts to unknown buried cultural resources would be avoided through the implementation of mitigation measures CUL-1 through CUL-10., and construction related noise impacts would be reduced through implementation of mitigation measures NOI-1. Incremental increases in impacts to the environment are within the thresholds set by the General Plan and supporting planning and regulatory documents. Therefore, the proposed project would not have a significant individual or cumulatively considerable impact on the environment.

- c. Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly?

**Less than Significant with Mitigation Incorporated.** The project entails the construction of improvements within an existing roadway ROW. Once complete, the project site condition to which the roadway will continue to operate as a roadway providing one-lane traffic in each direction. The Project would result in beneficial impacts by accommodating all modes of transportation and in particular, improving the pedestrian experience. As identified in Sections I through XX of this document, with mitigation, there are no project-related environmental effects of the project that would cause substantial adverse effects on humans. Also, there would be no project-related cumulative significant adverse effects as discussed in response to item XXI b. Thus, the project would have a less than significant impact in relation to this issue. The proposed project would adhere to regulatory codes, ordinances, regulations, standards, and guidelines applicable to each of the environmental issue areas analyzed herein. As described above, potentially significant impacts resulting from the proposed project with the potential to cause adverse effects on human beings have been identified for noise generation. With implementation of mitigation measure NOI-1, however, the project is not expected to result in significant long-term or short-term impacts, or result in substantial adverse effects on human beings, either directly or indirectly.

- d. Where deficiencies exist relative to the City's General Plan Quality of Life Standards, does the project result in deficiencies that exceed the levels identified in the Environmental Quality Regulations (City of Escondido Zoning Code Article 47 Section 33-924(a))?

**Less Than Significant Impact.** The General Plan Quality of Life Standards provide thresholds for potential impacts to air quality, schools, wastewater facilities, water supply, circulation, police and fire services, libraries, parks/open space, and economic prosperity within the City. As described above, the project would result in less than significant impacts related to air quality and would not adversely impact the services (schools, wastewater or water supply facilities, circulation, police, fire services, libraries, and parks/open space) (see Sections, III, Air Quality, XV, Public Services, XVII, Transportation, and XIX, Utilities and Service Systems) identified above. Moreover, the proposed project is consistent with designated land use and associated goals and policies of the General Plan, which accounted for the use and adequate provision of these services. As such, no deficiencies relative to the City's General Plan Quality of Life Standards or related conflicts with the City Environmental Quality Regulations would occur.

## SOURCE OF INFORMATION/MATERIAL USED IN PREPARATION OF THIS ANALYSIS

### Project-specific Technical Reports

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### General References

Escondido Zoning Code and Land Use Maps

Escondido Municipal Code

Escondido Downtown Specific Plan

California Department of Transportation Scenic Highway Mapping System for San Diego County Project Description and Preliminary Information

## SUMMARY OF MITIGATION MEASURES

As identified in Section V, Cultural Resources and XIII, Noise, mitigation measures are required to reduce impacts to less than significant. These mitigation measures, CR-1 through CUL-10 and NOI-1 are listed below.

**CR-1** Prior to the issuance of a grading permit, the Applicant shall enter into a Tribal Cultural Resource Treatment and Monitoring Agreement (also known as a Pre-Excavation Agreement) with a tribe that is traditionally and culturally affiliated with the Project Location ("TCA Tribe"). The purposes of the agreement are (1) to provide the Applicant with clear expectations regarding tribal cultural resources, and (2) to formalize protocols and procedures between the Applicant/Owner and the TCA Tribe for the protection and treatment of, including but not limited to, Native American human remains, funerary objects, cultural and religious landscapes, ceremonial items, traditional gathering areas and cultural items, located and/or discovered through a monitoring program in conjunction with the construction of the Project, including additional archaeological surveys and/or studies, excavations, geotechnical investigations, grading, and all other ground-disturbing activities. The agreement shall incorporate, at a minimum, the performance criteria and standards, protocols, and procedures set forth in mitigation measures CR-2 through CR-10, and the following information:

- Parties entering into the agreement and contact information.
- Responsibilities of the Property Owner or their representative, archaeological monitors, and tribal monitors.
- Project grading and development scheduling, including determination of authority to adjust in the event of unexpected discovery, and terms of compensation for the monitors, including overtime and weekend rates, in addition to mileage reimbursement.
- Requirements in the event of unanticipated discoveries, which shall address grading and grubbing requirements including controlled grading and controlled vegetation removal in areas of cultural sensitivity, analysis of identified cultural materials, and on-site storage of cultural materials.
- Treatment of identified Native American cultural materials.
- Treatment of Native American human remains and associated grave goods.
- Confidentiality of cultural information including location and data.
- Negotiation of disagreements should they arise.
- Regulations that apply to cultural resources that have been identified or may be identified during project construction.

**CR-2** Prior to issuance of a grading permit, the Applicant shall provide written verification to the City that a qualified archaeologist and a Native American monitor associated with a TCA Tribe have been retained to implement the monitoring program. The archaeologist shall be responsible for coordinating with the Native American monitor. This verification

shall be presented to the City in a letter from the Project archaeologist that confirms the selected Native American monitor is associated with a TCA Tribe. The City, prior to any pre-construction meeting, shall approve all persons involved in the monitoring program.

- CR-3** The qualified archaeologist and a Native American monitor shall attend all applicable pre-construction meetings with the General Contractor and/or associated subcontractors to explain and coordinate the requirements of the monitoring program.
- CR-4** During the initial grubbing, site grading, excavation or disturbance of the ground surface (including both on- and off-site improvement areas), the qualified archaeologist and the Native American monitor shall be present full-time. If the full-time monitoring reveals that the top soil throughout the Project impact area (both on and off-site) has been previously removed during the development of the roads and buildings within the Project area, then a decrease of monitoring to part-time monitoring or the termination of monitoring can be implemented, as deemed appropriate by the qualified archaeologist in consultation with the Native American monitor. The frequency of subsequent monitoring shall depend on the rate of excavation, the materials excavated, and any discoveries of tribal cultural resources as defined in California Public Resources Code Section 21074. The qualified archaeologist, in consultation with the Native American monitor, shall be responsible for determining the duration and frequency of monitoring considering these factors. Archaeological and Native American monitoring will be discontinued when the depth of grading and soil conditions no longer retain the potential to contain cultural deposits (i.e., soil conditions are comprised solely of fill or granitic bedrock).
- CR-5** In the event that previously unidentified tribal cultural resources are discovered, all work must halt within a 100-foot radius of the discovery. The qualified archaeologist and the Native American monitor shall evaluate the significance of the find and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The qualified archaeologist and Native American Monitor shall consider the criteria identified by California Public Resources Code sections 21083.2(g) and 21074, and CEQA Guidelines sections 15064 and 15064.5(c) in determining the significance of a discovered resource. If the professional archaeologist and Native American monitor determine that the find does not represent a culturally significant resource, work may resume immediately, and no agency notifications are required. Isolates and clearly non-significant deposits shall be documented in the field and collected, and monitored grading can immediately proceed.
- CR-6** If the qualified archaeologist and Native American monitor determine that the find does represent a potentially significant tribal cultural resource, considering the criteria identified by California Public Resources Code sections 21083.2(g) and 21074, and CEQA Guidelines sections 15064 and 15064.5(c), the archaeologist shall immediately notify the City of said discovery. The qualified archaeologist, in consultation with the City, the consulting TCA Tribe(s), and the Native American monitor, shall determine the significance of the discovered resource. A recommendation for the tribal cultural resource's treatment and disposition shall be made by the qualified archaeologist in consultation with the TCA Tribe(s) and the Native American monitor and be submitted to the City for review and approval. If the find is determined to be a Tribal Cultural Resource under CEQA, as defined in California Public Resources Code Section 21074(a) though (c), appropriate treatment measures will be implemented. Work may not resume within the no-work radius until the City, through consultation as set forth herein, determines either that: 1) the discovery does not constitute a Tribal Cultural

Resource under CEQA, as defined in California Public Resources Code Section 21074(a) through (c); or 2) the approved treatment and disposition measures have been completed.

- CR-7** All sacred sites, significant tribal cultural resources, and unique archaeological resources encountered within the Project area shall be avoided and preserved as the preferred mitigation. The avoidance and preservation of the significant tribal cultural resource or unique archaeological resource must first be considered and evaluated in consultation with the TCA Tribe(s) as required by CEQA and in compliance with all relevant mitigation measures for the Project. If any significant tribal cultural resource or unique archaeological resource has been discovered and such avoidance or preservation measure has been deemed to be infeasible by the City's Director of Community Development (after a recommendation is provided by the qualified archaeologist, in consultation with the TCA Tribe(s) and Native American monitor, making a determination of infeasibility that takes into account the factors listed in California Public Resources Code sections 21061.1, 21081(a)(3), and CEQA Guidelines section 15091, and in accordance with all relevant mitigation measures for the Project), then culturally appropriate treatment of those resources, including but not limited to funding an ethnographic or ethnohistoric study of the resource(s), and/or developing a research design and data recovery program to mitigate impacts shall be prepared by the qualified archaeologist (using professional archaeological methods), in consultation with the TCA Tribe and the Native American monitor, and shall be subject to approval by the City. No artifact sampling for analysis is allowed, unless approved by the consulting TCA Tribe(s). Before construction activities are allowed to resume in the affected area, the research design and data recovery program activities must be concluded to the satisfaction of the City.
- CR-8** As specified by California Health and Safety Code section 7050.5, if human remains are found on the Project site during construction or during archaeological work, the person responsible for the excavation, or his or her authorized representative, shall immediately notify the San Diego County Coroner's office. Determination of whether the remains are human shall be conducted on site and in situ where they were discovered by a forensic anthropologist, unless the forensic anthropologist and the Native American monitor agree to remove the remains to a temporary off-site location for examination. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Coroner has made the necessary findings as to origin and disposition. A temporary construction exclusion zone shall be established surrounding the area of the discovery so that the area would be protected, and consultation and treatment could occur as prescribed by law. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the NAHC, which then will designate a Native American Most Likely Descendant (MLD) for the project (California Public Resources Code § 5097.98) for proper treatment and disposition in accordance with California Public Resources Code section 5097.98. The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the City does not agree with the recommendations of the MLD, the NAHC can mediate (California Public Resources Code § 5097.94). If no agreement is reached, the remains shall be kept in situ, or reburied in a secure location in close proximity to where they were found and where they will not be further disturbed (California Public Resources Code § 5097.98). Work may not resume within the no work radius until the lead agency, through consultation as appropriate, determines that the treatment measures have been

completed to their satisfaction. The analysis of the remains shall only occur on site in the presence of the MLD, unless the forensic anthropologist and the MLD agree to remove the remains to an off-site location for examination.

**CR-9** If the qualified archaeologist elects to collect any tribal cultural resources, the Native American monitor must be present during any cataloging of those resources. Moreover, if the qualified archaeologist does not collect the cultural resources that are unearthed during the ground-disturbing activities, the Native American monitor may, at their discretion, collect said resources for later reburial on the Project site or storage at a local curation facility. Any tribal cultural resources collected by the qualified archaeologist shall be repatriated to the TCA Tribe for reburial on the Project site. Should the TCA Tribe(s) decline the collection, the collection shall be curated at the San Diego Archaeological Center. All other resources determined by the qualified archaeologist, in consultation with the Native American monitor, to not be tribal cultural resources, shall be curated at the San Diego Archaeological Center.

**CR-10** Prior to the release of the grading bond, a monitoring report and/or evaluation report, if appropriate, that describes the results, analysis, and conclusions of the archaeological monitoring program and any data recovery program on the Project site, shall be submitted by the qualified archaeologist to the City. The Native American monitor shall be responsible for providing any notes or comments to the qualified archaeologist in a timely manner to be submitted with the report. The report will include California Department of Parks and Recreation Primary and Archaeological Site Forms for any newly discovered resources. A copy of the final report will be submitted to the South Coastal Information Center after approval by the City.

**NOI-1 Construction Noise Management Plan.** Noise from project construction activities shall comply with the thresholds and hours specified by the City of Escondido. Construction shall only occur between the hours of 7:00 a.m. and 6:00 p.m. Monday through Friday and on Saturdays between the hours of 9:00 a.m. and 5:00 p.m. Construction noise shall not exceed 75 dBA  $L_{EQ}$  (one hour) unless a variance has been obtained in advance from the City.

Appropriate measures to reduce construction noise shall be implemented may include, but not be limited to, the following:

- Construction equipment shall be properly outfitted and maintained with manufacturer-recommended noise-reduction devices.
- Diesel equipment shall be operated with closed engine doors and equipped with factory-recommended mufflers.
- Mobile or fixed “package” equipment (e.g., arc welders and air compressors) shall be equipped with shrouds and noise control features that are readily available for that type of equipment.
- Electrically powered equipment shall be used instead of pneumatic or internal-combustion powered equipment, where feasible.
- Unnecessary idling of internal combustion engines (e.g., in excess of 5 minutes) shall be prohibited.

- The use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only.
- No project-related public address or music system shall be audible at any adjacent sensitive receptor.
- Any truck or equipment equipped with back-up alarm moving within 300 feet of a noise-sensitive land use should have the normal back-up alarm disengaged and safety provided by lights and flagman or broad-spectrum noise backup alarm (as appropriate for conditions) used in compliance with the Occupational Safety and Health Administration safety guidelines.
- Work should be scheduled to avoid impacts to noise-sensitive receptors, such as scheduling demolition activities outside of school hours. If noise generating work cannot be scheduled to avoid impacts, temporary sound barriers or sound blankets shall be installed between construction operations and adjacent noise-sensitive land uses. Where required, the project Contractor shall construct a temporary noise barrier at least 6 feet in height meeting the specifications listed below (or of a Sound Transmission Class [STC] 19 rating or better) to attenuate noise. Barriers shall exceed the height of the project equipment's noise-generating components.
- If a temporary barrier is used, all barriers shall be solid and constructed of wood, plastic, fiberglass, steel, masonry, or a combination of those materials, with no cracks or gaps through or below the wall. Any seams or cracks must be filled or caulked. If wood is used, it can be tongue and groove or close butted seams and must be at least ¾-inch thick or have a surface density of at least 3.5 pounds per square-foot. Sheet metal of 18-gauge (minimum) may be used if it meets the other criteria and is properly supported and stiffened so that it does not rattle or create noise itself from vibration or wind. Noise blankets, hoods, or covers also may be used, provided they are appropriately implemented to provide the required sound attenuation.
- The on-site construction supervisor shall have the responsibility and authority to receive and resolve noise complaints. A clear appeal process shall be established prior to construction commencement to allow for resolution of noise problems that cannot be immediately solved by the site supervisor.

## MITIGATION MONITORING REPORTING PROGRAM

**PROJECT NAME:** Grand Avenue Vision Project

**CITY FILE NO.** PL 21-0055

**APPROVAL BODY:** Escondido City Council

**PROJECT DESCRIPTION:** The complete project corridor encompasses a 0.4-mile segment of Grand Avenue between Escondido Boulevard and Juniper Street and would include mini-roundabouts at three locations (Maple Street, Broadway, and Kalmia Street), streetscape improvements, public art features, narrowing of Grand Avenue to one lane in each direction and using the excess width to create wider sidewalks, and diagonal parking on one side of the street resulting in increased on-street parking. Other project features include:

- Installation of curb bulb-outs at key locations and a wider sidewalk. Phase I includes wider sidewalks on one side of the street between Maple Street and Broadway to improve walkability and comply with American Disability Act standards. Future phases will include wider sidewalk on both sides of the street between Juniper Street and Escondido Boulevard.
- Removal of medians and restripe Grand Avenue to add diagonal parking between Escondido Boulevard and Juniper Street.
- Traffic signal modifications at the intersections of Escondido Boulevard and Juniper Street
- Preservation of existing trees, where feasible, and installation of trees and other landscaping.
- Installation of wayfinding signage and entry features to support first and last-mile trips.
- Installation of ornamental lights.

The project also proposes to realign North County Transit District Breeze bus routes 351 and 352 that currently traverse the project corridor. Route 351 would be rerouted along South Quince Street and West 2<sup>nd</sup> Avenue, and Route 352 would be rerouted along East and West Valley Parkway and Juniper Street. Existing bus stops along Grand Avenue within the project corridor would be removed. With the realigned bus routes, the total distance of Route 351 would slightly increase by 0.01 mile and Route 352 would be the same distance. Two new bus shelters and benches would be installed at existing bus stops within the right of way along Second Avenue and Valley Parkway.

**PROJECT LOCATION:** The proposed project is located City of Escondido along a 0.4-mile segment of Grand Avenue between Escondido Boulevard and Juniper Street in the Downtown Historic District.

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# Mitigation Monitoring and Reporting Program for the Grand Avenue Vision Project

## Mitigated Negative Declaration/Initial Study Environmental Checklist

### Project No. PL 21-0055

The City of Escondido adopts this Mitigation Monitoring and Reporting Program (MMRP) in accordance with Public Resources Code (PRC) Section 21081.6 and Section 15097 of the California Environmental Quality Act (CEQA) Guidelines. The purpose of the MMRP is to ensure that the Grand Avenue Vision Project (proposed project), which is the subject of the Mitigated Negative Declaration (MND) and Initial Study Environmental Checklist, complies with all applicable environmental mitigation requirements. The mitigation described in the MND and summarized below provides a broad purpose and overview of actions that will occur in order to reduce identified environmental impacts.

For each project that is subject to CEQA, PRC Section 21081.6 requires the Lead Agency to monitor performance of the mitigation measures included in any environmental document to ensure that the specified mitigation is implemented. The City of Escondido is the designated Lead Agency for the proposed project. The City is responsible for review of all monitoring reports, enforcement actions, and document disposition related to implementation of the MMRP.

After review and approval by the Lead Agency, minor changes to the MMRP are permitted but can only be made by the City of Escondido. No deviations from this MMRP shall be permitted unless it continues to satisfy the requirements of PRC Section 21081.6, as determined by the City of Escondido.

The organization of the MMRP follows the subsection formatting style presented within the MND and Initial Study Environmental Checklist. Only those subsections of the environmental issues presented in the Initial Study Environmental Checklist that have mitigation measures are provided below in the MMRP table. All other subsections do not contain mitigation measures. For each mitigation measure, the MMRP table identifies the following: 1) mitigation measure, 2) implementation action, 3) responsible agency/party, 4) monitoring schedule, and 5) verification date.

**MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measures	Implementation, Monitoring, and Reporting Action	Responsibility	Monitoring Schedule			Verification Date
			Before Construction	During Construction	After Construction	
<b>Cultural Resources</b>						
<p><b>CUL-1:</b> Prior to the issuance of a grading permit, the Applicant shall enter into a Tribal Cultural Resource Treatment and Monitoring Agreement (also known as a Pre-Excavation Agreement) with a tribe that is traditionally and culturally affiliated with the Project Location (“TCA Tribe”). The purposes of the agreement are (1) to provide the Applicant with clear expectations regarding tribal cultural resources, and (2) to formalize protocols and procedures between the Applicant/Owner and the TCA Tribe for the protection and treatment of, including but not limited to, Native American human remains, funerary objects, cultural and religious landscapes, ceremonial items, traditional gathering areas and cultural items, located and/or discovered through a monitoring program in conjunction with the construction of the Project, including additional archaeological surveys and/or studies, excavations, geotechnical investigations, grading, and all other ground-disturbing activities. The agreement shall incorporate, at a minimum, the performance criteria and standards, protocols, and procedures set forth in mitigation measures CR-2 through CR-10, and the following information:</p> <ul style="list-style-type: none"> <li>Parties entering into the agreement and contact information.</li> <li>Responsibilities of the Property Owner or their representative, archaeological monitors, and tribal monitors.</li> </ul>	<ul style="list-style-type: none"> <li>Applicant should enter into a Tribal Cultural Resource Treatment and Monitoring Agreement.</li> </ul>	Applicant; City of Escondido Community Development Department Planning Division	X			

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<ul style="list-style-type: none"> <li>Project grading and development scheduling, including determination of authority to adjust in the event of unexpected discovery, and terms of compensation for the monitors, including overtime and weekend rates, in addition to mileage reimbursement.</li> <li>Requirements in the event of unanticipated discoveries, which shall address grading and grubbing requirements including controlled grading and controlled vegetation removal in areas of cultural sensitivity, analysis of identified cultural materials, and on-site storage of cultural materials.</li> <li>Treatment of identified Native American cultural materials.</li> <li>Treatment of Native American human remains and associated grave goods.</li> <li>Confidentiality of cultural information including location and data.</li> <li>Negotiation of disagreements should they arise.</li> <li>Regulations that apply to cultural resources that have been identified or may be identified during project construction.</li> </ul>						
<p><b>CUL-2:</b> Prior to issuance of a grading permit, the Applicant shall provide written verification to the City that a qualified archaeologist and a Native</p>	<ul style="list-style-type: none"> <li>Require verification and approval of qualified archaeologist.</li> </ul>	Applicant; City of Escondido Community	X			

Mitigation Measures	Implementation, Monitoring, and Reporting Action	Responsibility	Monitoring Schedule			Verification Date
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American monitor associated with a TCA Tribe have been retained to implement the monitoring program. The archaeologist shall be responsible for coordinating with the Native American monitor. This verification shall be presented to the City in a letter from the Project archaeologist that confirms the selected Native American monitor is associated with a TCA Tribe. The City, prior to any pre-construction meeting, shall approve all persons involved in the monitoring program.		Development Department Planning Division				
<b>CUL-3:</b> The qualified archaeologist and a Native American monitor shall attend all applicable pre-construction meetings with the General Contractor and/or associated subcontractors to explain and coordinate the requirements of the monitoring program.	<ul style="list-style-type: none"> <li>Require monitoring program coordination.</li> </ul>	City of Escondido Community Development Department Planning Division; Qualified Archaeologist; Grading Contractor	X			
<b>CUL-4:</b> During the initial grubbing, site grading, excavation or disturbance of the ground surface (including both on- and off-site improvement areas), the qualified archaeologist and the Native American monitor shall be present full-time. If the full-time monitoring reveals that the top soil throughout the Project impact area (both on and off-site) has been previously removed during the development of the roads and buildings within the Project area, then a decrease of monitoring to part-time monitoring or the termination of monitoring can be implemented, as deemed appropriate by the qualified archaeologist in consultation with the Native American monitor. The frequency of subsequent monitoring shall depend on the rate of excavation, the materials excavated, and any discoveries of tribal cultural resources as defined in California Public Resources Code Section 21074. The qualified archaeologist, in consultation with the Native American monitor, shall be responsible for	<ul style="list-style-type: none"> <li>Require on-site archaeological monitor and Native American Monitor.</li> </ul>	City of Escondido Community Development Department Planning Division; Archaeological Monitor; Field Engineering Division		X		

Mitigation Measures	Implementation, Monitoring, and Reporting Action	Responsibility	Monitoring Schedule			Verification Date
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determining the duration and frequency of monitoring considering these factors. Archaeological and Native American monitoring will be discontinued when the depth of grading and soil conditions no longer retain the potential to contain cultural deposits (i.e., soil conditions are comprised solely of fill or granitic bedrock).						
<b>CUL-5:</b> In the event that previously unidentified tribal cultural resources are discovered, all work must halt within a 100-foot radius of the discovery. The qualified archaeologist and the Native American monitor shall evaluate the significance of the find and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The qualified archaeologist and Native American Monitor shall consider the criteria identified by California Public Resources Code sections 21083.2(g) and 21074, and CEQA Guidelines sections 15064 and 15064.5(c) in determining the significance of a discovered resource. If the professional archaeologist and Native American monitor determine that the find does not represent a culturally significant resource, work may resume immediately, and no agency notifications are required. Isolates and clearly non-significant deposits shall be documented in the field and collected, and monitored grading can immediately proceed.	<ul style="list-style-type: none"> <li>Require identification and preservation of any unidentified cultural resources.</li> </ul>	City of Escondido Community Development Department Planning Division; Project Archaeologist; County Coroner; Native American Monitor		X		
<b>CUL-6:</b> If the qualified archaeologist and Native American monitor determine that the find does represent a potentially significant tribal cultural resource, considering the criteria identified by California Public Resources Code sections 21083.2(g) and 21074, and CEQA Guidelines sections 15064 and 15064.5(c), the archaeologist shall immediately notify the City of said discovery. The qualified archaeologist, in consultation with the City, the consulting TCA Tribe(s), and the Native American monitor, shall determine the	<ul style="list-style-type: none"> <li>Require identification and preservation of any significant tribal resource.</li> <li>Consultation with Native American Monitor.</li> </ul>	City of Escondido Community Development Department Planning Division; Project Archaeologist; Native American Monitor; TCA Tribe		X		

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<p>significance of the discovered resource. A recommendation for the tribal cultural resource’s treatment and disposition shall be made by the qualified archaeologist in consultation with the TCA Tribe(s) and the Native American monitor and be submitted to the City for review and approval. If the find is determined to be a Tribal Cultural Resource under CEQA, as defined in California Public Resources Code Section 21074(a) through (c), appropriate treatment measures will be implemented. Work may not resume within the no-work radius until the City, through consultation as set forth herein, determines either that: 1) the discovery does not constitute a Tribal Cultural Resource under CEQA, as defined in California Public Resources Code Section 21074(a) through (c); or 2) the approved treatment and disposition measures have been completed.</p>						
<p><b>CUL-7:</b> All sacred sites, significant tribal cultural resources, and unique archaeological resources encountered within the Project area shall be avoided and preserved as the preferred mitigation. The avoidance and preservation of the significant tribal cultural resource or unique archaeological resource must first be considered and evaluated in consultation with the TCA Tribe(s) as required by CEQA and in compliance with all relevant mitigation measures for the Project. If any significant tribal cultural resource or unique archaeological resource has been discovered and such avoidance or preservation measure has been deemed to be infeasible by the City’s Director of Community Development (after a recommendation is provided by the qualified archaeologist, in consultation with the TCA Tribe(s) and Native American monitor, making a determination of infeasibility that takes into account the factors listed in California Public</p>	<ul style="list-style-type: none"> <li>Require research design and data recovery program.</li> <li>Consultation with Native American Monitor.</li> </ul>	<p>City of Escondido Community Development Department Planning Division; Project Archaeologist; TCA Tribe</p>		X		

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Resources Code sections 21061.1, 21081(a)(3), and CEQA Guidelines section 15091, and in accordance with all relevant mitigation measures for the Project), then culturally appropriate treatment of those resources, including but not limited to funding an ethnographic or ethnohistoric study of the resource(s), and/or developing a research design and data recovery program to mitigate impacts shall be prepared by the qualified archaeologist (using professional archaeological methods), in consultation with the TCA Tribe and the Native American monitor, and shall be subject to approval by the City. No artifact sampling for analysis is allowed, unless approved by the consulting TCA Tribe(s). Before construction activities are allowed to resume in the affected area, the research design and data recovery program activities must be concluded to the satisfaction of the City						
<b>CUL-8:</b> As specified by California Health and Safety Code section 7050.5, if human remains are found on the Project site during construction or during archaeological work, the person responsible for the excavation, or his or her authorized representative, shall immediately notify the San Diego County Coroner's office. Determination of whether the remains are human shall be conducted on site and in situ where they were discovered by a forensic anthropologist, unless the forensic anthropologist and the Native American monitor agree to remove the remains to a temporary off-site location for examination. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Coroner has made the necessary findings as to origin and disposition. A temporary construction exclusion zone shall be established surrounding the area of the discovery so that the area would be protected,	<ul style="list-style-type: none"> <li>Require identification and preservation of any undiscovered cultural resources or human remains.</li> </ul>	City of Escondido Community Development Department Planning Division; Project Archaeologist; County Coroner		X		

Mitigation Measures	Implementation, Monitoring, and Reporting Action	Responsibility	Monitoring Schedule			Verification Date
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<p>and consultation and treatment could occur as prescribed by law. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the NAHC, which then will designate a Native American Most Likely Descendant (MLD) for the project (California Public Resources Code § 5097.98) for proper treatment and disposition in accordance with California Public Resources Code section 5097.98. The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the City does not agree with the recommendations of the MLD, the NAHC can mediate (California Public Resources Code § 5097.94). If no agreement is reached, the remains shall be kept in situ, or reburied in a secure location in close proximity to where they were found and where they will not be further disturbed (California Public Resources Code § 5097.98). Work may not resume within the no work radius until the lead agency, through consultation as appropriate, determines that the treatment measures have been completed to their satisfaction. The analysis of the remains shall only occur on site in the presence of the MLD, unless the forensic anthropologist and the MLD agree to remove the remains to an off-site location for examination.</p>						
<p><b>CUL-9:</b> If the qualified archaeologist elects to collect any tribal cultural resources, the Native American monitor must be present during any cataloging of those resources. Moreover, if the qualified archaeologist does not collect the cultural resources that are unearthed during the ground-disturbing activities, the Native American monitor may, at their discretion, collect said resources for later reburial on the Project site or storage at a local curation facility. Any tribal</p>	<ul style="list-style-type: none"> <li>Require that a Native American monitor is present during any testing or cataloging.</li> <li>Any tribal cultural resources collected by the qualified archaeologist shall be repatriated to the TCA Tribe.</li> </ul>	<p>City of Escondido Community Development Department Planning Division; Project Archaeologist</p>		X	X	

Mitigation Measures	Implementation, Monitoring, and Reporting Action	Responsibility	Monitoring Schedule			Verification Date
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cultural resources collected by the qualified archaeologist shall be repatriated to the TCA Tribe for reburial on the Project site. Should the TCA Tribe(s) decline the collection, the collection shall be curated at the San Diego Archaeological Center. All other resources determined by the qualified archaeologist, in consultation with the Native American monitor, to not be tribal cultural resources, shall be curated at the San Diego Archaeological Center.	<ul style="list-style-type: none"> <li>Any tribal cultural resources collected by the qualified archaeologist that are denied collection by the TCA Tribe shall be curated at the San Diego Archaeological Center.</li> <li>Any resource determined not to be a tribal cultural resource shall be curated at the San Diego Archaeological Center.</li> </ul>					
<b>CUL-10:</b> Prior to the release of the grading bond, a monitoring report and/or evaluation report, if appropriate, that describes the results, analysis, and conclusions of the archaeological monitoring program and any data recovery program on the Project site, shall be submitted by the qualified archaeologist to the City. The Native American monitor shall be responsible for providing any notes or comments to the qualified archaeologist in a timely manner to be submitted with the report. The report will include California Department of Parks and Recreation Primary and Archaeological Site Forms for any newly discovered resources. A copy of the final report will be submitted to the South Coastal Information Center after approval by the City.	<ul style="list-style-type: none"> <li>Require documentation of analysis and data by the qualified archaeologist.</li> <li>Consultation with Native American Monitor.</li> </ul>	Qualified Archaeologist; Native American Monitor			X	
<b>Noise</b>						
<b>NOI-1:</b> Noise from project construction activities shall comply with the thresholds and hours specified by the City of Escondido. Construction shall only occur between the hours of 7:00 a.m. and 6:00 p.m. Monday through Friday and on Saturdays between the hours of 9:00 a.m. and 5:00 p.m. Construction noise shall not exceed 75	<ul style="list-style-type: none"> <li>Require incorporation of construction noise minimization measures.</li> </ul>	Applicant/ Construction Contractor		X		

Mitigation Measures	Implementation, Monitoring, and Reporting Action	Responsibility	Monitoring Schedule			Verification Date
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<p>dBA L<sub>EQ</sub> (one hour) unless a variance has been obtained in advance from the City.</p> <p>Appropriate measures to reduce construction noise shall be implemented may include, but not be limited to, the following:</p> <ul style="list-style-type: none"> <li>• Construction equipment shall be properly outfitted and maintained with manufacturer-recommended noise-reduction devices.</li> <li>• Diesel equipment shall be operated with closed engine doors and equipped with factory-recommended mufflers.</li> <li>• Mobile or fixed “package” equipment (e.g., arc welders and air compressors) shall be equipped with shrouds and noise control features that are readily available for that type of equipment.</li> <li>• Electrically powered equipment shall be used instead of pneumatic or internal-combustion powered equipment, where feasible.</li> <li>• Unnecessary idling of internal combustion engines (e.g., in excess of 5 minutes) shall be prohibited.</li> <li>• The use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only.</li> </ul>						

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<ul style="list-style-type: none"> <li>No project-related public address or music system shall be audible at any adjacent sensitive receptor.</li> <li>Any truck or equipment equipped with back-up alarm moving within 300 feet of a noise-sensitive land use should have the normal back-up alarm disengaged and safety provided by lights and flagman or broad-spectrum noise backup alarm (as appropriate for conditions) used in compliance with the Occupational Safety and Health Administration safety guidelines.</li> <li>Work should be scheduled to avoid impacts to noise-sensitive receptors, such scheduling demolition activities outside of school hours. If noise generating work cannot be scheduled to avoid impacts, temporary sound barriers or sound blankets shall be installed between construction operations and adjacent noise-sensitive land uses. Where required, the project Contractor shall construct a temporary noise barrier at least 6 feet in height meeting the specifications listed below (or of a Sound Transmission Class [STC] 19 rating or better) to attenuate noise. Barriers shall exceed the height of the project equipment's noise-generating components.</li> <li>If a temporary barrier is used, all barriers shall be solid and constructed of wood, plastic, fiberglass, steel, masonry, or a combination of those materials, with no</li> </ul>						

Mitigation Measures	Implementation, Monitoring, and Reporting Action	Responsibility	Monitoring Schedule			Verification Date
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<p>cracks or gaps through or below the wall. Any seams or cracks must be filled or caulked. If wood is used, it can be tongue and groove or close butted seams and must be at least ¾-inch thick or have a surface density of at least 3.5 pounds per square-foot. Sheet metal of 18-gauge (minimum) may be used if it meets the other criteria and is properly supported and stiffened so that it does not rattle or create noise itself from vibration or wind. Noise blankets, hoods, or covers also may be used, provided they are appropriately implemented to provide the required sound attenuation.</p> <ul style="list-style-type: none"> <li>The on-site construction supervisor shall have the responsibility and authority to receive and resolve noise complaints. A clear appeal process shall be established prior to construction commencement to allow for resolution of noise problems that cannot be immediately solved by the site supervisor.</li> </ul>						