

# **DRAFT INITIAL STUDY**

## **Tentative Map/Planned Development/Grading Exemption/Rezone 661 Bear Valley Parkway Residential Development**

### **Full-Width Specific Plan for the Alignment of Bear Valley Parkway**

**(City File No. SUB 15-0002)**

## **ENVIRONMENTAL CHECKLIST SUPPLEMENTAL COMMENTS**

An Initial Study Environmental Checklist was prepared for this project. The information contained in the Initial Study Checklist and the associated supplemental comments will be used by the City of Escondido (City) to determine the potential impacts associated with the proposed 661 Bear Valley Parkway Residential Development and the proposed Specific Alignment Plan (SAP) for full-width roadway improvements to Bear Valley Parkway adjacent to the residential development for inclusion in the Notice of Preparation (NOP) pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15082. The City anticipates preparation of an Environmental Impact Report (EIR) for this project.

### **INTRODUCTION**

This Initial Study provides a preliminary assessment of the environmental impacts of the proposed Tentative Subdivision Map; Rezone; Preliminary, Master and Precise Development Plan; Grading Exemption; roadway Design Standard Waivers and half-width Specific Alignment Plan to develop 55 single-family residential lots, seven open space lots, one recreation lot, and two private street lots on a 40.62-acre property near the intersection of Bear Valley Parkway and Encino Drive in the City of Escondido. These improvements are referred to as the residential development component (residential development) of the proposed project. This Initial Study also provides a preliminary assessment of the environmental impacts of the proposed full-width Specific Alignment Plan to widen and improve Bear Valley Parkway adjacent to the proposed residential development between the intersection with Sunset Drive/Ranchito Drive to the south and the City boundary near the intersection with Choya Canyon Road to the north. These improvements are referred to as the full-width Specific Alignment Plan improvements component (SAP improvements) of the proposed project.

This document is being circulated as a part of the NOP to meet the CEQA requirement to provide the “probable environmental impacts of the project”. Affected public agencies and interested persons may provide comments on this document in writing during the 30-day public review period, which is between November 28 and December 30, 2016. Written comments shall be submitted by 5:00 P.M. on December 30, 2016 to the following address:

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Escondido, CA 92025-2798

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All comments received will be considered with the Final EIR in determining whether to approve the project. A printed copy of this document and associated documents are available at the above address during normal City operation hours during the public review period. In addition, the document is available at the City's website at: <https://www.escondido.org/planning.aspx>

## **PROJECT LOCATION AND ENVIRONMENTAL SETTING**

The 40.62-acre residential development site is located at 661 Bear Valley Parkway, Escondido, California (Figure 1). The site is located within the incorporated area of the city on the southeast corner of the intersection of Encino Drive and Bear Valley Parkway (Figures 2 and 3). The residential development site is within Assessor's Parcel Numbers (APNs) 237-131-01 and 237-131-02, but a 0.65-acre portion of APN 237-131-01 located to the west of Bear Valley Parkway is not a part of the project. The property of the proposed residential development, which was used for agriculture and mining prospecting in the past, currently includes a 1,120 square foot (sf) single-family residential structure, disturbed vacant land, drainages, and a riparian corridor. The site for the SAP improvements includes approximately 3,560 linear feet of Bear Valley Parkway alignment from the City boundary at the northern end to the intersection with Sunset Drive/Ranchito Drive at the southern end. Most of the surrounding areas to the north, east and west are within unincorporated San Diego County, with a mix of single-family residential development and undeveloped land. There is a single-family residential development to the south of the project site that is within the city.

## **PROJECT DESCRIPTION**

The primary objective of the proposed residential development is to provide a residential project that preserves the on-site riparian corridor and is consistent with the City's General Plan. As such, the proposed residential development includes 55 single-family residential lots and preserves approximately 50% of the site within seven open space lots. To support these uses, the proposed residential development also includes one recreation lot and two private street lots (Figure 3). The proposed residential development site access driveway would be at the same location as the existing driveway serving the single-family residential structure; which is at the Zlatibor Ranch Road and Bear Valley Parkway intersection. The proposed residential development also includes half-width frontage improvements to Bear Valley Parkway as well as utility improvements on-site and within Bear Valley Parkway in the immediate vicinity. Grading would involve 342,750 cubic yards (cy) of cut and fill balanced on-site, with up to 38 feet of cut and 58 feet of fill in certain areas. City discretionary actions required would include Grading Exemptions, Tentative Map, Preliminary/Master/Precise Development Plan, Rezone, roadway Design Standard Waivers and a Specific Alignment Plan. The proposed residential development would also likely require resource agency permitting involving the U.S. Army Corps of Engineers, Regional Water Quality Control Board, and California Department of Fish and Wildlife. The residential development would be phased depending on market conditions, but construction is anticipated to last 3 years.

A full-width Specific Alignment Plan (SAP) has also been developed as a separate project component. The proposed SAP improvements would address goals in the City's General Plan Mobility Element such as bicycle and pedestrian access, and would add elements to Bear Valley Parkway that would make it compliant with infrastructure requirements for classification as a Major Road, including a median, bike lanes and sidewalks. The proposed SAP improvements would also improve the geometry of the intersection at Bear Valley Parkway and Encino Drive. The City discretionary actions required for the full-width SAP improvements would include a development agreement, a Specific Alignment Plan, and possible rights-of-way acquisition through eminent domain. Construction of the SAP improvements would occur independent of the residential development.

## ISSUES:

### I. AESTHETICS

*Would the project:*

- a. *Have a substantial adverse effect on a scenic vista?*
- b. *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*
- c. *Substantially degrade the existing visual character or quality of the site and its surroundings?*
- d. *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

**Potentially Significant Impact (To Be Further Analyzed in the EIR).** The site is located in a rural, residential area. It is bordered by residential and vacant land. The site is not located within the viewshed of a State Scenic Highway (Caltrans 2016); however, the City has identified a portion of Bear Valley Parkway adjacent to the project site as a scenic roadway (City 2012b). Scenic vistas in the area include long-distance views of visually distinctive ridgelines and hillsides, as well as a riparian area. Palomar Observatory is located approximately 20 miles northeast of the site and relies on dark nighttime skies to conduct astronomical observations (City 2012b).

The proposed project would convert the site to a residential housing development with a preserved riparian corridor around the southern site perimeter. The SAP improvements would widen Bear Valley Parkway and add new roadway elements. The project would include street and residential lighting. Due to the potential for aesthetic impacts, this issue will be analyzed further in the EIR.

### II. AGRICULTURE AND FORESTRY RESOURCES

*In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. 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?*
- b. *Conflict with existing zoning for agricultural use, or a Williamson Act contract?*
- 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))?*
- d. *Result in the loss of forest land or conversion of forest land to non-forest use?*
- 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?*

## Agricultural Resources

**Potentially Significant Impact (To Be Further Analyzed in the EIR).** The site does not include active agricultural uses and is not covered by a Williamson Act Contract. The site is not located adjacent to any active farmland. However, the site zoning allows for agricultural uses and the California Department of Conservation Farmland Mapping and Monitoring Program has identified most of the residential development site as Farmland of Local Importance (City 2012b). Historically, citrus and avocado groves existed on the project site from 1947 to 1990 (Vinje & Middleton Engineering, Inc. 2013b). In addition, the surrounding zoning allows for agricultural uses, and areas directly north and east of the site are partially mapped as Farmland of Local Importance (City 2012b). The proposed project would convert the site to residential use and widen Bear Valley Parkway. The potential for significant agricultural resource impacts will be further evaluated in the EIR.

## Forestry Resources

**No Impact.** According to the Bear Valley Parkway Biological Technical Reports (Dudek 2016a, 2016c), the residential development site contains 3.35 acres of southern coast live oak riparian forest, 0.13 acre of non-native riparian habitat, 0.17 acre of disturbed southern cactus scrub, 36.43 acres of disturbed habitat, and 0.54 acre of developed land, while the SAP improvements site contains 0.19 acre of southern coast live oak riparian forest, 1.02 acres of disturbed habitat, and 1.39 acres of development land. While the site includes southern coast live oak riparian forest, this habitat is not considered or zoned as timberland. The General Plan EIR (City 2012b) does not identify the site or any of the adjacent properties as forestry resources. Thus, the project, including both the residential development and the SAP improvements, would not conflict with zoning for forest land or timberland, or result in the direct or indirect loss of forestry resources. The project would have no impact to forestry resources.

## **III. AIR QUALITY**

*Where applicable, the significance criteria established by the applicable air quality management 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?*
- b. *Violate any air quality standard or contribute substantially to an existing or projected air quality violation?*
- c. *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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*
- d. *Expose sensitive receptors to substantial pollutant concentrations?*
- e. *Create objectionable odors affecting a substantial number of people?*

The following air quality analysis is based on the Air Quality Conformity Assessment completed by Investigative Science and Engineering, Inc. (ISE) on April 27, 2016 and the memorandum addressing Air Quality and Greenhouse Gas Emissions from the SAP completed by Harris & Associates on September 27, 2016. Refer to the report and memorandum for detailed methodology and additional information.

## Air Quality Plans

**Less than Significant.** The California Clean Air Act requires areas in nonattainment of state ambient air quality standards for ozone, carbon monoxide (CO), oxides of sulfur (SO<sub>2</sub>) and oxides of nitrogen (NO<sub>x</sub>) prepare plans to attain the standards. The San Diego Air Basin (SDAB) is designated nonattainment for ozone. As such, the Regional Air Quality Strategy (RAQS) was developed and most recently revised in 2009 to address ozone and the associated precursors; volatile organic compounds (VOC) and NO<sub>x</sub>. In addition, the RAQS for the SDAB also address particulate matter less than 10 microns in diameter (PM<sub>10</sub>), and particulate matter less than 2.5 microns

in diameter (PM<sub>2.5</sub>). Main sources of ozone and PM increases include motor vehicle usage, population, and growth. The implementation control programs include stationary sources, transportation, indirect sources, and a vehicle and fuel program.

The California Air Resources Board (CARB) mobile source emission projections and San Diego Association of Governments (SANDAG) growth projections are based on general plans. The residential development would be consistent with the site’s General Plan Estate II designation and the SAP improvements would be consistent with goals in the General Plan Mobility Element. Therefore, the project would be consistent with the SANDAG growth projections and, in-turn, the RAQS. Impacts would be less than significant.

Emissions

**Less than Significant.** Based on the 2012 to 2014 data collected at the Escondido air quality monitoring station, the vicinity currently experiences slight air quality exceedances for criteria pollutants O<sub>3</sub>, PM<sub>10</sub> and PM<sub>2.5</sub>. Air Quality testing at the site was completed for 12 chemical compounds, and no significant ambient air quality issues were identified.

*Construction*

The worst-case construction emissions of NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> for the proposed residential development would occur during project site grading when the use of heavy diesel equipment and ground disturbance is underway. The worst-case construction emissions of VOCs for the residential development would also occur during the grading phase. Note that low VOC paints were assumed to be used for architectural coatings during the construction phase, thereby lowering VOC emissions below the total amount that would be emitted during grading. Thus, the analysis below analyzes NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, PM<sub>2.5</sub> and VOCs during the grading phase of the residential development.

The worst-case construction emissions were calculated by adding the vehicular, surface grading, and hauling emissions for the grading phase. Diesel construction emissions were calculated based on a 180 work day schedule, and were assumed to involve dozers, scrapers, graders, a water truck, and a hydraulic excavator. Surface grading emissions were based on the same 180 work day schedule, and 342,750 cy of cut and fill. Also, it was assumed that the project would include dust control measures in accordance with the San Diego Air Pollution Control District (SDAPCD) rules, including site watering a minimum of three times per day. Overall, the addition of all grading activity emissions would result in emissions less than the significance thresholds (Table 1).

**TABLE 1  
Residential Development Worst-Case Grading Emissions (Pounds per Day)**

Pollutant	Vehicular	Surface Grading	Hauling	Total	Significance Thresholds <sup>a</sup>
<i>Grading Phase</i>					
NO <sub>x</sub>	183.6	-	0.0	183.6	250
CO	71.6	-	0.0	71.6	550
SO <sub>x</sub>	24.1	-	0.0	24.1	250
PM <sub>10</sub>	4.1	50.9	27.5	82.5	100
PM <sub>2.5</sub>	3.8	10.6	5.8	20.2	55
VOC	26.6	-	0.0	26.6	75
<i>Architectural Coating Phase</i>					
VOC	-	-	-	25.6	75

Notes:  
<sup>a</sup> Significance threshold is based on the Escondido Municipal Code Section 33-924(a)(6).  
 Source: ISE 2016a

Specific construction details are unknown at this time for the SAP improvements. However, the disturbance area of the SAP improvements would be smaller than that of the residential development (i.e., the SAP improvements would involve approximately 3,560 linear feet of Bear Valley Parkway whereas the proposed residential development would be 40.62 acres (1,769,407 square feet)). Furthermore, given the similarities in site location between the residential development and SAP improvements, it is reasonable to assume a similar construction fleet and schedule would be required for each component. As shown in Table 1, worst-case emissions from grading during the proposed residential development would not exceed any significance threshold. Therefore, emissions from construction of the SAP improvements would also be expected to be less than the significance thresholds (Harris & Associates 2016a).

Construction of the SAP would occur independent of the residential component. In summary, worst-case emissions would be less than the thresholds (Escondido Municipal Code Section 33-924(a)(6)) for all criteria pollutants. Thus, construction emission impacts from both components of the proposed project would be less than significant.

*Operation*

Once the proposed 55 single-family residences are operational, the site would generate additional air quality emissions through vehicular traffic, and fixed source emissions. The additional 55 residential units would generate a total of 550 average daily trips, which were assumed to be 20 miles one-way based on the proposed land use type and surrounding area conditions. Fixed source emissions generated by the residences would include emissions from landscaping equipment, natural gas use, and fireplace/wood burning. The operational air pollutants generated from the residential development are shown in Table 2.

**TABLE 2  
Residential Development Trip-Generation Emissions (Pounds per Day)**

Pollutant	Vehicle Emissions	Landscaping Equipment	Natural Gas	Fireplace	Total <sup>a</sup>	Significance Thresholds <sup>b</sup>
NO <sub>x</sub>	8.1	0.0	1.1	-	9.3	250
CO	24.1	0.3	0.5	-	24.9	550
SO <sub>x</sub>	0.1	0.0	-	-	0.1	250
PM <sub>10</sub>	0.1	0.0	0.0	12.9	13.0	100
PM <sub>2.5</sub>	0.1	-	-	12.2	12.3	55
VOC	0.8	0.0	0.1	-	0.9	75

Notes:

<sup>a</sup> Numbers may not sum to Emission totals due to rounding.

<sup>b</sup> Significance threshold is based on the Escondido Municipal Code Section 33-924(a)(6).

Source: ISE 2016a

As shown, operational emissions for the residential development are projected to be less than the applicable threshold (Escondido Municipal Code Section 33-924(a)(6)) for all criteria pollutants. Operation of the SAP improvements would not generate new, permanent vehicular trips or other sources of operational emissions. Therefore, operational emissions would be less than significant.

Sensitive Receptors

**Less than Significant.** In the project vicinity, uses that may be sensitive to air quality issues include residences, schools, parks with playgrounds or athletic centers, child care centers, and churches. Considering the proposed residential uses, the residential development would not result in a significant stationary source of pollution or create substantial pollutant concentrations. Mobile emissions generated by the residential development were

calculated based on the additional 550 average daily trips (ADT) generated by the project<sup>1</sup> and the CARB EMFAC 2011 emission factors. Due to the dispersal of emissions and the minimum possible standing receptor distance, emission levels were calculated at 100 feet from the roadway centerlines. Three scenarios were evaluated: the existing plus project conditions, near-term cumulative plus project conditions, and the General Plan buildout plus project conditions. As shown in Tables 3 to 5, the proposed project would result in a minimal change in mobile emissions along roadways under all conditions studied. The change in emissions resulting from the project would be 0.1 pounds per day or less for all emission compounds evaluated. Ultimately, the roadway segments examined were found to comply with the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS) standards. Thus, project impacts to sensitive receptors would be less than significant.

**TABLE 3**  
**Incremental Traffic Segment Pollutant Increases**  
**Existing and Existing plus Project Conditions (Pounds per Day)**

Roadway Segment	ΔCO		ΔNO <sub>x</sub>		ΔPM <sub>10</sub>		ΔPM <sub>2.5</sub>	
	Ex.	Ex.+P <sup>a</sup>	Ex.	Ex.+P <sup>a</sup>	Ex.	Ex.+P <sup>a</sup>	Ex.	Ex.+P <sup>a</sup>
<b>Bear Valley Parkway</b>								
El Dorado Dr. to Zlatibor Ranch Rd.	0.1	0.1	0.7	0.7	0.6	0.6	0.6	0.6
Zlatibor Ranch Rd. to Encino Dr.	0.1	0.1	0.7	0.7	0.5	0.6 (+0.1)	0.5	0.6 (+0.1)
Encino Dr. to Sunset Dr.	0.1	0.1	0.7	0.7	0.6	0.6	0.6	0.6
Sunset Dr. to Las Palmas Ave.	0.1	0.1	0.8	0.8	0.7	0.8 (+0.1)	0.7	0.8 (+0.1)
Las Palmas Ave. to Mary Ln.	0.1	0.1	0.8	0.8	0.7	0.7	0.7	0.7
Mary Ln. to San Pasqual Rd.	0.1	0.1	0.8	0.8	0.7	0.7	0.7	0.7
<b>Encino Drive</b>								
West of Bear Valley Parkway	0.0	0.0	0.3	0.3	0.1	0.1	0.1	0.1
<b>Sunset Drive</b>								
West of Bear Valley Parkway	0.0	0.0	0.5	0.5	0.3	0.3	0.3	0.3

Notes:

<sup>a</sup> Change between the baseline and baseline plus project conditions indicated in parenthesis where a difference occurs.

Source: ISE 2016a

<sup>1</sup> The SAP improvements are not expected to generate additional daily trips.

**TABLE 4**  
**Incremental Traffic Segment Pollutant Increases**  
**Near-Term Cumulative Conditions (Pounds per Day)**

Roadway Segment	ΔCO		ΔNO <sub>x</sub>		ΔPM <sub>10</sub>		ΔPM <sub>2.5</sub>	
	NT	NT+P <sup>a</sup>	NT	NT+P <sup>a</sup>	NT	NT+P <sup>a</sup>	NT	NT+P <sup>a</sup>
<b>Bear Valley Parkway</b>								
El Dorado Dr. to Zlatibor Ranch Rd.	0.1	0.1	0.8	0.8	0.7	0.7	0.7	0.7
Zlatibor Ranch Rd. to Encino Dr.	0.1	0.1	0.7	0.7	0.6	0.6	0.6	0.6
Encino Dr. to Sunset Dr.	0.1	0.1	0.8	0.8	0.7	0.7	0.7	0.7
Sunset Dr. to Las Palmas Ave.	0.1	0.1	0.8	0.9 (+0.1)	0.8	0.8	0.8	0.8
Las Palmas Ave. to Mary Ln.	0.1	0.1	0.8	0.8	0.8	0.8	0.8	0.8
Mary Ln. to San Pasqual Rd.	0.1	0.1	0.9	0.9	0.8	0.8	0.8	0.8
<b>Encino Drive</b>								
West of Bear Valley Parkway	0.0	0.0	0.3	0.3	0.1	0.1	0.1	0.1
<b>Sunset Drive</b>								
West of Bear Valley Parkway	0.0	0.0	0.5	0.5	0.3	0.3	0.3	0.3

Notes:

<sup>a</sup> Change between the baseline and baseline plus project conditions indicated in parenthesis where a difference occurs.

Source: ISE 2016a

**TABLE 5**  
**Incremental Traffic Segment Pollutant Increases**  
**Long-Term Cumulative Conditions (Pounds per Day)**

Roadway Segment	ΔCO		ΔNO <sub>x</sub>		ΔPM <sub>10</sub>		ΔPM <sub>2.5</sub>	
	LT	LT+P <sup>a</sup>	LT	LT+P <sup>a</sup>	LT	LT+P <sup>a</sup>	LT	LT+P <sup>a</sup>
<b>Bear Valley Parkway</b>								
El Dorado Dr. to Zlatibor Ranch Rd.	0.1	0.1	0.9	0.9	0.8	0.8	0.8	0.8
Zlatibor Ranch Rd. to Encino Dr.	0.1	0.1	0.9	0.9	0.9	0.9	0.9	0.9
Encino Dr. to Sunset Dr.	0.1	0.1	0.9	0.9	1.0	1.0	1.0	1.0
Sunset Dr. to Las Palmas Ave.	0.1	0.1	0.9	0.9	1.0	1.0	1.0	1.0
Las Palmas Ave. to Mary Ln.	0.1	0.1	0.9	0.9	1.0	1.0	1.0	1.0
Mary Ln. to San Pasqual Rd.	0.2	0.2	1.0	1.0	1.1	1.1	1.1	1.1
<b>Encino Drive</b>								
West of Bear Valley Parkway	0.0	0.0	0.4	0.4	0.2	0.2	0.2	0.2
<b>Sunset Drive</b>								
West of Bear Valley Parkway	0.0	0.0	0.5	0.5	0.3	0.3	0.3	0.3

Notes:

<sup>a</sup> Change between the baseline and baseline plus project conditions indicated in parenthesis where a difference occurs.

Source: ISE 2016a

## Odors

**Less than Significant.** The project would generate trace amounts of ammonia, carbon dioxide, hydrogen sulfide, methane, dust, organic dust, and endotoxins (i.e., bacteria are present in the dust) temporarily during construction. VOCs would also be generated by the project during the application of architectural coatings, but are expected to generate minimal odors considering low-VOC paints would be used in accordance with regulations. Construction emissions would be less than significant considering the intermittent and temporary nature of the emissions. Considering the proposed residential use, long-term operational odors would be minimal and also less than significant.

## **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 Game or U.S. Fish and Wildlife Service?*
- 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 Game or U.S. Fish and Wildlife Service?*
- c. *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*
- 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?*
- e. *Conflict with any local policies or ordinances protecting biological resources such as a tree preservation policy or ordinance?*
- 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?*

**Potentially Significant Impact (To Be Further Analyzed in the EIR).** Biological Resources Technical Reports and an Arborist Report were prepared for the project by Dudek in 2016 (Dudek 2016a, 2016b, and 2016c). The following information is provided based on those reports.

The residential development site has 3.35 acres of southern coast live oak riparian forest, 0.13 acre of non-native riparian habitat, 0.17 acre of disturbed southern cactus scrub, 36.43 acres of disturbed habitat, and 0.54 acre of developed land. The SAP improvements site contains 0.19 acre of southern coast live oak riparian forest, 1.02 acres of disturbed habitat, and 1.39 acres of development land. The southern coast live oak riparian forest, non-native riparian habitat and unvegetated stream channels are regulated through Sections 401 and 404 of the Clean Water Act (CWA) and Fish and Game Code 1600-1602, and are considered jurisdictional under the U.S. Army Corps of Engineers (USACOE), Regional Water Quality Control Board (RWQCB), and/or California Department of Fish and Wildlife (CDFW). There is 0.44 acre of wetlands and non-wetland waters under the jurisdiction of USACOE and RWQCB and streambeds on the residential development site, composed of 0.13 acre of wetlands and 0.31 acre of unvegetated waters. CDFW jurisdictional area in the residential development site totals 3.62 acres, including 3.48 acres of riparian area and 0.31 acre of streambed. (Note that the drainages and riparian habitat canopy overlap, so the riparian area and streambed areas are not added.). CDFW jurisdictional area in the SAP improvements site totals 0.19 acre of southern coast live oak riparian forest associated with the stream channel east of Bear Valley Parkway.

No special-status plant or wildlife species were documented on site during biological surveys, however a patch of disturbed cactus scrub on the residential development site could provide potential nesting habitat for coastal cactus wren. There are eight special-status wildlife species that have a moderate or high potential to occur on the site based on habitat types and species' range. In addition, there are two special-status plant species that have a moderate potential to occur. There are no major aquatic resources on site that would be attractive for wildlife use and movement; however mobile species, such as birds, and urban-adapted species that use oak trees and disturbed areas, such as raccoon, striped skunk, and coyote, could use the site for movement on a regional basis.

Raptors as a group are considered special-status, and Section 3503.5 of the California Fish and Game Code specifically prohibits the unauthorized take of raptors and raptor nests. In addition, Migratory Bird Treaty Act (MBTA) protects migratory bird nesting. One raptor (red-shouldered hawk) was seen foraging on the residential development site. Large trees on the property could provide for raptor nesting, and migratory birds could also nest in the large trees or other native habitat areas on site.

The southern coast live oak riparian forest on site is within the City of Escondido's Multiple Habitat Conservation Program (MHCP) Focused Planning Area, within which some lands would be dedicated for open space and habitat conservation. The City identified the vegetation classes on site as agriculture and riparian forest (City 2012a).

Tree protection, removal, and replacement standards are included in the City's General Plan (City 2012b) and in Chapter 33 (Zoning), Article 55 (Grading and Erosion Control) of the City's Municipal Code (Ordinance 2001-21). The General Plan recognizes oak trees and other mature trees as significant aesthetic and ecological resources deserving protection within the boundaries of the city. According to the arborist report (Dudek 2016b), the survey area includes 182 protected trees and 307 mature trees.

Considering the presence of biological resources within and adjacent to the proposed project impact area, the project has potential to result in significant biological resource impacts. The potential for significant impacts to biological resources will be further analyzed in the EIR.

## **V. CULTURAL RESOURCES**

*Would the project:*

- a. *Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 (or conflict with applicable historic thresholds specified in City of Escondido Zoning Code Article 47)?*
- b. *Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*
- c. *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*
- d. *Disturb any human remains, including those interred outside of dedicated cemeteries?*

### Historical Resources, Archaeological Resources, and Human Remains

**Potentially Significant Impact (To Be Further Analyzed in the EIR).** A Cultural Resources Survey and Evaluation of Built Environment was completed by ASM Affiliates in April 2016 for the proposed residential development site. This report included records searches, sacred lands searches with local tribes, archaeological survey results, and historian survey results. Based on this information, a historic trash scatter (SDI-12920), two milling sites (SDI-21808 and SDI-5340) and two isolates were located on the project site or in the immediate project vicinity. The site also contains a residence and garage that were built in 1946 and, as such, are over 50 years old. No known human remains are located on the site. As recommended in the April survey report, a Cultural Resources Evaluation of Prehistoric Archaeological Site SDI-21808 was completed by ASM Affiliates in June 2016. In September 2016, an Additional Cultural Resources Survey was prepared by ASM Affiliates for the

SAP improvements. Based on the information in the reports and the proposed ground disturbance areas, there is potential for a significant cultural resource impact to occur as a result of project development. The potential for significant impacts to historical and archaeological resources will be further analyzed in the EIR.

### Paleontological Resources

**Less than Significant Impact.** There is a direct relationship between fossils and the geologic formations within which they are enclosed; therefore, with sufficient knowledge of the geology and stratigraphy of a particular area and the paleontological resource potential, it is possible to reasonably predict where fossils might or might not be found.

The project site primarily contains mid-Cretaceous granitic and other intrusive crystalline rocks of all ages. It also contains an area of Holocene and late Pleistocene undifferentiated surficial deposits along the western boundary of the residential development site, adjacent to Bear Valley Parkway (City 2012b, Figure 4.5-2). Below is a description of the mapped geologic formations found at the project site:

- **Granitic and other intrusive crystalline rocks.** These rocks were formed during the mid-Cretaceous period, which is the final period of the Mesozoic era and spanning the time between 145 and 65 million years ago. Crystalline rocks are composed of crystals that either formed directly from molten magma or lava (igneous rocks), or that formed under intense heat and pressure deep below the surface of the earth (metamorphic rocks). This formation is considered to have no paleontological resource potential.
- **Undifferentiated Surficial Deposits (Holocene and Late Pleistocene).** These deposits include colluviums, slope wash, talus deposits and other surface deposits. The surficial deposits are of the Holocene and late Pleistocene epochs. This geologic formation is judged to have a strong, but often unproven, potential for producing unique fossil remains.
- **Artificial Fill.** These deposits are of late Holocene age, and are considered relatively recent deposits. Areas composed of Artificial Fill, such as the footprints of roadways and developed areas, have been identified as having no resource potential (City 2012b).

The proposed residential development would preserve the southwestern area of the project site. Grading into previously undisturbed soils along Bear Valley Parkway in this area would be minimal. Thus, the proposed project would have a less than significant potential to directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

## **VI. GEOLOGY AND SOILS**

*Would the project:*

- a. *Expose people or structures to 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.*
  - ii. *Strong seismic ground shaking?*
  - iii. *Seismic-related ground failure, including liquefaction?*
  - iv. *Landslides?*
- b. *Result in substantial soil erosion or the loss of topsoil?*

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

Seismic Activity, Liquefaction, and Landslides

**Less than Significant.** A geotechnical investigation (Vinje & Middleton Engineering, Inc. 2013b) and associated update (Vinje & Middleton Engineering, Inc. 2014) was prepared for the proposed residential development to address geology and soils issues. Vinje & Middleton Engineering prepared a geotechnical investigation for the SAP improvements in September 2016 (Vinje & Middleton Engineering, Inc. 2016d). According to these reports, the site is not located along an Alquist-Priolo earthquake fault zone fault or in the immediate vicinity of such a zone, but is located in the seismically-active southern California region. The nearest major faults include Rose Canyon (16.2 miles away), Elsinore-Julian (16.9 miles away), Newport-Inglewood (21.7 miles away), and Coronado Bank (30.8 miles away). The site would have an estimated peak ground acceleration of 0.45g<sup>2</sup>. The geotechnical investigations found no evidence of impending surface ruptures, slope instability, or significant shear zones. The City's General Plan EIR (City 2012a) also indicates that the project site is not in a liquefaction hazard area. A relatively small corner of the site has slopes greater than 25 percent, but the site does not have soils subject to potential landslide. With California Building Code compliance, the project would result in less than significant impacts associated with potential seismic, liquefaction and landslide issues.

Soil Erosion

**Less than Significant.** There is a potential for scouring and erosion in the southeast drainage channel on the residential development site and the soil stability in the lower elevations of the site require adequate storm water control. Shallow topsoil deposits occur along ridgelines and hilltops at the site. As described further under Section IX, Hydrology and Water Quality, the project would include construction and operational Best Management Practices (BMPs) in compliance with applicable regulations that would control runoff and reduce the potential for erosion (Hunsaker & Associates 2016a, 2016b, and 2016c). Thus, project impacts related to soil erosion would be less than significant.

Soil Stability/Expansive Soils

**Potentially Significant Impact (To Be Further Analyzed in the EIR).** The residential development property's ridgeline and hillside terrain is underlain by bedrock suitable for new site fills. Potentially expansive clayey soils occur in minor quantities overall at the site (Vinje & Middleton Engineering, Inc. 2013b and 2014). Existing fills, topsoil, alluvium, upper soft to loose deposits, and upper highly weathered bedrock are not suitable in their present condition to support new structures. In addition, previous mining prospecting activities involved the development of mine shafts and horizontal passages on the property that have resulted in unstable soils. The mining prospecting activities have resulted in various sinkholes on the residential development site. Furthermore, while the geotechnical investigations found that gross geologic instability is not indicated or expected within the SAP improvement site, over-excavation or ground stabilization techniques may be needed to address loose soils at the site (Vinje & Middleton Engineering, Inc. 2016d). Impacts related to soil stability at the proposed residential development site would be potentially significant, and will be further evaluated in the EIR.

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<sup>2</sup> Peak ground acceleration is expressed in g, the acceleration of gravity (9.8 m/s<sup>2</sup> (meters per second squared)).

## Septic Systems

**No Impact.** The site is located in an area serviced by the City's municipal sewer system, and would not require a septic system. Thus, the project would have no impact related to 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.

## **VII. GREENHOUSE GAS EMISSIONS AND ENERGY**

*Would the project:*

- a. *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*
- b. *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?*
- c. *Result in the use of excessive energy?*
- d. *Affect energy supplies that would serve the project, including peak demand?*

## GHG Emissions and Plan Consistency

**Less than Significant.** The City of Escondido prepared a Climate Action Plan (E-CAP) in 2013 that demonstrated how the City will reduce greenhouse gas (GHG) emissions pursuant to Assembly Bill 32 (AB 32). The E-CAP includes CEQA Thresholds and Screening Tables to be used for development projects in order to ensure that the specific reduction strategies in the E-CAP are implemented as part of the CEQA process. The E-CAP establishes a threshold level of 2,500 metric tons of carbon dioxide equivalent (MTCO<sub>2</sub>E) per year for identifying projects that require the use of screening tables or a project-specific technical analysis to quantify and mitigate project emissions. The project-specific analysis may consist of calculating the MTCO<sub>2</sub>E for the project or evaluating project features to obtain 100 points minimum per the Screening Tables.

For this project, a GHG Assessment (ISE 2016b) was completed to determine the amount of MTCO<sub>2</sub>E generated by the project. A technical memorandum was also prepared for the SAP improvements (Harris & Associates 2016). The following analysis is based on those project-specific reports and the City's E-CAP.<sup>3</sup>

The GHG Assessment calculation for the proposed residential development includes emissions from diesel vehicles and water use during construction, operational vehicle emissions, operational landscaping equipment use, operational natural gas use, operational electricity use, solid waste disposal, and water use/wastewater generation. The construction emissions were amortized over the course of a 20-year period in order to evaluate

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<sup>3</sup> The E-CAP addresses the City's GHG emissions pursuant to targets set in AB 32; however, AB 32 only set targets through the year 2020. On September 8, 2016, Senate Bill 32 (SB 32) was signed into law, which extended statewide GHG emission reduction measures beyond 2020. SB 32 mandated a 40 percent reduction in GHG levels below 1990 levels by 2030. Although local guidance on the City's portion of the new statewide emission reductions is not yet available, the E-CAP assumed that beyond 2020, the City's emissions would be offset by the continued implementation of measures in the E-CAP and the extension of statewide measures beyond 2020. GHG emissions from the proposed project are expected to continually decrease over time to comply with measures in the E-CAP and future statewide initiatives. For example, a large share of the future emissions reduction goals in SB 32 are expected to be accomplished by statewide initiatives such as the renewables portfolio standard for utilities; the Pavley vehicle emissions standards; energy efficiency standards for buildings, appliances, and industrial equipment; incentives for electric vehicles; and the low-carbon fuel standard for imported fuel. For this reason, as well as the fact that the estimated project emissions are well below the City's current CEQA screening threshold levels, the proposed project is expected to comply with the new statewide targets beyond 2020.

the average yearly contribution to the cumulative GHG conditions. Refer to the GHG Assessment (ISE 2016b) for additional details regarding methodology and assumptions. As shown in Table 6, the project would generate 1,744.8 MTCO<sub>2</sub>E per year, which is below the City’s E-CAP screening level of 2,500 MTCO<sub>2</sub>E per year. Thus, the project would have a less than significant GHG emission impact and would be consistent with the City’s E-CAP.

**TABLE 6**  
**Residential Development GHG Emissions (MTCO<sub>2</sub>E)**

Source	Annual MTCO <sub>2</sub> E	Threshold <sup>b</sup>
Construction	74.7 <sup>a</sup>	2,500
Vehicles	1,207.8	
Landscaping Equipment	6.6	
Natural Gas Use	253.1	
Electricity Use	160.1	
Solid Waste Generation	18.1	
Water Use/Wastewater Processing	24.4	
TOTAL	1,744.8	

Notes:

<sup>a</sup> Amortized over 20 years to convert to an annual average over 20 years.

<sup>b</sup> Significance thresholds based on Escondido Municipal Code Section 33-924(G)

Source: ISE 2016b

Specific construction details are unknown at this time for the SAP improvements. However, the construction effort for the SAP improvements would be less than the total construction effort required for the proposed residential development. As such, GHG emissions for the SAP improvements would be less than the estimated emissions for the proposed residential development, shown in Table 6. Proposed construction of the residential development would result in an annual amortized contribution of 74.7 MTCO<sub>2</sub>E (Table 6). The SAP improvements would not generate new GHG emissions or another source of operational GHG emissions. Construction of the SAP would occur independent of the residential component. However, even if they occurred simultaneously, an additional contribution of 74.7 MTCO<sub>2</sub>E or less to the project’s total annual GHG emissions would not cause the project to exceed the 2,500 MTCO<sub>2</sub>E screening level.<sup>4</sup> Therefore, the SAP improvements, in combination with the proposed residential development, would have a less than significant GHG emission impact.

Energy Use

**Less than Significant.** In accordance with Section II(F) of Appendix F of the CEQA Guidelines, a project would be considered to have a significant energy conservation impact if it would result in wasteful, inefficient, or unnecessary consumption of energy during construction or operation. CEQA Guidelines Appendix F also guides environmental studies to include an analysis of the energy supplies that would serve the project and the potential effects on capacity and peak demand. The following is based on the estimated energy use during construction and operation of the residential development in the Greenhouse Gas Emissions Assessment (ISE 2016b), as well as the technical memorandum prepared for the SAP improvements (Harris & Associates 2016a).

The construction phase of both the residential development and SAP improvements would use energy related to the use of demolition and grading equipment on-site, employee vehicular travel, transport of construction

<sup>4</sup> In other words, 1,744.8 (total emissions from residential development) + 74.7 (potential emissions from SAP improvements) = 1,819.5, which is less than 2,500.

materials, and application of water for dust control. Typical equipment would be used for grading and construction activities (e.g., dozers, scrapers, graders, excavators), and is not anticipated to result in the use of excessive energy. Due to the site's proximity to existing urban areas, worker and transport trip distances are not anticipated to be unusually long or excessive relative to average trip lengths in the County. Overall, construction-related energy use would not be excessive.

During operation, the residential development would use energy primarily through vehicular travel, home electricity use, and home natural gas use. Solid waste disposal, water consumption, wastewater processing, and maintenance activities (e.g., landscaping) would account for project energy use to a lesser extent. The SAP improvements are not expected to result in a substantial change in operation of Bear Valley Parkway.

The vehicle trips generated by the proposed residential development would be 550 ADT, with average vehicle trip length of 20 miles and median running speed of 45 miles per hour (ISE 2016b). The daily trips generated by the proposed project would be typical for a residential project and would not be excessive. While the amount of emissions per vehicle are out of the control of the applicant, it is noted that the federal Corporate Average Fuel Economy (CAFE) standards are anticipated to reduce energy consumed by vehicles over time.

The GHG Assessment (ISE 2016b) assumed a level of electricity consumption at the proposed project of 10,000 kilowatt hours (kWh) per house per year and a 6,665 cubic feet (ft<sup>3</sup>) per month natural gas usage rate. This electrical consumption rate is higher than the average California 7,000 kWh residential electrical use rate (U.S. Energy Information Administration 2009) and the 3,981 ft<sup>3</sup> per month natural gas use rate (California Gas and Electric Utilities, 2010 and EIA 2016). It is noted that these average consumption rates include all housing types and an average unit size of 1,583 sf. Ultimately, the residential development would comply with existing home energy efficiency standards, including Title 24, Part 6 of the California Code of Regulations. Known as the Building Energy Efficiency Standards, Part 6 of Title 24 establishes energy efficiency standards for residential and non-residential buildings in order to reduce California's energy consumption. The current version became effective July 1, 2014 and requires new construction to reduce energy consumption at a minimum of 25 percent for lighting, heating, cooling, ventilation, and water heating compared to the 2008 Title 24 standards (CEC 2016). In conclusion, the proposed project would not use an unnecessary or wasteful amount of electricity or natural gas.

San Diego Gas and Electric (SDG&E) is responsible for the transmission of energy supplies to the San Diego region. Electricity supplies come from local facilities and the statewide utility grid (SDG&E 2014). Similarly, natural gas comes from a number of major supply basins located across western North America (CPUC 2016). This diverse mix of power insures the local energy transmission system runs smoothly. The proposed project is consistent with the vision for development under the City's General Plan (City 2012b) and is therefore not expected to overburden local energy supplies, including during times of peak demand.

To be conservative, the GHG Assessment assumed that the project would generate the maximum amount of solid waste able to be stored on the proposed project site on a weekly basis. This equated to 6.2 pounds of solid waste per day per house, which is roughly consistent with the statewide average of 4.5 pounds of trash generated per resident per day (CalRecycle 2016a). The proposed project would not generate an excessive level of solid waste.

The proposed project would generate a typical level of water consumption and wastewater processing needs. The development associated with the proposed project would comply with current water conservation laws, including the 2015 Updated Model Water Efficient Landscape Ordinance. The Model Ordinance promotes efficient landscapes in new developments by increasing water efficiency standards for irrigation systems, greywater systems, onsite storm water capture, and by limiting the proportion of landscapes that can be covered in turf. The Model Ordinance requires reporting on local implementation and enforcement (DWR 2016). Furthermore, new development in California is subject to stringent requirements regarding water-efficient household fixtures. For example, as of 2016, new toilets are required to use no more than 1.28 gallons per flush and new bathroom faucets no more than 1.2 gallons per minute (Reuters 2015). Compliance with existing

regulations would prevent the proposed project from consuming a wasteful amount of water or producing an unnecessary amount of wastewater.

## VIII. 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?*
- 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?*
- c. *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*
- 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?*
- 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 safety hazard for people residing or working in the project area?*
- f. *For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?*
- g. *Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?*
- h. *Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

### Hazardous Materials

**Potentially Significant Impact (To Be Further Analyzed in the EIR).** A Phase I Environmental Site Assessment (ESA) (2013a), Limited Phase II ESA (2013c), soils remediation report (2015), and several updates (2016a, 2016b, and 2016c) were prepared by Vinje & Middleton Engineering, Inc. These reports found that use of hazardous compounds for mining and separation of precious metals from ore may have been conducted at the site as part of the mining prospecting activities that occurred at the end of the 19<sup>th</sup> century and early 20<sup>th</sup> century. In addition, the historical use of the site as a citrus and avocado grove presents the risk of persistent agricultural chemicals. Dark surficial soil stains, most likely the result of overfilling or spilling diesel fuel, are present throughout the former grove area. Two aboveground storage tanks, one for storing diesel and one for storing oil, were constructed on the site in 1958 and removed at an unknown time. The 1,120 sf single-story house and 96 sf detached garage were built in 1946, and may contain asbestos and lead-based paint. These potentially hazardous conditions, as well as any potential for use, transport or disposal of hazardous materials as a result of the project, will be further evaluated in the EIR.

### Hazardous Materials Near a School

**No Impact.** The project site is not located within one-quarter mile of an existing or proposed school (City 2012a). Thus, the project would have no impact related to the emission of a hazardous material within one-quarter mile of an existing or proposed school.

### Hazardous Site Listing

**No Impact.** According to the City's General Plan EIR (City 2012a), the project site does not contain any Hazardous Waste and Substances sites, Leaking Underground Storage Tank sites, Active Cease and Desist Orders or Cleanup and Abatement Orders sites, solid waste disposal sites, contaminated sites as identified by the County of San Diego, or Resource Conservation and Recovery Act facilities. Further, the site-specific environmental site assessments (Vinje & Middleton Engineering, Inc. 2013a, 2013c, 2016a, 2016b and 2016c) did not identify the project site on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. No impact would occur.

### Airport Hazards

**No Impact.** The closest airports to the project site are the Ramona and McClellan-Palomar Airports, both of which are located more than two miles away. The project site is not located within the Airport Influence Area of these airports (San Diego Regional Airport Authority 2011a and 2011b). The northern site perimeter is located approximately two miles from the downtown Palomar Hospital helipad (City 2012a). Due to the distance and relatively low height of the proposed structures, the project would not result in a safety issue related to the downtown Palomar Hospital helipad. Thus, the project would have no impact related to private or public airports.

### Adopted Emergency Response Plan or Emergency Evacuation Plan

**Potentially Significant Impact (To Be Further Analyzed in the EIR).** The project site is covered by the Multi-Jurisdictional Hazard Mitigation Plan which was developed by the Unified Disaster Council which is chaired by a member of the San Diego County Board of Supervisors and comprised of representatives from all 18 incorporated cities in San Diego County, including Escondido. The proposed project site also falls within the San Diego County Operational Area Emergency Plan and the City Emergency Response Team program. Bear Valley Parkway, which borders the project site, is identified as an evacuation route (City 2012a). The residential development and SAP improvements would have access from Bear Valley Parkway and include improvements to Bear Valley Parkway, which have the potential to significantly impact an established evacuation route. This issue will be further evaluated in the EIR.

### Wildlands

**Potentially Significant Impact (To Be Further Analyzed in the EIR).** The project site is within the "high" fire hazard zone rating area. To address this potential issue, a Fire Protection Plan (Dudek 2015c) was prepared for the project. This report addresses the potential fire risk associated with development of the proposed project. A potentially significant impact may occur. This issue will be further evaluated in the EIR.

## **IX. HYDROLOGY AND WATER QUALITY**

*Would the project:*

- a. Violate any water quality standards or waste discharge requirements?*
- b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?*
- c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river in a manner which would result in substantial/increased erosion or siltation on- or off-site?*

- d. *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*
- e. *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?*
- f. *Otherwise substantially degrade water quality?*
- g. *Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*
- h. *Place within a 100-year flood hazard area structures which would impede or redirect flood flows?*
- i. *Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?*
- j. *Inundation by seiche, tsunami, or mudflow?*

A Drainage Study and a Priority Development Project Storm Water Quality Management Plan were completed by Hunsaker & Associates for the proposed residential development on April 1, 2016 (Hunsaker & Associates 2016a and 2016b). Hunsaker & Associates prepared a memorandum to address water quality for the proposed SAP improvements on August 29, 2016 (Hunsaker & Associates 2016c). The following analysis is based on those reports.

#### Water Quality

**Less than Significant Impact.** The project site currently drains to the local storm drain system along Bear Valley Parkway, through a pipe under the North County Fair Mall and discharges to Lake Hodges, the San Dieguito River, the San Dieguito Lagoon, and ultimately to the Pacific Ocean. The Water Quality Control Plan for the San Diego Basin (San Diego Basin Plan; RWQCB 2016) identifies the beneficial uses of these water bodies to include municipal supply, agricultural supply, industrial supply, processing supply, contact and non-contact water recreation, biological preserve, warm water habitat, cold water habitat, wildlife habitat, and rare species habitat. Downstream Clean Water Act (CWA) Section 303(d) listed impaired waterbodies (RWQCB 2012) include Felicita Creek for Aluminum and Total Dissolved Solids (TDS).

Based on the proposed project type (detached residential and roadway widening and improvements), the anticipated potential operational pollutants of the project include sediments, nutrients, heavy metals, organic compounds, trash and debris, oxygen-demanding substances, oil and grease, bacteria and viruses, and pesticides (Hunsaker & Associates 2016b). Based on the downstream 303(d) listed impaired waterbody, pollutants of concern that are also in the receiving water include aluminum and TDS.

To address the potential pollutants of concern, the proposed residential development would implement construction and post-construction Best Management Practices (BMPs) in compliance with the City and Regional Water Quality Control Board regulations. Construction BMPs are anticipated to include measures such as silt fencing, gravel bag barriers, street sweeping, solid waste management, stabilized construction entrance/exits, water conservation practices, and spill prevention and control. Operational BMPs would include source control, site design, and structural BMPs. Source Control BMPs would include (1) Prevention of Illicit Discharges into the MS4, (2) Storm Drain Stenciling or Signage, and (3) Protect Trash Storage Areas from Rainfall, Run-On, Runoff, and Wind Dispersal. Site design BMPs would include (1) Maintain Natural Drainage Pathways and Hydrologic Features, (2) Conserve Natural Areas, Soils, and Vegetation, (3) Minimize Impervious Area, (4) Minimize Soil Compaction, (5) Impervious Area Dispersion, (6) Runoff Collection, (7) Landscaping with Native or Drought Tolerant Species, and (8) Harvesting and Using Precipitation. Structural BMPs would include two bioretention basins as well as a rain garden, which would both provide biofiltration.

The proposed full-width SAP improvements would implement USEPA Green Streets design elements that would protect water quality. The Green Streets design standards are proposed as part of the full-width SAP improvements so that the project would qualify for an exemption from being defined as a “Priority Development Project” per San Diego Regional Water Quality Control Board Order No. R9-2013-0001, Section E.3.b.(3)(a)(iii), as incorporated into Section 1.4.3 of the City of Escondido BMP Design Manual (Hunsaker & Associates 2016c). Proposed Green Streets design elements for the SAP improvements would include:

- 1) The pavement would be narrowed from 41’ to 32’ adjacent to the wetland habitat east of the southern portion of Bear Valley Parkway. The reduction includes narrowing the median from 14’ to 6’ and narrowing the pavement from 34’ to 29’. The easterly curb would be removed and reconstructed to implement pavement narrowing and provide a smooth lane transition for traffic travelling northbound on BVP.
- 2) A vegetated swale would be added at the southern end of the road where the SAP improvements would create a wider parkway. Elsewhere on Bear Valley Parkway, implementation of vegetated swales would be limited to areas exclusive of abutting sensitive habitat and retaining wall construction.
- 3) A rain garden would treat a portion of the proposed widening prior to discharge of runoff into the drainage course that contains wetland habitat.
- 4) Street trees would be planted to promote infiltration as well as improve air quality.

Ultimately, all components of the project would be required to comply with the drainage and water quality regulations in place at the time of construction. These regulations include the State Water Resources Control Board General Construction Permit Water Quality Order 2009-0009-DWQ, the Municipal Permit Order No. R9-2013-0001 (as amended), the Standard Urban Stormwater Mitigation Plan (SUSMP), and the City of Escondido Grading and Erosion Control Ordinance (Article 55 of the Escondido Municipal Code). Compliance with regulations and the inclusion of BMPs would reduce potential water quality impacts to below a level of significance.

#### Groundwater Recharge

**Less than Significant Impact.** While the proposed project would not directly use groundwater, the project may incrementally reduce groundwater recharge through the proposed increase in impermeable surfaces. The effect of the increase in impermeable surfaces would be partially offset by the proposed irrigated landscaped areas, bioretention basins, and rain garden that would result in increased infiltration in those areas. As the area is serviced by a municipal water system, and not dependent upon groundwater, the proposed project is not anticipated to result in a groundwater impact that would affect permitted, actively used wells. Thus, groundwater recharge impacts would be less than significant.

#### Drainage

**Less than Significant Impact.** As identified in the San Diego Basin Plan, the project site is located within the San Dieguito Hydrologic Unit, Hodges Hydrologic Area and Del Dios Hydrologic Subarea (HSA; 905.21). The project site includes three on-site drainage areas: the westerly drainage, the central drainage, and the eastern drainage. The western and central drainages currently converge near the southern boundary and flow in a ditch adjacent to Bear Valley Parkway. The drainage that exists to the east of the project site discharges to the Bear Valley Parkway drainage ditch approximately 200 feet south of the site. The drainage ditch flow enters a pipe under the North County Fair Mall and is discharged to Lake Hodges. Lake Hodges discharges to the San Dieguito River, to the San Dieguito lagoon, and ultimately to the Pacific Ocean. The residential development site discharge rate is currently 352.7 cubic feet per second (cfs) under 100-year peak flow conditions.

With the implementation of the proposed residential development, the site would include an additional 19.3 acres of impervious area although the existing drainage pattern of the site would remain largely unchanged. The easterly drainage will be maintained to convey offsite runoff through the southwest portion of the development site and the shallow southern drainage and eroding western drainage will be removed by development. To address the potential increase in runoff from the site due to the increased impervious areas, the project would include two bioretention basins near the westerly boundary. The bioretention areas would temporarily hold water

to control runoff rates. Water from the bioretention areas would be directed to the existing southern discharge location where it would be discharged into the existing 60-inch culvert under Bear Valley Parkway. With the implementation of the proposed project, the discharge rate from the residential development site would be 335.0 cfs under 100-year peak flow conditions. The project, therefore, would reduce the discharge rate from the residential development site by approximately 17.7 cfs compared to existing conditions. As described above, runoff from the SAP would be controlled through vegetated swales, a rain garden, and street trees. Overall drainage patterns at the project site would remain largely unchanged.

In addition, the project would be required to comply with the drainage and water quality regulations in place at the time of construction. These regulations include the State Water Resources Control Board General Construction Permit Water Quality Order 2009-0009-DWQ, the Municipal Permit Order No. R9-2013-0001 (as amended), the SUSMP, and the City of Escondido Grading and Erosion Control Ordinance (Article 55 of the Escondido Municipal Code). These regulations are intended to protect drainage conditions and preclude significant impacts.

Overall, the project would have a less than significant impact related to changes to the drainage pattern of the site, as the reduction in the runoff rate would reduce the potential for erosion, siltation, flooding, and storm drain capacity issues.

#### Flood Hazard, Seiche, Tsunami, Mudflow

**No Impact.** The site is within Zone X per the Federal Emergency Management Agency (FEMA). Zone X is outside of the 500-year floodplain (FIRM Panel 1081 of 2375; Map Number 06073C1081G). As such, the project would not place any structures or alter areas within a flood hazard. Also, the project would reduce drainage discharge rates and would not exacerbate any downstream flooding issue. Overall, the project would have no impact related to flood zone hazards.

The site is located over four miles from the Dixon Lake Dam, over five miles from Lake Wolhford Dam, and upstream from the Lake Hodges Dam. According to the General Plan (City 2012a) Figure VI-8, the site is outside of the dam failure inundation area for Lake Wolhford and Dixon Lake. Thus, no impact related to inundation from a dam failure would occur.

The site is not located near any levee, and is located about 15 miles from the ocean at 525 to 680 feet above mean sea level. The project is located on a hillside, but soils are stable and the risk of mudflow is not significant (Vinje & Middleton Engineering, Inc. 2013b). Thus, the project would have no impacts related to inundation from a levee, seiche, tsunami, or mudflow.

## **X. LAND USE PLANNING**

*Would the project:*

- a. *Physically divide an established community?*
- b. *Conflict with any applicable land-use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*
- c. *Conflict with any applicable habitat conservation plan or natural community conservation plan?*

#### Divide Established Community

**No Impact.** The construction of the proposed residential development and SAP improvements would not physically divide an established community, as access to the surrounding neighborhoods and roadways would be maintained after the implementation of the proposed project. Further, the proposed project is consistent with

the General Plan land use designation for the site and the General Plan Mobility Element. Therefore, no impact would occur.

Conflict with Applicable Plan, Policy or Regulation/Habitat Conservation Plan

**Potentially Significant Impact (To Be Further Analyzed in the EIR).** The proposed residential development has the potential to conflict with existing zoning requiring a zone change and would exceed allowable heights for cut and fill slopes requiring a grading exemption. The proposed full-width SAP improvements, however, would not conflict with applicable plans because the SAP improvements are consistent with the goals of the General Plan Mobility Element. This issue will be addressed further in the EIR.

**XI. 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?*
- 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?*

**Less than Significant Impact.** The City's General Plan EIR (City 2012b) does not identify existing and past extraction facilities at the project site. However, the site is located immediately south of a historical gold and silver extraction site. Due to the proximity to the historical mining operation, the site was explored for gold and silver resources in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries (Vinje & Middleton Engineering, Inc. 2013a). However, the early mineral explorations were unproductive and the site does not contain known significant mineral resources. The project site is unsuitable for mining due to the adjacent rural residential properties and the Estate II General Plan designation. Thus, implementation of the proposed project would result in a less than significant impact related to the loss of mineral resources.

**XII. NOISE**

*Would the project result in:*

- a. *Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*
- b. *Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?*
- c. *A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*
- d. *A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*
- 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 expose people residing or working in the project area to excessive noise levels?*
- f. *For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?*

Noise and Vibration

**Potentially Significant Impact (To be Further Analyzed in the EIR).** An Acoustical Site Assessment and a Construction Vibration Assessment were completed by Investigative Science and Engineering, Inc. in April 2016 (ISE, Inc. 2016c and 2016d, respectively). The Acoustical Site Assessment evaluated the existing noise conditions at the project site, noise generated during construction of the residential development, and changes in roadway noise levels resulting from the residential development. In September 2016, a technical memorandum was prepared by Harris & Associates that evaluated the potential for noise and vibration impacts from the SAP improvements (Harris & Associates 2016b). As proposed residences would potentially experience noise levels over the 60 decibel (db) Community Noise Equivalent Level (CNEL) City General Plan residential compatibility threshold, noise will be further analyzed in the EIR. The analysis to be completed in the EIR will also address project consistency with the City of Escondido Municipal Code Chapter 17, Article 12, Noise Abatement and Control (Noise Ordinance). In addition, potential vibration impacts will be addressed. Thus, additional analysis will be completed in the EIR to determine noise and vibration impacts of the project.

#### Airport Noise

**No Impact.** The closest airports to the project site are the Ramona and McClellan-Palomar Airports, both of which are located more than two miles away. The project site is not located within the Airport Influence Area of these airports (San Diego Regional Airport Authority 2011a and 2011b). The northwestern boundary of the site is located within two miles of the downtown Palomar Hospital heliport, but the heliport is not anticipated to generate significant noise levels at the project site considering the distance from the site and intermittent use of the heliport. Thus, the project would have no impact related to airport noise.

### **XIII. POPULATION AND HOUSING**

*Would the project:*

- a. *Induce substantial 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)?*
- b. *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*
- c. *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

**Less than Significant Impact.** The proposed residential development would demolish one single-family home and construct 55 new, single-family homes. Based on an average of 3.12 persons per household in the city in 2010 (City 2016a), the net increase of 54 single-family homes would add approximately 168 people to the city. This growth is consistent with the Estate II General Plan designation in the City's General Plan. The loss of the single house would be more than offset by the proposed 55 homes, and replacement housing would not be necessary. Thus, the project would have a less than significant impact associated with population and housing.

The SAP improvements would make improvements to 3,560 linear feet of Bear Valley Parkway such that the roadway could be classified as a Major Road. Improvements would include bike lanes, sidewalks, and a median, and widening the roadway to two lanes in each direction. These improvements would not be growth-inducing. Rather, the SAP improvements would help the City meet goals in its current General Plan Mobility Element such as Complete Streets and Bicycle and Pedestrian Networks. Thus, the project would have a less than significant impact associated with indirectly inducing population growth.

### **XIV. 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:*

- i. Fire protection?*
- ii. Police protection?*
- iii. Schools?*
- iv. Parks?*
- v. Other public facilities?*

As indicated above, the proposed residential development project would increase the population in the city by approximately 168 people by providing new residential housing. This increase in population would incrementally increase the demand for fire protection, police protection, schools, parks, and other public facilities such as libraries. As described below, the proposed residential development project would not result in a need for physical improvements to existing public service facilities or new public service facilities. Furthermore, the SAP improvements would not require the provision of new or physically altered public services. Impacts related to public services would be less than significant.

#### Fire Protection

**Less than Significant Impact.** The proposed project site would be serviced through the Escondido Fire District Service Area District 4, with the nearest fire station (Fire Station 4) located approximately 1.25 miles to the south at 3301 Bear Valley Parkway (City 2016b). This location has one paramedic fire engine and one brush engine (City 2016b). Applicable performance objectives for fire protection services are identified in the General Plan (City 2012a) Quality of Life Standard #3, as follows: In urbanized areas of the city, an initial response time of seven and one-half minutes for all structure fire and emergency Advanced Life Support (ALS) calls and a maximum response time of ten minutes for supporting companies shall be maintained. As identified in the Fire Protection Plan (Dudek 2015c), four fire stations in the district would respond to the site within seven minutes and the nearest fire station would respond within 4.2 minutes. The project would generate approximately 16 additional calls per year, which would not result in an increase in fire demand that would require a new or improved fire station facility (Dudek 2015c). However, the General Plan EIR (City 2012b) identifies a need for two additional fire stations under General Plan buildout conditions which would be located at: 1) the North Broadway area and the southeastern portion of the city; and 2) the area along Highway 78, east of Bear Valley Parkway. The project is located near the second proposed fire station location. The net increase in demand for fire protection services from development of the proposed project would be offset through payment of the Escondido Public Facility Development Fee (Article 18B of Chapter 6 of the Escondido Municipal Code) as well as increased funding available to the fire district through property taxes. As noted in the General Plan EIR, the construction of new fire station facilities would be subject to its own CEQA review (City 2012b). Impacts would be less than significant.

#### Police Protection

**Less than Significant Impact.** Police service would be provided to the proposed project site through the City of Escondido Police Department. According to the General Plan EIR (City 2012b), the existing Escondido Police Headquarters at 1163 North Centre City Parkway is anticipated to provide adequate service for the next 40 years. As the proposed project would be consistent with General Plan anticipated growth, the proposed project demand for police service would be adequately met by the existing facilities. Thus, no new police facility improvements or new police facilities would be required to provide adequate police service. Project impacts to police protection service would be less than significant.

#### Schools

**Less than Significant Impact.** The proposed project site is located in the Escondido Union Elementary School District (kindergarten to 8th grade) and the Escondido Union High School District (grades 9 to 12). As required by Senate Bill 50 and Article 21 of Chapter 6 of the Escondido Municipal Code, the project would be required to

provide payment of school fees to offset the demand for school capacity generated by the project. Conformance with statutory requirements for the payment of school fees would ensure that project impacts to school facilities remain below a level of significance (Government Code §65995(b)).

### Parks

**Less than Significant Impact.** The General Plan Quality of Life Standard #6 states that the City shall provide a minimum of 11.8 acres of active and passive parkland per 1,000 dwelling units. As of 2012, the city had 6,556.3 acres of parkland and open space (City 2012a) and, as of 2015, there were an estimated 48,557 housing units (City 2016a). This is equivalent to 135 acres of parkland per 1,000 units. Thus, the City has an existing surplus of park and open space land.

The net addition of 54 residential units would require the provision of 0.64 acre of additional park and open space land in the city to meet the need of 11.8 acres of parkland per 1,000 dwelling units. However, this would be met by the current parkland surplus. Furthermore, the proposed project includes 20.04 acres of open space, including a 0.24-acre active pocket park that would partially satisfy this additional demand. The net increase in demand for recreational services from development of the proposed project would be offset through payment of the Escondido Public Facility Development Fee. Impacts would be less than significant.

### Library

**Less than Significant Impact.** Library service in the city, including the project site, is provided by the Escondido Public Library Department through the Main Library and the Escondido Pioneer Room, as well as the Escondido Technology Center and Literacy Learning Center. The City's General Plan (City 2012a) Quality of Life Standard #7 is to maintain two collection items per capita, three public library staff per 8,000 residents of the City, and 1.6 square feet of library space per dwelling unit.

Given that the city has an estimated population of 147,294 and 48,557 dwelling units (City 2016a), it should have 294,588 collection items, 55 staff, and 77,691 square feet of library space. In its Preliminary Five-Year Capital Improvement Program and Budget for fiscal years 2016/17 – 2020/21, the City identified the following library projects to help meet existing demands and prepare for future growth: the purchase of books and circulating items to comply with the General Plan standards; use of donated funds for library books and other circulated materials; and the use of library technology projects, hardware, software, and equipment (City 2016c). The net increase in demand for library services from development of the proposed project would be offset through payment of the Escondido Public Facility Development Fee that would go towards these CIP library projects. Impacts would be less than significant.

## **XV. RECREATION**

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

**Less than Significant Impact.** See Section XV, Public Services, Parks.

## **XVI. TRANSPORTATION/TRAFFIC**

*Would the project:*

- a. *Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit*

*and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths and mass transit (or conflict with applicable traffic thresholds specified in City of Escondido Zoning Code Article 47)?*

- b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?*
- c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*
- d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*
- e. Result in inadequate emergency access?*
- f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?*

#### Circulation System Operations

**Potentially Significant Impact (To be Further Analyzed in the EIR).** A Traffic Impact Analysis (Linscott Law & Greenspan (LLG) 2016a) was prepared to address the proposed residential development's traffic impacts in accordance with the City of Escondido's published 2014 Traffic Impact Analysis Requirement Guidelines. The proposed 55 residential units would generate 550 daily trips that would be distributed on the roadway network. These additional trips added to the roadway network have the potential to result in traffic impacts to an intersection. A memorandum was prepared to address the proposed SAP improvements' traffic impacts (LLG 2016b). Development of the SAP is not expected to result in traffic impacts. This issue will be addressed further in the EIR.

#### Air Traffic

**No Impact.** As indicated above, the proposed project is not located within an Airport Influence Area and would not affect air traffic patterns (San Diego Regional Airport Authority 2011a and 2011b). No impact would occur.

#### Traffic Hazards and Emergency Access

**Potentially Significant Impact (To be Further Analyzed in the EIR).** Access to the proposed project would be from Bear Valley Parkway and from a secondary emergency access roadway. The residential development would include internal circulation improvements and the SAP improvements would include improvements to Bear Valley Parkway. Potential traffic hazards and emergency access issues will be addressed further in the EIR.

#### Alternative Transportation

**Potentially Significant Impact (To be Further Analyzed in the EIR).** The proposed project would construct 55 residential units along Bear Valley Parkway, as well as improvements to Bear Valley Parkway including sidewalks and a bike lane. A trail would also be included on the proposed project site that would connect the proposed onsite recreational area to the southern area of the site. Additional analysis of the project impacts related to consistency with public transit, bicycle, or pedestrian facilities policies will be addressed in the EIR.

## XVII. 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 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*
  - 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.*

**Potentially Significant Impact (To be Further Analyzed in the EIR).** As described under Section V, Cultural Resources, cultural resources reports (ASM 2016a, 2016b, and 2016c) have been prepared for the proposed residential development and SAP improvements. These reports identified the presence of archaeological resources. In addition, the City has completed tribal consultation requirements pursuant to Assembly Bill 52 and CEQA. Tribal cultural resources will be addressed in the EIR.

## XVIII. UTILITIES AND SERVICE SYSTEMS

*Would the project:*

- a. *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*
- b. *Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*
- c. *Require, or result in, the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*
- d. *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*
- e. *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?*
- f. *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*
- g. *Comply with federal, state, and local statutes and regulations related to solid waste?*

### Wastewater Facilities and Capacity

**Less than Significant Impact.** The proposed on-site sewer system for the residential development would include sewer lines within the proposed internal roadways. The internal system would connect to a proposed line in Bear Valley Parkway, which would connect to an existing sewer line in Encino Drive. Based on sewer service analysis (Dexter Wilson Engineering, Inc. 2016), the existing system in Encino Drive that conveys wastewater to the treatment facility would have adequate capacity to accommodate the additional wastewater generated by

the project. Further, the wastewater effluent from the residential development project site would be typical of residential developments and would not exceed the wastewater treatment requirements of the San Diego RWQCB. The project is consistent with the General Plan; therefore, no additional wastewater treatment facilities are required. Impacts would be less than significant.

#### Stormwater Facilities

**Less than Significant Impact.** As described under Section IX, Hydrology and Water Quality, after project development, onsite runoff from the residential development would be directed towards two bioretention areas. Runoff from the SAP improvements would be captured in a vegetated swale, a rain garden, and street trees. With implementation of the proposed residential development and associated features, 100-year peak flow runoff rates would decrease from 353 cfs under the existing conditions to 335 cfs under the proposed project conditions (Hunsaker & Associates 2016a). Drainage patterns would remain generally the same as existing conditions, and proposed runoff would drain to the existing 60-inch culvert under Bear Valley Parkway. Thus, the proposed project would not result in a need for additional stormwater capacity improvements off-site. Impacts related to stormwater would be less than significant.

#### Water Facilities and Supplies

**Less than Significant Impact.** Water service would be provided to the proposed project by the City of Escondido and the property is within the City's existing water service area. The total average estimated water demand for the residential development is 44,000 gallons per day (gpd), with a maximum daily demand of 79,200 gpd. The SAP improvements are anticipated to have a negligible demand for additional water supplies. The City's existing Clearwell 975 Pressure Zone water system will provide water to the site. The project would include two connections to the water system in order to provide a looped water system through the project (Dexter Wilson Engineering, Inc. 2015). Because the proposed development is consistent with the General Plan, no additional entitlements or resources would be needed to service the project. Thus, the proposed project would have a less than significant impact related to water supply and the construction of new water treatment facilities.

#### Solid Waste Capacity and Compliance

**Less than Significant Impact.** The proposed project would result in an increased demand for solid waste disposal. The project would generate solid waste during demolition and construction phases, as well as, during operation of the residential development (the SAP improvements are not expected to generate any solid waste). Construction and demolition waste would be disposed of at regional landfills, green waste centers, and recycling centers, as appropriate. Any contaminated soils or other hazardous materials would be disposed of in accordance with regulations. Operational waste would be collected by the Escondido Disposal, Inc. and disposed of at regional landfills. More specifically, the solid waste would be taken to the Escondido Disposal Transfer Station, and then to the Otay Landfill or Sycamore Landfill. The Otay Landfill has a remaining capacity of 25,514,904 cubic yards (cy), and is expected to be operational until 2028 (CalRecycle 2016b). The Sycamore Landfill has a remaining capacity of 71,233,171 cy and an anticipated closure date of 2042 (CalRecycle 2016b). Considering the size of the project and the project consistency with the General Plan, the remaining capacity at these landfills would be sufficient to serve the project and the project would not result in a need for new or expanded landfill facilities. Thus, project impacts related to solid waste would be less than significant.

### **XIX. MANDATORY FINDINGS OF SIGNIFICANCE**

*Would the project:*

- a. *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, 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?*

- 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.)*
- c. *Does the project have environmental effects which would cause 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 {Zoning Code Section 33-924 (a)}?*

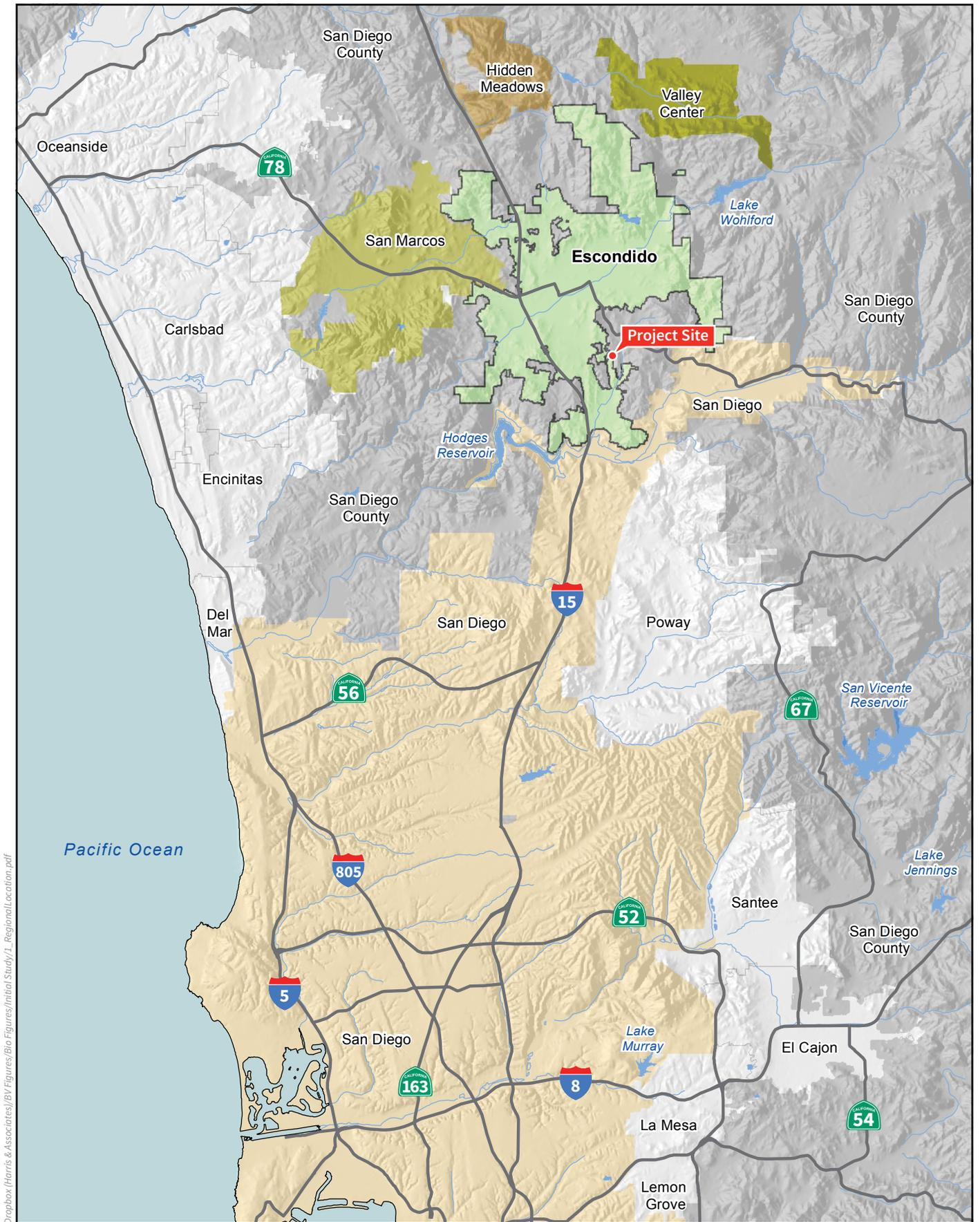
**Potentially Significant (To be Further Analyzed in the EIR).** The proposed project has the potential to result in significant direct and/or cumulative impacts related to:

- Aesthetics
- Agriculture Resources
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Land Use and Planning
- Noise
- Transportation and Traffic
- Tribal Cultural Resources

All other project impacts would be less than significant without mitigation.

## **MANDATORY FINDINGS OF SIGNIFICANCE**

The proposed project has the potential to result in significant impacts related to Aesthetics, Agricultural Resources, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Land Use and Planning, Noise, Transportation and Traffic, and Tribal Cultural Resource issue areas. Therefore, in the City of Escondido staff's opinion, the proposed project may have a significant individual or cumulative impact to the environment. An Environmental Impact Report shall be prepared to further address the project's potentially significant impacts.



Dropbox (Harris & Associates)/BY Figures/Initial Study/1\_RegionalLocation.pdf

Source: City of Escondido 2012



**Figure 1**  
Regional Location

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Path: MarCom\COMMS\EXTERNAL\GRAPHICS\BD Proposals\Bear Valley EIR Figures\1 Initial Study Figures

**LEGEND**

- - - Residential Development Boundary
- Full-Width SAP Boundary

Source: Google Earth 2016

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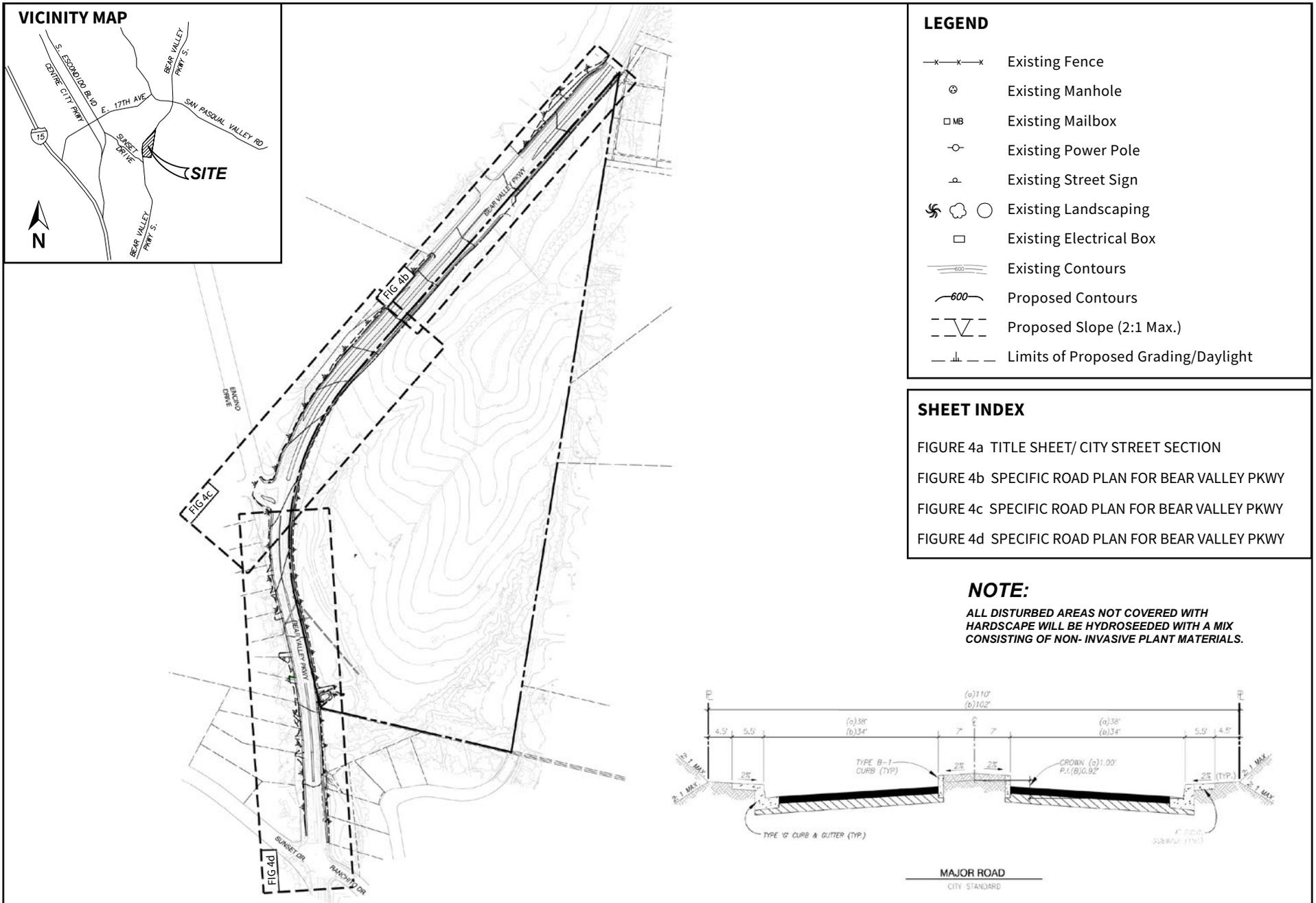
Source: Hunsaker & Associates 2016a

**Figure 3**  
Residential Development Site Plan

Note: All drawings are approximate.

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Data/Departments/MarCom/COMMS-EXTERNAL/IGRAPHICS/BD Proposals/Bear Valley EIR Figures



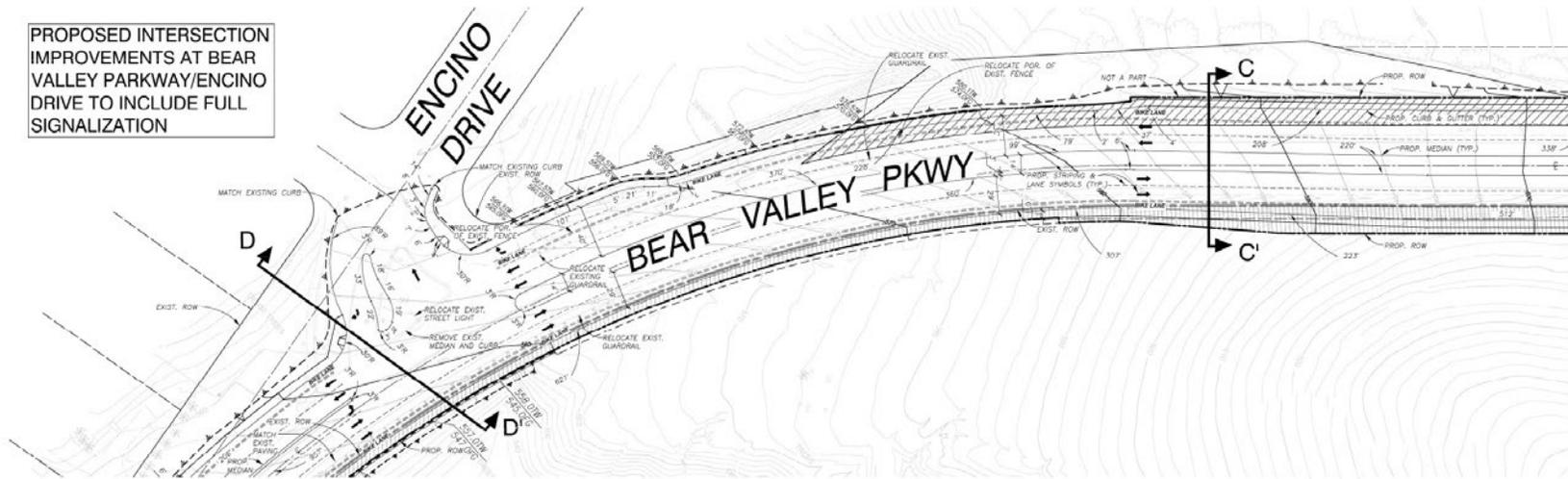
Source: City of Escondido 2016

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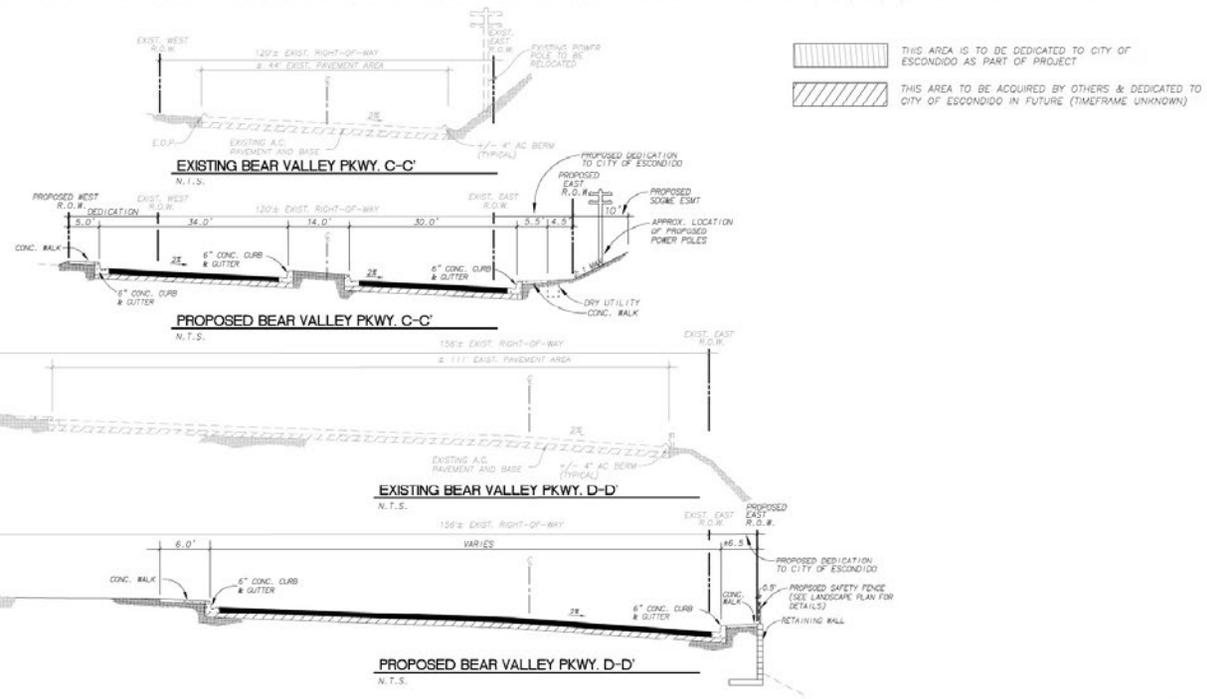
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PROPOSED INTERSECTION IMPROVEMENTS AT BEAR VALLEY PARKWAY/ENCINO DRIVE TO INCLUDE FULL SIGNALIZATION



SEE FIGURE 4b

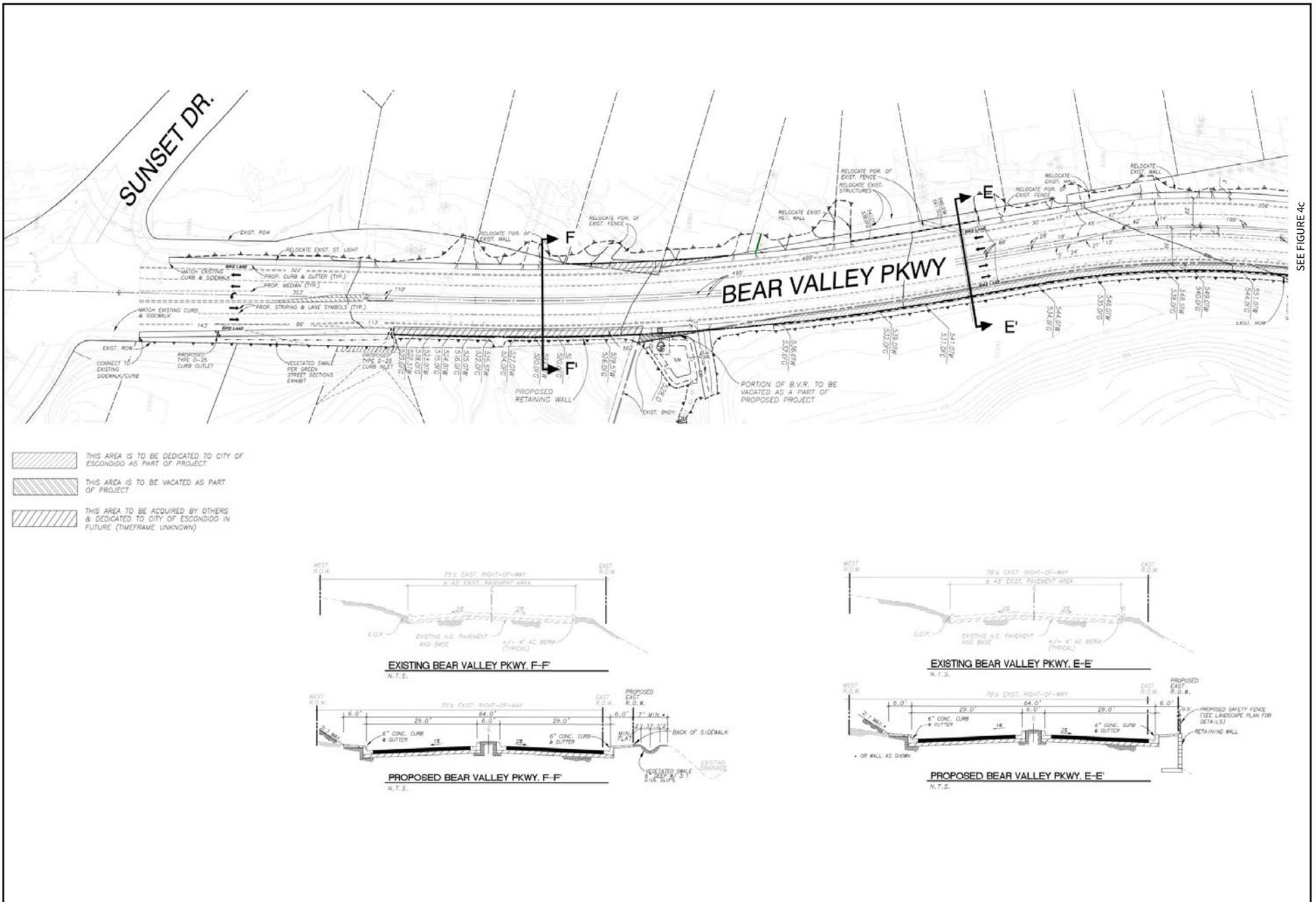
SEE FIGURE 4d



Data/Departments/MarCom/COMMS/EXTERNAL/IGRAPHICS/BD Proposals/Bear Valley EIR Figures

Source: City of Escondido 2016

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SEE FIGURE 4C

Source: City of Escondido 2016

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## MATERIAL USED IN PREPARATION OF THIS ANALYSIS

### Figures

- Figure 1: Regional Location
- Figure 2: Project Vicinity
- Figure 3: Residential Development Site Plan
- Figure 4a: Bear Valley Parkway Full-Width Improvements, Title Sheet / City Street Section
- Figure 4b: Bear Valley Parkway Full-Width Improvements, Specific Road Plan Sheet 4b
- Figure 4c: Bear Valley Parkway Full-Width Improvements, Specific Road Plan Sheet 4c
- Figure 4d: Bear Valley Parkway Full-Width Improvements, Specific Road Plan Sheet 4d

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- 2016c Preliminary Five-Year Capital Improvement Program and Budget Fiscal Years 2016/17-2020/21. Available at: <http://www.escondido.org/capital-improvement-program.aspx>
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Escondido Zoning Code and Land Use Map, City of Escondido  
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Escondido Local Register of Historic Resources
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Dudek

- 2016a Biological Technical Report for Bear Valley Parkway Project, San Diego County, California. April.
- 2016b Arborist Report – Bear Valley Parkway, Escondido. March.
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