
~~Draft~~**FINAL**

7-Eleven Convenience Store and Service Station Initial Study/Mitigated Negative Declaration

Project Case No. ENV 19-0006, PHG 19-0049

General Plan Amendment, Zone Change
and Conditional Use Permit

Lead Agency:

City of Escondido
201 North Broadway
Escondido, CA 92025

Prepared by:

The Altum Group
6265 Greenwich Drive, Suite 215
San Diego, CA 92122



December ~~October~~ 2020



CITY OF ESCONDIDO
PLANNING DIVISION
201 NORTH BROADWAY
ESCONDIDO, CA 92025-2798
(760) 839-4671

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

CASE NOS.: ENV 19-0006 and PHG 19-0049 "7-Eleven"

DATE ISSUED: October 27, 2020

PUBLIC REVIEW PERIOD: October 31, 2020 – November 19, 2020

LOCATION: On the northwestern corner of Mission Avenue and Rock Springs Road, addressed as 900 W. Mission Avenue, in the County of San Diego, City of Escondido, CA 92025. Assessor Parcel Nos.: 228-220-13-00 and 228-220-43-00.

PROJECT DESCRIPTION: 7-Eleven, Inc. proposes to construct a new 4,088 SF convenience store with a 4,284 SF gas station canopy with eight (8) fuel dispenser pumps that can accommodate up to sixteen (16) fueling stations/vehicles at a time, and the installation of two underground storage tanks (USTs). The Project includes an Amendment to the General Plan from Light Industrial to General Commercial, a Change of Zone to General Commercial (GC) and a Conditional Use Permit (CUP) in order to facilitate development of the proposed project. The proposed project includes an associated parking lot with up to 25 parking spaces, on site landscaping and storm water facilities. Street widening is proposed along the Mission Avenue frontage, in addition to median improvements along the Mission Avenue and Rock Springs Road frontages. Access from the two driveways would be restricted to right-in and right-out only. A traffic signal would be installed at the intersection of Rock Springs Road and Lincoln Avenue.

APPLICANT: Golcheh Group representing 7-Eleven, Inc.

An Initial Study has been prepared to assess this project as required by the California Environmental Quality Act and Guidelines, Ordinances and Regulations of the City of Escondido. The Initial Study and Draft Mitigated Negative Declaration "IS/MND" are on file in the City of Escondido Planning Division and can be viewed on the City of Escondido web site (*Active Development Projects*) at: <https://www.escondido.org/7-eleven-900-w-mission-avenue.aspx>. Further information may be obtained by contacting the Planning Division, telephone (760) 839-4537 or email at jpaul@escondido.org.

Findings: The findings of this review are that the Initial Study identified effects related to cultural/tribal cultural resources, geology, noise and traffic that might be potentially significant. Design and minimization measures, revisions in the project plans, and/or mitigation measures agreed to by the applicant would provide mitigation to a point where potential impacts are reduced to less than a significant level. A public meeting for the adoption of the Final IS/MND by the Escondido City Council has not yet been scheduled.

A handwritten signature in blue ink, appearing to read "Mike Strong".

Mike Strong
Director of Community Development

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Acronyms

ADA	American Disabilities Act
ADT	Average Daily Trips
AMSL	Above Mean Sea Level
ANSI	American National Standards Institute
APN	Assessor's Parcel Number
APS	Alternate Planning Strategy
AQMP	Air Quality Management Plan
ASME	American Society of Mechanical Engineers
ASTM	American Society for Testing and Materials
BACMs	Best Available Control Measures
BAU	Business as Usual
BIOS	Biogeographic Information and Observation System
BMPs	Best Management Practices
C ₂ F ₆	Hexafluoroethane
C ₂ H ₆	Ethane
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CAT	California Clean Air Act
CBC	California Building Code
C-C/SP	Community Commercial/Specific Plan
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDC	California Department of Conservation
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CESA	California Endangered Species Act
CF ₄	Tetrafluoromethane
CFCs	Chlorofluorocarbons
CFG	California Fish and Game
CFR	Code of Federal Regulations
CGS	California Geologic Survey

CH ₄	Methane
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPSEI	California Native Plant Society Electronic Inventory
CO	Carbon Monoxide
CO ₂	Carbon Dioxide
CRHR	California Register of Historical Resources
CUP	Conditional Use Permit
CUPA	California Certified Unified Program Agencies
CWA	Clean Water Act
dB	Decibel
DEH	Department of Environmental Health
DPM	Diesel Particulate Matter
DTSC	California Department of Toxic Substances Control
DWR	Department of Water Resources
EIC	Eastern Information Center
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
EPO	Environmental Protection and Oversight
EW	East-West
FAR	Floor Area Ratio
FED	Functional Equivalent Document
FEMA	Federal Emergency Management Agency
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Administration
GHG	Greenhouse Gas
GIS	Geographic Information System
GWP	Global Warming Potential
HMBEP	Hazardous Materials Business Emergency Plan
HMBEP	Hazardous Materials Business Emergency Plan
HRA	Health Risk Assessment
HSC	Health and Safety Code
HWMP	Hazardous Waste Management Plan
I-10	Interstate 10
IBC	International Building Code
IIC50	Impact Isolation Class 50
IPAC	Information for Planning and Consultation System
IS	Initial Study
LCFS	Low Carbon Fuel Standard
L-I	Light Industrial



LID	Low Impact Development
LOS	Level of Service
LST	Localized Significance Threshold
LST	Localized Significance Threshold
MEP	Maximum Extent Practicable
Mgd	Million Gallons per Day
MHFP	Multi-Hazard Functional Plan
MLD	Most Likely Descendant
MMTCO _{2e}	Million Metric Tons of CO ₂ Emitted
MPH	Miles per Hour
MPO	Metropolitan Planning Organization
MRZ	Mineral Resources Zone
MSDS	Material Safety Data Sheet
MW	Megawatts
MWD	Metropolitan Water District of Southern California
N ₂ O	Nitrous Oxides
NAASQ	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NBS	Nesting Bird Surveys
NFPA	National Fire Protection Association
NHD	National Hydrography Dataset
NO	Nitric Oxide
NO ₂	Nitrogen Dioxide
NO _x	Nitrogen Oxide
NPDES	National Pollution Discharge Elimination System
NPS	National Park Service
NRCS	Natural Resources Conservation Service
NRTLs	Nationally Recognized Testing Laboratories
NS	North-South
O ₃	Ozone
OEHHA	Office of Environmental Health Hazard Assessment
OES	Office of Emergency Services
OHMS	Office of Hazardous Materials Safety
OHV	Off-Highway Vehicle
OPR	Office of Planning and Research
Pb	Lead
PCE	Passenger Car Equivalent
PFCs	Perfluorocarbons
PM	Particulate Matter
PM ₁₀	Particulate Matter

PM _{2.5}	Particulate Matter Equal to or less than 2.5 Microns in Diameter
PPB	Parts per Billion
PPM	Parts per Million
PPT	Parts per Trillion
PPV	Peak Particle Velocities
PRC	California Public Resources Code
PRF	Power and Reclamation Facility
PSUSD	Palm Springs Unified School District
PV	Photovoltaic
RCNM	Road Construction Noise Model
RCRA	Resource Conservation and Recovery Act
RCS/SCS	Regional Transportation/Sustainable Communities Strategy
REL	Reference Exposure Level
REMEL	Reference Energy Mean Emission Level
RHNA	Regional Housing Needs Allocation
RO	Reverse Osmosis
RTIP	Regional Transportation Improvement Plan
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SCE	Southern California Edison
SCS	Sustainable Communities Strategy
SF ₆	Sulfur Hexafluoride
SIP	State Implementation Plan
SO ₂	Sulfur dioxide
SoCal Gas	Southern California Gas
SOI	Sphere-of-Influence
SOx	Sulfur Oxide
SP	Service Populations
SPCC	Spill Prevention and Countermeasure Plan
SRA	Source Receptor Area
SSC	Species of Special Concern
STC50	Sound Transmission Class of 50
SVP	Society of Vertebrate Paleontology
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
T.O.P	Top of Parapet
TACs	Toxic Air Contaminants
TDS	Total Dissolved Solids
TG	Turbine Generator

TIA	Traffic Impact Analysis
UL	Underwriters Laboratories
USACE	United States Army Corps of Engineers
USDOT	US Department of Transportation
USFWS	U.S. Fish and Wildlife
USGS	United States Geological Survey
UST	Underground Storage Tank
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
WDID	Waste Discharge Identification Number
WDR	Wastewater Discharge Requirements
WQMP	Water Quality Management Plan
WSA	Water Supply Assessment

Chapter 1 Introduction

1.1 Overview

Project Title:	7-Eleven Convenience Store and Service Station
Lead Agency:	City of Escondido Community Development Department Planning Division 201 N. Broadway, First Fl. Escondido, CA 92025
Contact Person:	Jay Paul, Senior Planner City of Escondido Community Development Department 201 N. Broadway, First Fl. Escondido, CA 92025
Project Location:	900 W Mission Avenue Escondido, CA 92025
Project Applicant:	7-Eleven, Inc. 3200 Hackenberry Rd., Irving, TX 75063
Prepared By:	The Altum Group 6265 Greenwich Dr. Suite 215 San Diego, CA 92122
Assessor’s Parcel Numbers:	228-220-13-00 and 228-220-43-00
General Plan Designation:	Existing: LI (Light Industrial) Proposed: CG-GC (General Commercial)
Zoning:	Existing: M-1 (Light Industrial) Proposed: CG (General Commercial)

An Initial Study Environmental Checklist was prepared for this project. The information contained in the Initial Study/Mitigated Negative Declaration (IS/MND) ~~was~~will be used by the City of Escondido to determine potential impacts associated with the project as required by the California Environmental Quality Act (CEQA) and State CEQA Guidelines, as well as relevant City Ordinances and Regulations. This IS/MND assesses the environmental effects of the proposed 7-Eleven Project (Project) located at 900 W. Mission Avenue in the County of San Diego, City of Escondido, California.

As mandated by California Environmental Quality Act (CEQA) Guidelines Section 15105, affected public agencies and the interested public may submit comments on the **Draft Initial Study/Mitigated Negative Declaration (IS/MND)**. ~~The Draft IS/MND was issued for 20-day public review in writing before the end of the 20-day public review period starting on October 31, 2020 and ending on November 19, 2020. No comments were received from the public or interested agencies during the public review period. Written comments on the Draft Initial Study/Mitigated Negative Declaration should be submitted to the following address by 5:00 p.m., November 19, 2020. Following the close of the public comment review period, the City of Escondido will consider this IS/MND and any received comments in determining the approval of this project.~~

____ City of Escondido
____ Planning Division
____ 201 North Broadway
____ Escondido, CA 92025-2798
____ Contact: Jay Paul, Senior Planner
____ Telephone: (760) 839-4537
____ Email: jpaul@escondido.org

This Final Initial Study/Mitigated Negative Declaration (IS/MND) for the proposed 7-Eleven project Project No. ENV19-0006, includes revisions to the Draft IS/MND based on minor corrections and revisions from the City of Escondido. The revisions provided using an underline for additional text and strikeout for deleted text that was originally in the Draft IS/MND. These corrections and clarifications represent additional information or revisions that do not significantly alter the proposed project, change the significance conclusions, or result in significantly more severe environmental impacts associated with the proposed project.

A printed copy of this document and any associated plans and/or documents are available for review during normal operation hours for the duration of the public review period at the City of Escondido (City) Planning Division at the address shown above, and also available on the City's website (Active Project) at: <https://www.escondido.org/active-projects.aspx>. Project files under "7-Eleven." City File No. ENV 19-0006.

1.2 Authority

The City of Escondido (City) is the lead agency for the proposed project. The Escondido City Council is the governing body for the approval of the proposed project and adoption of the Mitigated Negative Declaration (MND). Because the proposed project involves an Amendment to the General Plan, Change of Zone, and a Conditional Use Permit (CUP) application, the City Council's consideration of the project and its potential environmental effects is a discretionary action that is subject to the California Environmental Quality Act (CEQA). This Initial Study (IS) and its appendices have been prepared in accordance with the CEQA (Statute),

the State's Guidelines for Implementation of CEQA (Guidelines) (as amended, 2019, and the City's CEQA Guidelines for preparation of an IS. This IS, when combined with the Notice of Intent to Adopt a Mitigated Negative Declaration, serves as the environmental document for the proposed project pursuant to the provisions of CEQA (Public Resources Code 21000 et seq.) and the CEQA Guidelines (California Code of Regulations Section 15000, et seq.).

1.3 Scope of Environmental Review

This IS evaluates the proposed project's potential environmental impacts on the following topics:

- Aesthetics
- Agricultural and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology/Soils
- Greenhouse Gas Emissions
- Hazards/Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Mineral Resources
- Noise
- Population/Housing
- Public Services
- Recreation
- Transportation/Traffic
- Tribal Cultural Resources
- Utilities/Service Systems
- Wildfire

1.4 Impact Assessment Terminology

The Environmental Checklist identifies potential impacts using four levels of significance as follows:

- No Impact. A finding of no impact is made when it is clear from the analysis that the proposed project would not affect the environment.
- Less than significant. A finding of less than significant is made when it is clear from the analysis that a proposed project would cause no substantial adverse change in the environment and no mitigation is required.
- Less than significant with mitigation incorporated. A finding of less than significant with mitigation incorporated is made when it is clear from the analysis that a proposed project would cause no substantial adverse change in the environment when mitigation measures are successfully implemented by the project proponent.
- Potentially Significant. A finding of potentially significant is made when the analysis concludes that the proposed project could have a substantially adverse impact on the environment related to one or more of the topics listed in the previous section, *Scope of the Initial Study*.

1.5 Organization of the Initial Study

The content and format of this IS meet the requirements of CEQA. This IS contains the following sections:

- Chapter 1 Introduction. This chapter provides a brief summary of the proposed project, identifies the lead agency, summarizes the purpose and scope of the IS, and identifies documents incorporated by reference.

- Chapter 2 Project Description. This chapter provides a project overview including a description of the regional location and project vicinity, including Exhibits; and provides a description of the project elements, e.g. dimensions of the project, and identifies other agencies that may have permitting authority over the project.
- Chapter 3 Environmental Checklist. This chapter provides a copy of the City's Environmental Checklist and responses to each question posed in the checklist. This chapter also provides a brief description of the sources used to evaluate the proposed project, a brief description of the existing conditions for each topic and an analysis of potential environmental impacts. Mitigation measures are also identified where necessary.
- Chapter 4 List of Preparers. This chapter identifies City staff and consultants who were responsible for the preparation of the IS and implementation of the project.
- Chapter 5 References. This chapter lists all reports used, websites accessed, and persons consulted to prepare the IS.

1.6 Documents Incorporated by Reference

As allowed by CEQA Guidelines Section 15150, a Mitigated Negative Declaration may incorporate by reference all or portions of another document that is generally available to the public. The document used must be available for public review for interested parties to access during public review of the Subsequent Initial Study and Notice of Intent to Adopt a Mitigated Negative Declaration for this project. The following documents are incorporated by reference.

- City of Escondido, General Plan, May 2012.
- City of Escondido, Final Environmental Report (FEIR), April 2012.
- City of Escondido, Climate Action Plan, January 2012.

These documents are also available for review at the City of Escondido, Community Development Department, 201 N. Broadway First Fl., Escondido, CA 92025. The project specific reports are attached to the Subsequent Initial Study as appendices. The List of Docs Incorporated by reference (if applicable) are located on the City's website at: <https://www.escondido.org/general-plan-update.aspx>.

Chapter 2 Project Description

Project Description

7-Eleven, Inc. (Applicant) proposes to construct a new 4,088 SF convenience store (7-Eleven) with a 4,284 SF gas station canopy (proposed project) on a 1.14-acre lot addressed at 900 West Mission Avenue, located at the northwestern corner of West Mission Avenue and Rocks Springs Road in the City of Escondido, County of San Diego (See Exhibit 1, *Regional Location*, and Exhibit 2, *Project Site Vicinity*), California. Photos showing the existing conditions at the project site are shown in *Exhibit 3 – Project Site Photos*. As shown in Exhibit 4, *Project Site Plan*, the proposed gas station canopy includes eight (8) fuel pumps that would accommodate up to sixteen (16) vehicles at a time, and the installation of two underground storage tanks (USTs). The new USTs would be installed adjacent to the western side of the proposed gas station canopy. The USTs will require permits from the County of San Diego - Department of Health (DEH). The DEH regulates the construction, operation, repair and removal of UST systems. A permit to operate a UST system in San Diego County is required by the San Diego County Code of Regulatory Ordinances Title 6, Division 8, Chapter 10. Additionally, the San Diego Air Pollution Control District (APCD) will require a Healy Tank System (HEALY CLEAN AIR SEPARATOR (C.A.S.)/VAPOR PROCESSING UNIT (VPU) that contains a fuel resistant bladder to hold excess gasoline vapors that may develop in gasoline storage tanks during idle periods of gasoline dispensing facility operation.

The General Plan land-use designation of the project site is Light Industrial (LI) with an underlying zoning of Light Industrial (M-1). The Applicant is proposing an Amendment to the General Plan from Light Industrial to General Commercial, a Change of Zone to General Commercial (GC) and a Conditional Use Permit (CUP) in order to facilitate development of the proposed project in accordance with Article 16 (Commercial Zone) of the City's Zoning Code. The CUP also is requested to allow the sale of alcoholic beverages (beer and wine). The proposed convenience store would be approximately 26.5 feet in height, which would be in conformance with the allowable height of the existing M-1 zone and proposed GC zone as shown in Exhibit 5, *Proposed Elevations*. The proposed project would also include an associated parking lot with up to 25 parking spaces, including one (1) American Disabilities Act (ADA) space and one (1) electric vehicle space. Additionally, the proposed project would include one (1) bike rack.

Surrounding Land Uses and Setting

The 1.14-acre project site is a rectangular-shaped lot that is relatively flat and located in an urban area within the City. Elevations on the site range from approximately +647' to +652' msl. The project site is developed with an existing approximately 5,300 SF building and surface parking lot that previously was used to support auto sales and service. The project site is comprised of two parcels (APN 228-220-13-00 and 228-220-43-00) and is bounded by light industrial land uses to the west and north (auto-related uses) and by general commercial land uses (restaurant/retail) to the east and south. Project implementation would include the demolition of the existing building and surface parking lot. Proposed site improvements would include underground utilities, flatwork, and landscaping. Construction of the proposed project would involve minimal grading of the site, with an anticipated export of approximately 900 cubic yards.

The project site fronts onto and currently takes access from Mission Avenue (Prime Arterial Road) on the south, and Rock Springs Road (Collector Road) on the east. Primary access to the project site will be provided by a single driveway (35-feet wide, right-in/right-out only) abutting West Mission Avenue and a single driveway (35-feet wide, ~~right-in/right-out only~~ left turns out restricted) along the eastern frontage of the project site abutting Rock Springs Road. The project would install improvements to the medians and/or driveways to restrict left turn-out movements at the new driveways. The existing driveways would be removed. Regional access to the

project site would be provided via Interstate 15 (I-15), which is located approximately 0.3 miles west of the project site, and State Route 78 (SR-78), which is located approximately 0.1 miles north of the project site.

City water, sewer, and storm drain lines are located within and surrounding the project site on West Mission Avenue and Rock Springs Road. The proposed project would connect to the existing off-site City utilities.

Off-site Improvements

As required by the General Plan Mobility and Infrastructure Element, the proposed project will develop a nine-(9) foot dedication along Mission Avenue for the purpose of street widening in accordance with the Prime Arterial Roadway classification. Additional off-site improvements include removing and re-installing a bus bench, driveways, utilities, and traffic signal. A raised median also would be installed in Mission Avenue and Rock Springs Road and Mission Avenue to restrict left-turn out movements at the project driveway. The project also would be required to install a traffic signal at the intersection of Rock Springs Road/Lincoln Avenue. Off-site improvements are shown on Exhibit 4.

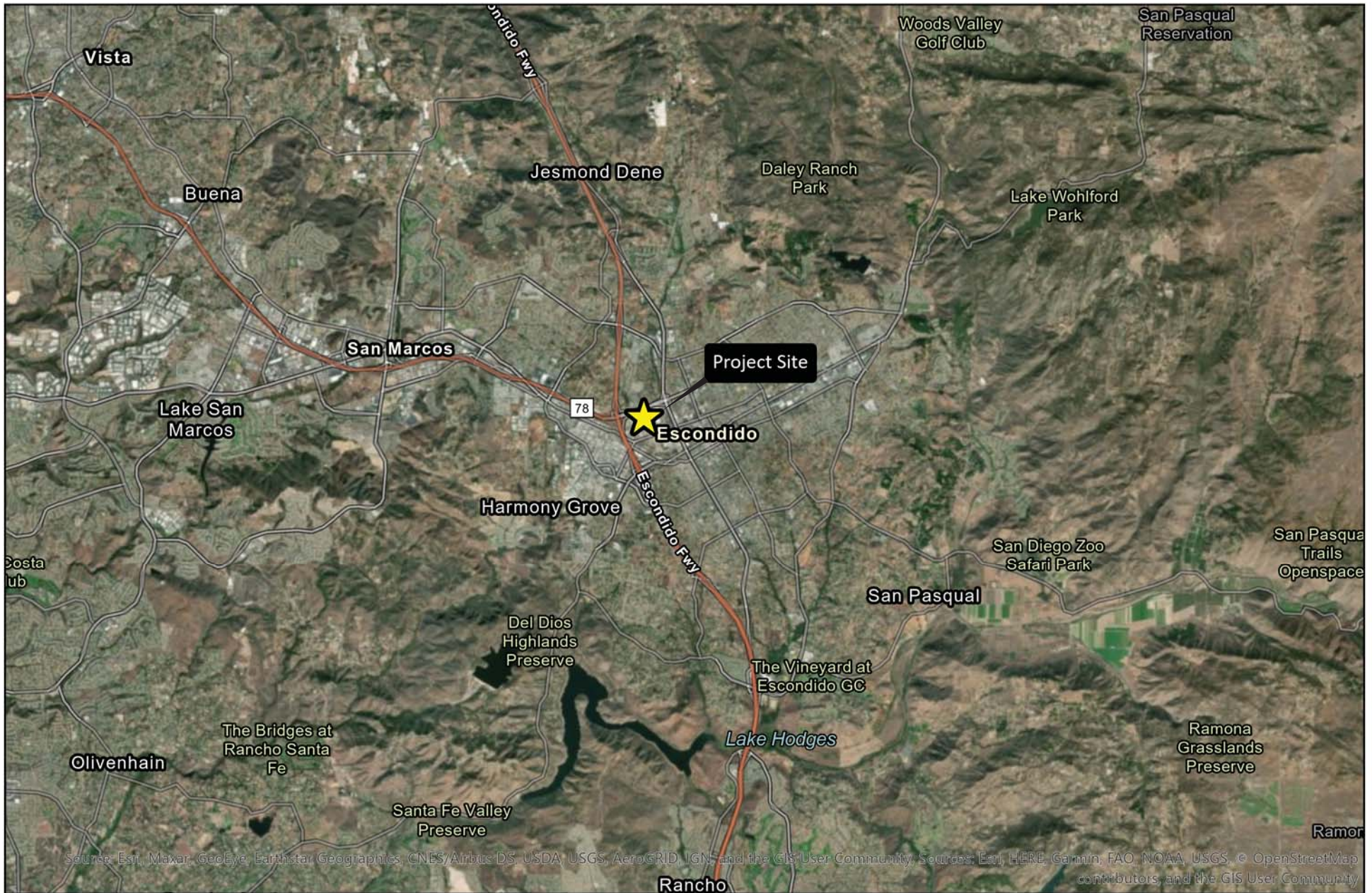
Tribal Consultation. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has this consultation begun?

Pursuant to Senate Bill 18, the City sent letters to 32 various tribes/tribal representatives on October 9, 2019. The recommended consultation list of tribes was provided by the Native American Heritage Commission. Pursuant to Assembly Bill 52, the City sent letters on October 8, 2019, to the San Luis Rey Band of Mission Indians, Rincon Band of Luiseno Indians, Soboba Band of Luiseno Indians and Mesa Grande Band of Mission Indians; these tribes have requested formal notification of projects within the City.

Actions and Approvals

The Lead Agency has primary authority for the approval of the proposed project. As such, the City of Escondido is the Lead Agency for the proposed project pursuant to CEQA. This Initial Study/Mitigated Negative Declaration (IS/MND) is intended to serve as the CEQA compliance document for any necessary approvals by the Lead Agency and other agencies, including, but not limited to the following:

Agency	Permit/Approval Required
STATE	
State Water Resources Control Board	<ul style="list-style-type: none"> Construction Stormwater General Permit Notice of Intent to Comply with Section 402 of the Clean Water Act Construction Stormwater Pollution Prevention Plan (SWPPP)
REGIONAL	
Regional Water Quality Control Board Region 9	<ul style="list-style-type: none"> Water Quality Management Plan (WQMP) Order No. 49-2017-077 (MS4 Permit)
<u>San Diego Air Pollution Control Board</u>	<ul style="list-style-type: none"> <u>Healy Tank System (HEALY CLEAN AIR SEPARATOR (C.A.S.)/VAPOR PROCESSING UNIT (VPU)</u>
LOCAL	
City of Escondido	<ul style="list-style-type: none"> General Plan Amendment from Light Industrial to General Commercial and Change of Zone from Light Industrial (M-1) to General Commercial (GC) CUP for gasoline sales or service stations including concurrent sale of alcoholic beverages and motor vehicle fuel (7-Eleven)
<u>County of San Diego – Department of Environmental Health (DEH)</u>	<ul style="list-style-type: none"> <u>Underground Storage Tanks (USTs) to comply with San Diego County Code of Regulatory Ordinances Title 6, Division 8, Chapter 10.</u>



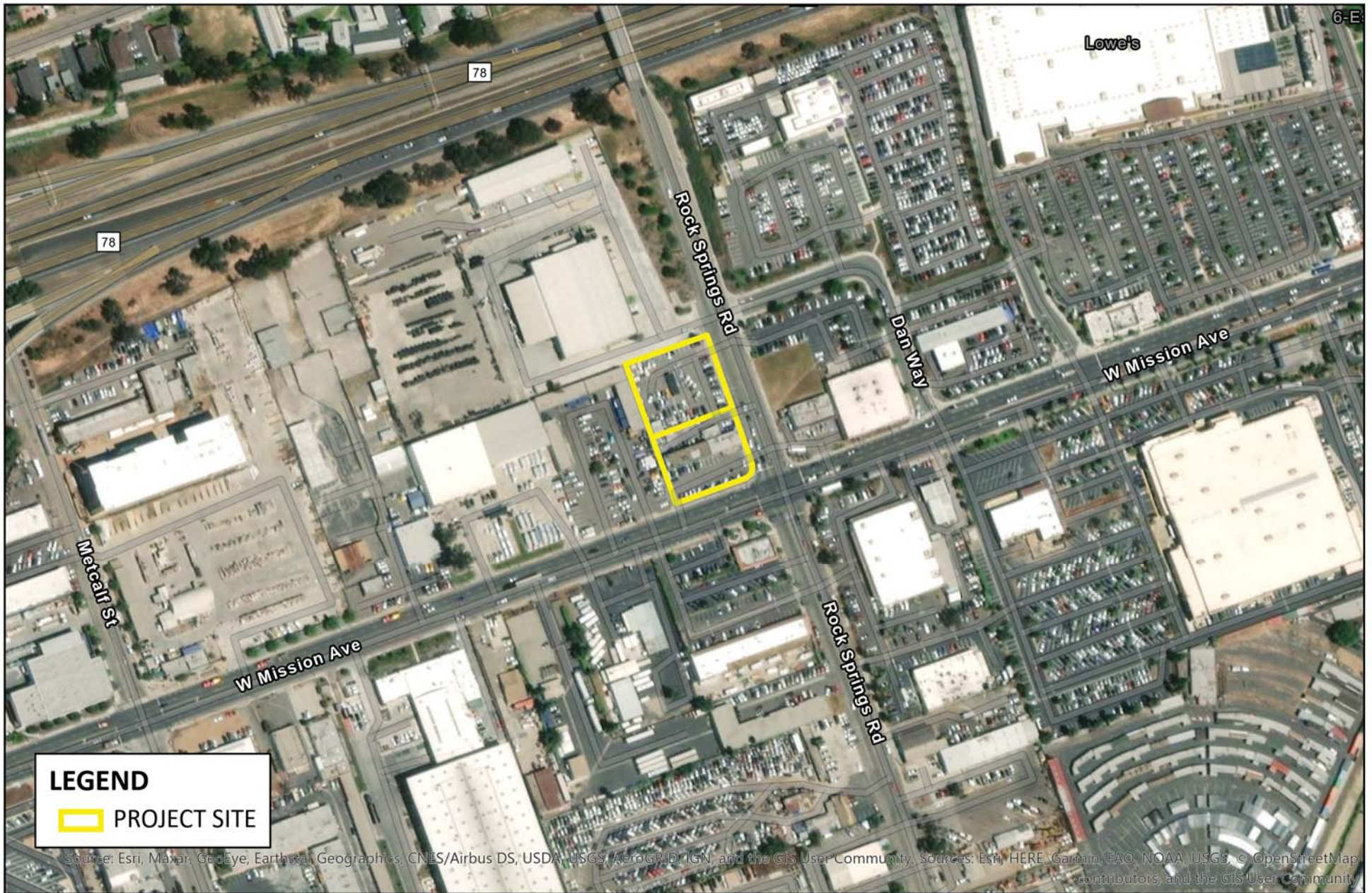
1 IN = 2 MI



Regional Location
Escondido 7-Eleven

Exhibit

1



1 IN = 0.05 MI

Photo 1 Facing NE

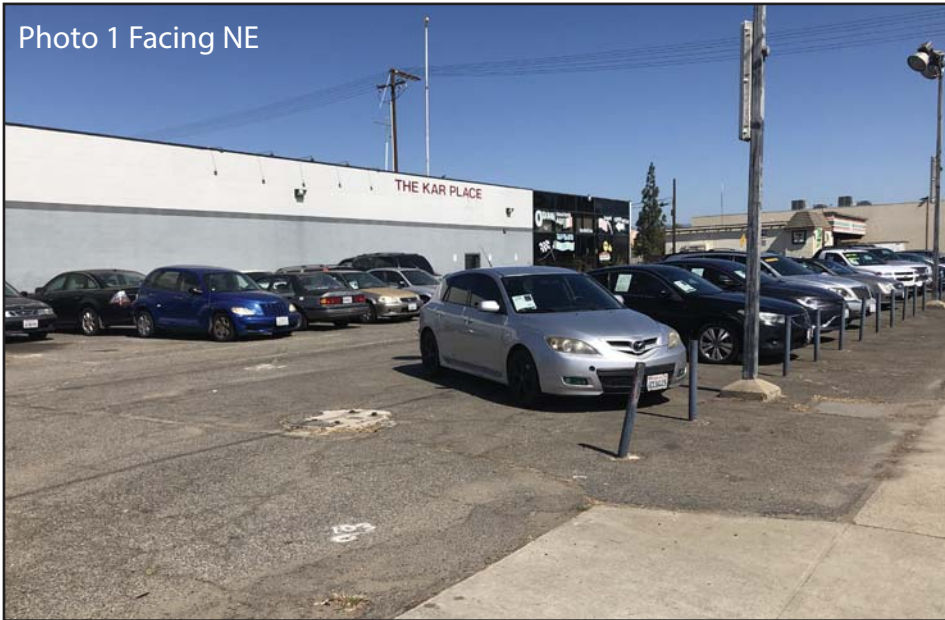


Photo 2 Facing E



Photo 3 Facing N



Photo 4 Facing N



Photo 5 Facing NW



Photo 6 Facing S



Photo 7 Facing SW



Photo 8 Facing W



DATE: 10/20/2020 ~ FILE NAME: P:\20-4057 7-11 ~ 900 W. Mission Rd. Escondido, CA\Architectural\Design\4057-203-A1.3 ARCHITECTURAL SITE PLAN.dwg

LEGEND AND ABBREVIATIONS

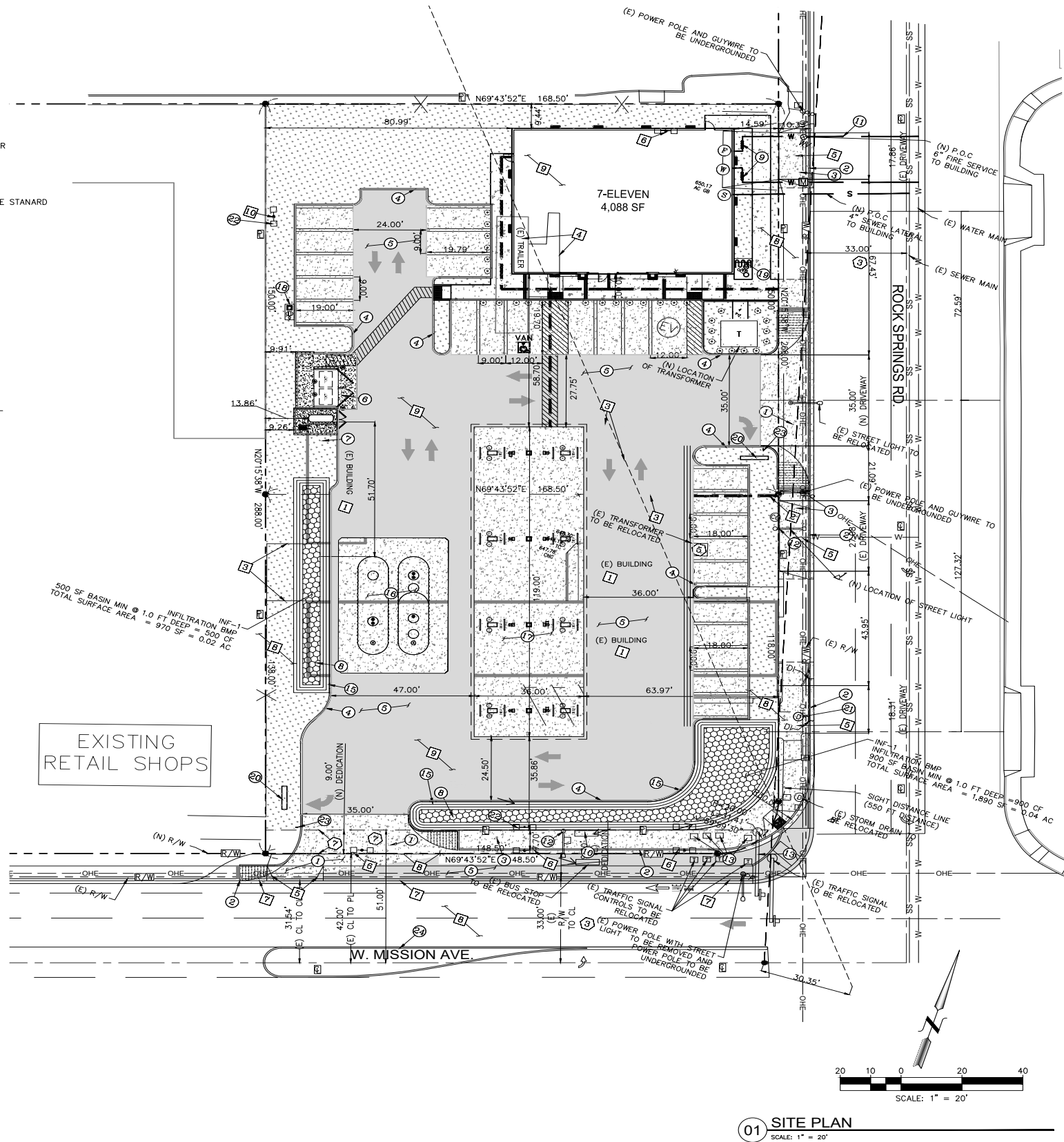
●	INDICATES FOUND MONUMENT AS NOTED
—P—	PROPERTY LINE
—CL—	CENTERLINE
—R/W—	RIGHT OF WAY
—C&G—	CURB & GUTTER
1225.05 FS	EXISTING ELEVATION
651.30 FS	SPOT GRADE
AC	ASPHALTIC CONCRETE
BC	BACKFLOW PREVENTER
CC	CLEANOUT
CONC	CONCRETE
ELB	ELECTRIC BOX
HC	HANDICAP
HT	HEIGHT
INV	INVERT ELEVATION
LA	LANDSCAPE AREA
PP	POWER POLE
SD	STORM DRAIN
SL	STREET LIGHT
SLB	STREET LIGHT BOX
SF	SQUARE FOOT
TC	TOP OF CURB
TG	TOP OF GRADE
TEL	TELEPHONE
TELB	TELEPHONE BOX
TELPD	TELEPHONE PEDESTAL
TS	TRAFFIC SIGNAL
TSB	TRAFFIC SIGNAL BOX
TYP	TYPICAL
WM	WATER METER
WV	WATER VALVE
XFMR	TRANSFORMER
YL	YARD LIGHT
—OPP—	POWER POLE & GUY WIRE
—S—	SEWER MANHOLE
—A—	SIGN
—SL—	STREET LIGHT
—T—	TREE
—WR—	WATER RISER
—WM—	WATER METER
—WV—	WATER VALVE
—OPP—	POWER POLE
—>—	PROPOSED DIRECTION FLOW
—P—	PROPOSED CONCRETE PAVING
—T—	PROPOSED LANDSCAPE TURF
—D—	PROPOSED TRUNCATED DOME
—A—	PROPOSED ASPHALT PAVING

ABBREVIATIONS

AC	ASPHALT CONCRETE
BFP	BACKFLOW PREVENTER
BLDG	BUILDING
CL	CENTERLINE
CLF	CHAIN LINK FENCE
CO	CLEANOUT
CONC	CONCRETE
CORS	COUNTY OF RIVERSIDE STANDAR
DRWY	DRIVEWAY
ELB	ELECTRIC BOX
ELEC	ELECTRIC
FF	FINISHED FLOOR
FH	FIRE HYDRANT
FL	FLOW LINE
FS	FINISHED SURFACE
GP	GUARD POST
GV	GAS VALVE
HC	HANDICAP
HT	HEIGHT
INV	INVERT ELEVATION
LA	LANDSCAPE AREA
PP	POWER POLE
SD	STORM DRAIN
SL	STREET LIGHT
SLB	STREET LIGHT BOX
SF	SQUARE FOOT
TC	TOP OF CURB
TG	TOP OF GRADE
TEL	TELEPHONE
TELB	TELEPHONE BOX
TELPD	TELEPHONE PEDESTAL
TS	TRAFFIC SIGNAL
TSB	TRAFFIC SIGNAL BOX
TYP	TYPICAL
WM	WATER METER
WV	WATER VALVE
XFMR	TRANSFORMER
YL	YARD LIGHT

PROJECT INFORMATION

APN: 228-220-43 AND 228-220-13
ADDRESS: 900 W. MISSION AVENUE, ESCONDIDO, CA 92025
LAND AREA: 48,442 (NET) SQUARE FEET
PROJECT DESCRIPTION: GROUND-UP CONVENIENCE STORE AND GAS STATION
CONSTRUCTION TYPE: V-B
EXISTING ZONING: M1 (LIGHT INDUSTRIAL)
EXISTING LAND USE: RETAIL (USED CAR DEALER)
PROPOSED ZONING: CG (GENERAL COMMERCIAL)
PROPOSED LAND USE: RETAIL (CONVENIENCE STORE W/ GAS STATION)
REQUIRED BUILDING SETBACK:
FRONT: 5'
REAR: 0'
SIDE 1 INTERIOR: 0'
SIDE 2 STREET: 5'
REQUIRED LANDSCAPE SETBACK:
FRONT: 5'
REAR: 0' (25' IF ADJACENT RES. 25' IS REQ.)
SIDE 1 INTERIOR: 0' (25' IF ADJACENT RES. 25' IS REQ.)
SIDE 2 STREET: 5'
BUILDING INFORMATION:
EXISTING BUILDING AREA: ±5,300 SF (TO BE DEMOLISHED)
PROPOSED BUILDING AREA: ±4,088 SF
LOT COVERAGE: 17.3% (8,372 SF)
LANDSCAPE LOT COVERAGE: 24.8% (11,932 SF)
PARKING REQUIREMENTS:
PARKING REQUIRED: 16 (1 STALLS PER 250 SF)
PARKING PROVIDED: 25 STALLS
(INCLUDING 1 ACCESSIBLE, 1 EV STALL & BIKE RACK)



CONSTRUCTION NOTES

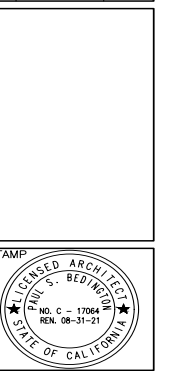
DEMOLITION

- 1 REMOVE EXISTING BUILDING
- 2 REMOVE EXISTING BLOCK WALL
- 3 REMOVE EXISTING CHAINLINK FENCE
- 4 REMOVE EXISTING TRAILER AND RAMP
- 5 REMOVE CONCRETE DRIVEWAY & APRON (PUBLIC)
- 6 REMOVE EXISTING LIGHT POLE
- 7 REMOVE CONCRETE SIDEWALK, CURB, AND GUTTER (PUBLIC)
- 8 REMOVE ALL GUARD POSTS
- 9 REMOVE AC PAVING
- 10 EXISTING LIGHT POLE CONNECTION TO REMAIN. PROTECT IN PLACE

PROPOSED IMPROVEMENTS

- 1 NEW ALLEY-TYPE DRIVEWAY PER SDRSD NO. G-5-E
- 2 NEW CONCRETE CURB & GUTTER PER SDRSD NO. G-2 (PUBLIC & PRIVATE)
- 3 NEW CONCRETE SIDEWALK PER SDRSD NO. G-7 (PUBLIC)
- 4 NEW 6\"/>

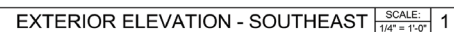
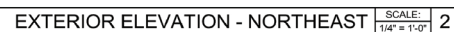
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REV	REVISION	DATE

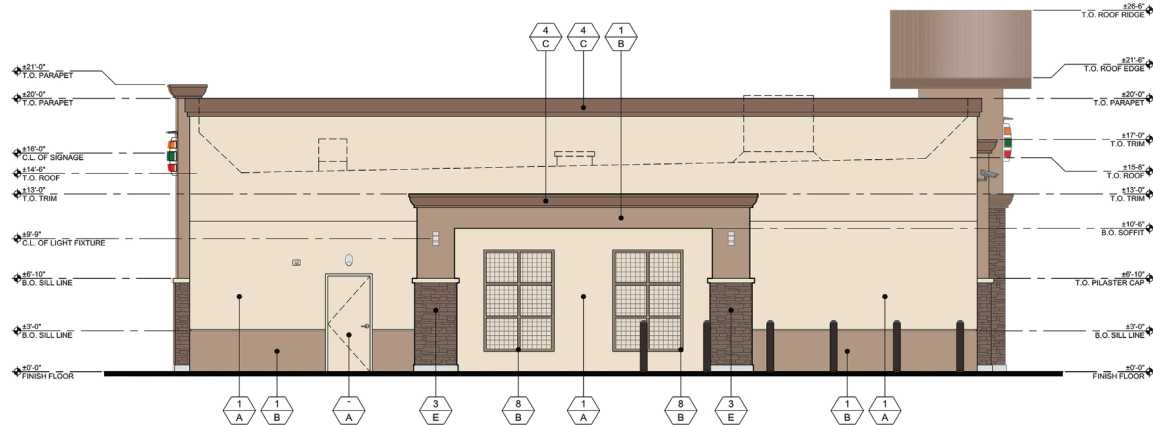


ATC DESIGN GROUP
ARCHITECTS • ENGINEERS • SURVEYORS
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PROTO 7356
CLIENT:
7-ELEVEN
900 W. MISSION AVENUE
ESCONDIDO, CA 92025

PROJECT NO: 20-4057
DATE: 10/20/2020
DESCRIPTION OF SHEET: PLAN CHECK SET
PREPARED BY: XX
SHEET DESCRIPTION: ARCHITECTURAL SITE PLAN
SHEET NUMBER: A1.3

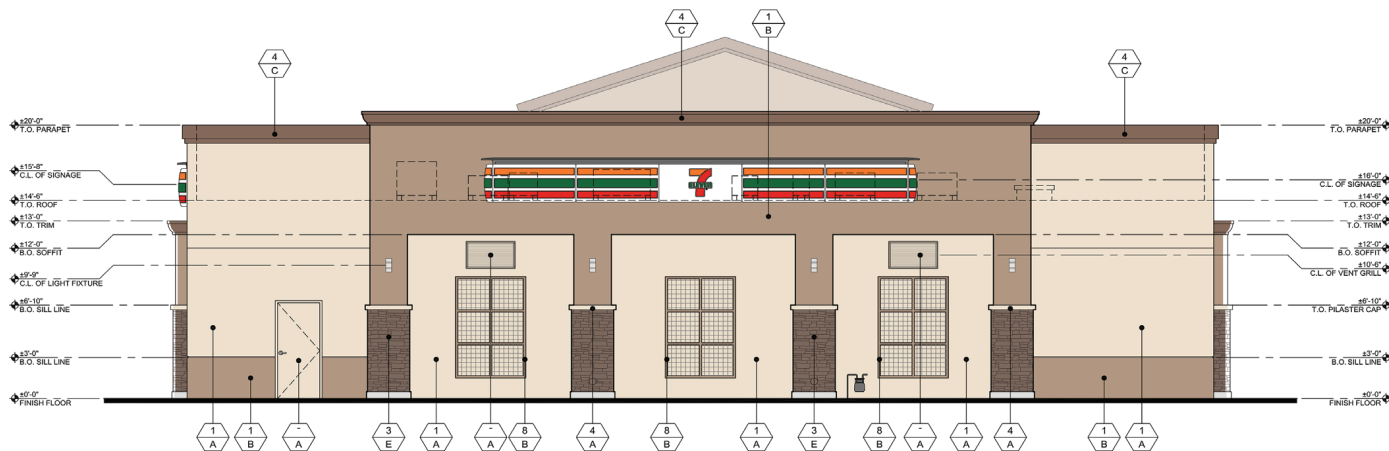




EXTERIOR ELEVATION - SOUTHWEST

SCALE: 1/4" = 1'-0"

2



EXTERIOR ELEVATION - NORTHWEST

SCALE: 1/4" = 1'-0"

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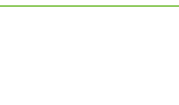
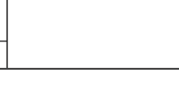
MATERIAL SAMPLES



FINISHES

- 1 7/8" EXTERIOR CEMENT PLASTER OVER 3/4" EXP. DIAMOND MESH OVER "TYVEK" COMMERCIAL WRAP OVER 15# BUILDING PAPERS
MANUFACTURER: LA HABRA STUCCO
A LIGHT DASH. MACHINE APPLY
- 2 STOREFRONT 451TVG
FINISH: ANODIZED ALUMINUM
MFR: KAWNEER
- 3 STONE VENER
FINISH: QUICK STACK
MFR: CORONADO STONE
- 4 EIFS TRIM/CORNICE
FINISH: 1/8" EXTERIOR STUCCO - SMOOTH FINISH
MFR: -
- 5 METAL ROOF SYSTEM
FINISH: STANDING SEAM - POWDERCOAT TO MATCH 'QUARTERSAWN OAK SW2836'
MFR: BRIDGER STEEL OR SIMILAR
- 6 DECORATIVE METAL WALL TRELLIS
FINISH: POWDERCOAT TO MATCH SW7519
MFR: T.B.D.
- 7 DECORATIVE WOOD FASCIA
FINISH: POWDERCOAT TO MATCH SW2836
MFR: T.B.D.

MATERIAL SAMPLES

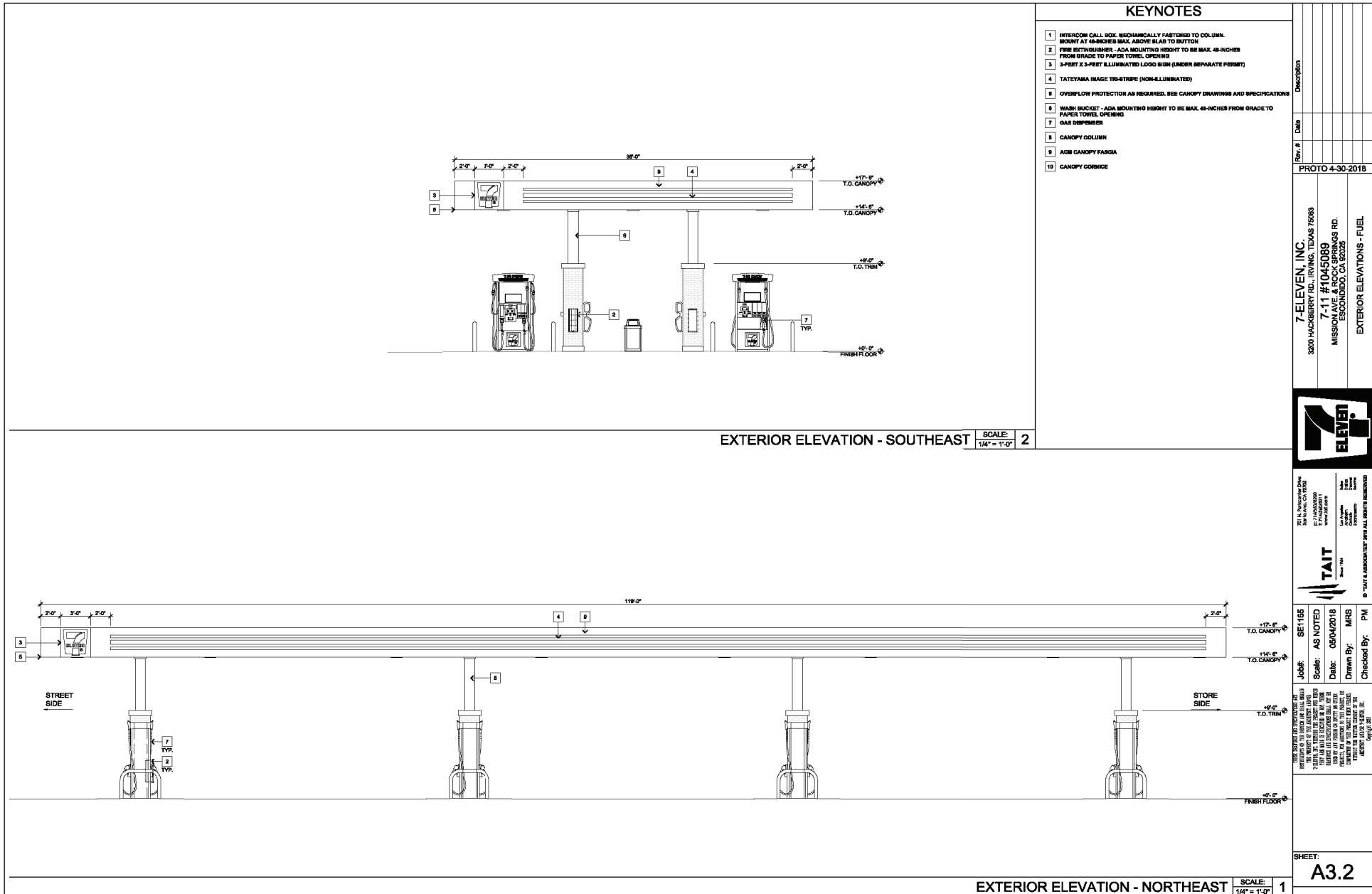


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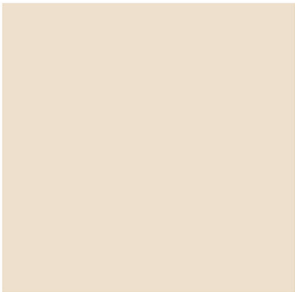
7-ELEVEN, INC.
3200 HACKBERRY RD., IRVING, TEXAS 75063
7-11 #045089
MISSION AVE. & ROCK SPRINGS RD.
ESCONDIDO, CA 92025
EXTERIOR ELEVATIONS

Job#: SE1165
Scale: 1/4" = 1'-0"
Date:
Drawn By: SP
Checked By: DM

SHEET:
A3.1C



MATERIALS BOARD



'CASA BLANCA' SW7571
SHERWIN WILLIAMS



'MEXICAN SAND' SW7519
SHERWIN WILLIAMS



'QUARTERSAWN OAK' SW2836
SHERWIN WILLIAMS



DARK ANODIZED BRONZE



QUICKSTACK 'COASTAL BROWN'
CORONADO STONE



STANDING SEAM METAL ROOF
BRIDGER STEEL




A5.00

Rev. #	Date	Description

7-ELEVEN, INC.
3200 HACKBERRY ROAD
IRVING, TEXAS 75063

7-ELEVEN # 1045089
MISSION & ROCK SPRINGS
ESCONDIDO, CA 92262



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Chapter 3 Environmental Evaluation

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION:

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as describe on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

J Paul

Signature

October 26, 2020/Final December 1, 2020

Date

3.1 Aesthetics

3.1.1 Sources

The following sources were utilized to support the conclusions made in this section:

- City of Escondido, *General Plan FEIR*, 2012.
- City of Escondido, *General Plan*, May 2012.
- City of Escondido, *General Plan, Resource Conservation Element*, May 2012.
- City of Escondido, *Municipal Code*, <http://qcode.us/codes/escondido/>, accessed December 26, 2019

3.1.2 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
AESTHETICS – Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. **Less than Significant.** Scenic resources in the City include views to and from hillsides and prominent ridgelines and other prominent natural landforms. Prominent ridgelines/hillside areas generally are located towards the northern and eastern areas of the City. According to Figure VII-5, Slopes and Ridgelines, of the City's General Plan Resource Conservation Element, the project site is not located within the immediate vicinity of notable ridgelines or a sensitive area regarding viewsheds. Views from the surrounding roadways abutting the project site do not include any scenic resources that are identified as significant in the City's General Plan (2012), such as ridgelines, unique landforms, visual gateways, and edges of the community. The City's General Plan FEIR (2012) considers ridgelines the most important views from scenic vistas. The topography of the project site is relatively flat similar to the surrounding properties in addition to the surrounding buildings affecting views through the site. As shown in Exhibit 5, the proposed project will be one (1) story, and would not exceed the maximum height allowance (City Municipal Code, Chapter 33, Article 16) for the General Commercial zone.

3 ENVIRONMENTAL EVALUATION

Public views from the project vicinity and surrounding roadways toward scenic ridgelines and hillsides are limited due to the existing built environment and distance to the nearest scenic vistas. Therefore, the project would not have an adverse effect on scenic vistas. Impacts would be less than significant and no mitigation is required

- b. Less than Significant.** State scenic highways are those highways that are either officially designated as State Scenic Highways by the California Department of Transportation (Caltrans) or are eligible for such designation. There are no officially designated or eligible highways within the project area. There are several scenic roadways identified in the City's General Plan including I-15 which is located 0.3 miles west of the project site. The City defines the I-15 corridor as the area within 1,750 feet of the freeway. The project site is located approximately 1,580 feet west of the I-15, therefore the site is included within the scenic corridor. However, the proposed project will be constructed in an already developed urbanized area. There are no historic buildings nor any unique geologic or topographic features such as rock outcrops, bodies of water, ridges or canyons found on or within the project site. Therefore, with adherence to the City scenic preservation guidelines and standards, construction of the proposed project would not substantially damage scenic resources within a state scenic highway. Impacts would be less than significant and no mitigation is required
- c. Less than Significant.** The project site is located in an urbanized area, along a corridor developed with a mix of light industrial and general commercial land uses. Light industrial uses in the area are primarily auto-related uses such as tire warehouses and commercial/retail land uses such as restaurants and auto-related stores. The project site is currently developed with an approximately 5,300 SF used car dealership and surface parking lot. The proposed project would demolish the existing used car dealership and surface parking lot to develop a new 4,088 SF convenience store with a 4,284 SF gas station canopy. As shown in Exhibit 5, the proposed convenience store would be approximately 26 feet, 6 inches in height and with approval of the proposed Amendment to the General Plan, Zone Change and CUP application, the project would not conflict with the applicable zoning to the project site. Furthermore, the proposed convenience store is about the same height as the existing used car dealership in addition to being similar and/or comparably smaller than existing buildings throughout the area. Additionally, the proposed project has been designed to reduce its visual impact by including appropriate building setbacks and landscaping around the perimeter of the project site. Therefore, with adherence to the City scenic preservation guidelines and standards, the proposed project would not conflict with any applicable zoning and other regulations governing scenic quality. Impacts would be less than significant and no mitigation is required.
- d. Less than Significant.** The project site is located within an urbanized area on the corner of Mission Avenue and Rock Springs Road. The surrounding land uses consist of light industrial and general commercial and existing light levels primarily consist of pole mounted light fixtures, headlights from vehicles, and lighting along adjacent roadways. The proposed lighting for the project generally would consist of new or relocated street lighting, new parking lot lighting, new area lighting around the buildings and walkways, building signage, and building security lighting which would be compatible with existing lighting throughout the project vicinity. All new lighting would be required to be in compliance with the City's Outdoor Lighting Ordinance (City Municipal Code, Chapter 33, Article 35). The proposed project would comply with this ordinance which would require appropriate shielding and automatic timing devices. Therefore, new nighttime lighting as a result of the proposed project would be compatible with existing development and would not adversely affect nighttime views in the area. Impacts would be less than significant and no mitigation is required.

3.2 Agriculture and Forestry Resources

3.2.1 Sources

The following sources were utilized to support the conclusions made in this section:

- Farmland Mapping and Monitoring Program of the California Resource Agency, California Department of Conservation, accessed December 26, 2019.
- City of Escondido, *General Plan Update EIR*, 2012.

3.2.2 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<p>AGRICULTURAL 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 Dept. 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:</p>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526) or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3 ENVIRONMENTAL EVALUATION

- a. **No Impact.** The project site is surrounded by urban development and currently consists of a used car dealership with surface parking areas. The entire project site is paved and therefore there is no farmland present on-site. According to the Department of Conservation Farmland Mapping and Monitoring Program, the project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The project is currently designated Urban and Built-Up Land, which is land that is occupied by structures with building density of at least 1 unit to 1.5 acres. The surrounding development to the north, south, east and west is also categorized as Urban and Built-Up Land. As such, the proposed project would not convert farmland to a non-agricultural use and there would be no impact.
- b. **No Impact.** The project site and surrounding area are not zoned for agricultural use, with the project site currently zoned as Light Industrial (M1) and the surrounding properties to the project site zoned as Light Industrial to the north and west and General Commercial (CG) to the east and south. Per the Farmland Mapping and Monitoring Program (California Department of Conservation), no Williamson Act Contract lands are located on or near the project site. Therefore, the project site and the surrounding areas are not zoned for agricultural use and would not conflict with existing zoning for agricultural uses or a Williamson Act Contract. No impact would occur, and no mitigation measures would be required.
- c. **No Impact.** The project site would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. As previously stated, the project site is located in an urbanized area of the City of Escondido that is zoned Light Industrial. The project site is fully paved with an existing used car dealership and surface parking lot and no forestland or timberland is present on-site. Therefore, the proposed project would not rezone forest land or timberland. Therefore, there would be no impacts.
- d. **No Impact.** There are no forest lands on or in close proximity of the project site. The surrounding vicinity has been developed for and is used for industrial and commercial uses. Additionally, the project site consists of an already developed parcel with an existing used car dealership and surface parking lot. Therefore, the proposed project would no result in the loss of forest land or conversion of forest land to non-forest use. The proposed project would result in no impact.
- e. **No Impact.** The project site is currently developed with a used car dealership and surface parking lot. The redevelopment of the project site into a convenience store and gas station would not involve changes in the existing environment that would result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. No farmlands or forest lands are located on or near the project site. Therefore, there would be no impact.

3.3 Air Quality

3.3.1 Sources

The following sources were utilized to support the conclusions made in this section:

- *Air Quality and Greenhouse Gas Emissions Impact Analysis*, Vista Environmental, January 30, 2020 (Appendix A).

3.3.2 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
AIR QUALITY – Where available, 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. **Less Than Significant Impact.** The air quality plans that apply to the proposed project include the San Diego Air Pollution Control District (SDAPCD) Regional Air Quality Strategy (RAQS) and the California State Implementation Plan (SIP). The RAQS was developed to identify feasible emission control measures and provide expeditious progress toward attaining the state standard for ozone and particulate matter. The two pollutants analyzed in the RAQS are VOCs and NO_x, which are precursors to the formation of ozone. The SIP is the document that sets forth the State's strategies for attaining the National Ambient Air Quality Standards (NAAQS). The SDAPCD is the agency responsible for preparing the portion of the SIP applicable to the SDAB. The RAQS outlines the plans and control measures designed to attain the NAAQS for ozone. The SDAPCD relies on information from California Air Resources Board (CARB) and San Diego Association of Governments (SANDAG), including projected growth, mobile, area and all other source emissions to predict future emissions and developed appropriate strategies for the reduction of source air emissions through regulatory controls. Thus, CARB mobile source emissions and SANDAG growth projections are both based on population and vehicle trends and land use trends in the County and all incorporated cities. Any proposed project that is consistent with the anticipated growth projections developed by SANDAG would be consistent with RAQS and the SIP.

The proposed project consists of the construction and operation of a convenience store, gas station, and parking lot. Per the *Air Quality, Energy, and Greenhouse Gas Emissions Impact Analysis*, the proposed project would be required to comply with SDAPC Rules and Regulations that include Rules 50, 51, and 55. These rules forbid visible emissions, nuisance activities, and require fugitive dust control measures. As previously mentioned, CARB and SANDAG projections are based on land use trends. With approval of the proposed General Plan Amendment, Zone Change and CUP, the proposed project would not conflict with any land use plan or policy. Given that the site is an existing industrial/commercial business, the proposed commercial project is not anticipated to change existing

3 ENVIRONMENTAL EVALUATION

or planned transportation network or traffic patterns in the Air Basin. Based on these factors the proposed project would be consistent with the general plan and SANDAG's growth projections. Therefore, with adherence to applicable SDAPC rules and regulations, the proposed project would not conflict or obstruct implementation of the applicable air quality plan. Impacts would be less than significant and no mitigation is required.

- b. **Less than Significant Impact.** The City's Municipal Code Section 33-924 establishes the air quality thresholds for new projects within the City as shown in Table 1, *Section 33-924 Criteria Pollutant Emissions Pounds per Day Thresholds*. The *Air Quality, Energy, and Greenhouse Gas Emissions Impact Analysis* evaluated air pollutants emissions during construction and during the operation of the proposed project. Pollutant emissions that were evaluated for construction and operation include Volatile Organic Compounds (VOC), Nitrogen Oxides (NO_x), Carbon monoxide (CO), Sulfur Oxide (SO_x), Particle matter less than 10 micrometers in diameter (PM₁₀), and Particle matter less than 2.5 micrometers in diameter (PM_{2.5}).

Table 1 Section 33-924 Criteria Pollutant Emissions Pounds per Day Thresholds

	Pounds per Day Thresholds					
	PM10	PM2.5	NO _x	SO _x	CO	Lead ¹
Construction	100	55	250	250	550	3.2
Operation	100	55	250	250	550	3.2

Notes:

¹ Not applicable to construction

² Thresholds for VOCs per SCAQMD CEQA Air Quality Handbook.

Source: City of Escondido Municipal Code Section 33-924.

Construction Emissions

The proposed construction activities for the project site include the demolition of the existing automobile sales building and parking lot, grading of the site, building construction and application of architectural coatings to the proposed gas station, convenience store and paving of the proposed parking lot and driveway. Per the *Air Quality, Energy, and Greenhouse Gas Emission Impact Analysis*, the CalEEMod model was utilized to calculate construction related emissions of the proposed project. Table 2, *Construction-Related Criteria Pollutant Emissions*, shows the worst-case summer or winter daily construction-related emissions from the proposed project. Given that there is a possibility that building construction, paving, and architectural coating activities may occur concurrently, these activities have been analyzed together as shown in Table 2.

Table 2 Construction-Related Criteria Pollutant Emissions

Activity	Pollutant Emissions (pounds/day)					
	VOC	NO _x	CO	SO ₂	PM10	PM2.5
Demolition	2.26	23.37	15.61	0.04	2.74	1.36
Grading	1.41	15.79	6.86	0.02	5.71	3.19
Combined Building Construction and Architectural Coatings	22.38	16.68	15.32	0.04	0.98	0.88
Paving	1.01	7.77	9.20	0.01	0.53	0.41
Maximum Daily Construction Emissions	22.38	23.37	15.61	0.04	5.71	3.19
City of Escondido Construction Thresholds¹	75	250	550	250	100	55
Exceeds Threshold?	No	No	No	No	No	No

Notes:

¹ City of Escondido Thresholds from Section 33-924(a)(6) of the Municipal Code.

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Source: CalEEMod Version 2016.3.2.

Table 2 shows that none of the analyzed criteria pollutants would exceed the emission threshold established by the City detailed in Table 1 during construction activities. Therefore, a less than significant air quality impact would occur from construction of the proposed project.

Operational Emissions

Operation related emissions were analyzed in the *Air Quality, Energy, and Greenhouse Gas Emission Impact Analysis* for long-term effects due to on-going operations of the proposed project. The increase of operation emissions are due project-generated vehicle trips, emissions from energy use, and onsite area source emissions created from the on-going use of the proposed project. As previously mentioned, the CalEEMod model was used to analyze operational emissions that include VOC, NOx, CO, SO₂, PM₁₀, and PM_{2.5}.

VOC emission created from the proposed gas station's storage and dispensing of gasoline have been analyzed through the use of the CAPCOA Gas Station Guidelines. The worst-case summer or winter VOC, NOx, CO, SO₂, PM₁₀, and PM_{2.5} daily emission created from the proposed project's long-term operations are shown in Table 3, *Operational Criteria Pollutant Emissions*. As shown in Table 3, none of the analyzed criteria pollutants would exceed the City of Escondido emission thresholds for operational activities as detailed in Table 1 above.

Table 3 Operational Criteria Pollutant Emissions

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO ₂	PM10	PM2.5
Area Sources ¹	0.24	0.01	0.00	0.00	0.00	0.00
Energy Usage ²	0.00	0.02	0.01	0.00	0.00	0.00
Mobile Sources ³	4.11	13.32	29.08	0.06	4.22	1.17
Gasoline Storage and Dispensing ⁴	10.44	0.00	0.00	0.00	0.00	0.00
Total Emissions	14.79	13.34	28.09	0.06	4.22	1.17
City of Escondido Operational Thresholds⁵	55	250	550	250	100	55
Exceeds Threshold?	No	No	No	No	No	No

Notes:

¹ Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.

² Energy usage consist of emissions from natural gas usage (excluding hearths).

³ Mobile sources consist of emissions from vehicles and road dust.

⁴ Gasoline storage and dispensing VOC emissions rate based on 1.27 pounds of VOC per 1,000 gallons of gasoline throughput, based on a maximum throughput of 3 million gallons of gasoline per year.

⁵ City of Escondido Thresholds from Section 33-924(a)(6) of the Municipal Code.

Source: Calculated from CalEEMod Version 2016.3.2.

Table 3 also shows that the primary source of operational air emission would be created from mobile source emissions that would be generated throughout the Air Basin. Therefore, any adverse health impacts contributed by the proposed project would need to be assessed on a basin-wide level. In addition, the Air Basin has been designated by the EPA as a non-attainment area for ozone and PM₁₀ and PM_{2.5} have been designated by the State as non-attainment. VOC and NOx are ozone precursors that have been considered as non-attainment pollutants. The project contribution to each criteria pollutant in the Air Basin can be seen in Table 4, *Project's Contribution to Criteria Pollutants in the Air Basin*.



Table 4 Project's Contribution to Criteria Pollutants in the Air Basin

Emissions Source	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SOx	PM10	PM2.5
Project Emissions ¹	14.79	13.34	28.09	0.06	4.22	1.17
Total Emissions in Air Basin ²	228,000	136,000	--	2,000	148,000	38,000
Project's Percent of Air Emissions	0.0015%	0.0013%	--	0.00017%	0.0013%	0.0009%

Notes:

¹ From the project's total operational emissions shown above in **Error! Reference source not found.**

² California Almanac of Emissions and Air Quality 2013 Edition.

The information provided by the *Air Quality, Energy, and Greenhouse Gas Emissions Impact Analysis* report and Table 4 above show that the proposed project would increase criteria pollutant emissions by as much as 0.0015 percent for VOC in the Air Basin. As such, no increase in days of non-attainment are anticipated to occur from operation of the proposed project. Based on the above information the proposed project would not result in a cumulatively considerable net increase of criteria pollutant and impacts would be less than significant. No mitigation is required.

- c. **Less than Significant Impact.** The nearest sensitive receptors to the project site are the multi-family homes that are located approximately 770 feet to the north of the project site. The nearest K-12 school to the project site is Lincoln Elementary School, which is located approximately 0.8 miles northeast from the project site.

Construction-Related Toxic Air Contaminant Impacts

As previously mentioned, construction activities would include grading, building construction, and architectural coatings. The greatest potential for toxic air contaminants emissions would be related to diesel particulate matter (DPM) emissions that are associated with heavy equipment operations during the project construction. According to the SDAPCD and California Air Pollution Control Officers Association (CAPCOA) carcinogenic air toxics are described in terms of "individual cancer risk", which refers to the likelihood that a person exposed to concentrations of toxic air contaminants over a 70-year lifetime will contract cancer. Due to construction activity being short-term and the limited number of heavy-duty construction equipment the project would not result in long-term substantial source of toxic air contaminant emissions and corresponding individual cancer risk. Additionally, the California Code of Regulations Title 13, Article 4.8, Chapter 9, Section 2449 regulates emissions from off-road diesel equipment in California. Therefore, no significant short-term toxic air contaminants impacts would occur during the construction of the proposed project. Construction phase impacts would be less than significant and no mitigation is required.

Operations-Related Toxic Air Contaminants Impacts

As specified in Section 2.2 of the *Air Quality, Energy, and Greenhouse Gas Emissions Impact Analysis*, gas stations are a source of toxic air contaminants (TAC) emissions. The proposed project would consist of a gas station that would have maximum throughput of 3.0 million gallons of gasoline per year. SCAQMD provides a RiskTool (V1.103) that calculates cancer risk from gasoline stations. This tool found that the proposed project would create a cancer risk of 0.0776 per million persons at the nearest home and a cancer risk of 0.224 per million at the nearest offsite worker, which are within the SDAPCD's cancer risk threshold of 10 per million persons. Therefore, a less than significant air quality impact would occur from long-term operation of the proposed project, and no mitigation is required.

- d. **Less than Significant Impact.** The detection or threshold of an odor is based on a panel of responses to odor. The two types of thresholds include odor detection threshold and the recognition threshold. The detection threshold is the lowest concentration of an odor that will elicit a response in a percentage of people that will live and work in the immediate vicinity. The recognition threshold is the minimum concentration that is recognized as having a characteristic odor quality.

Construction-Related Odor Impacts

During construction activities there is potential for odor causing sources, which include things such as asphalt pavement, paints, and solvents and from emissions for diesel equipment. These odors would only occur during the construction phase and would be temporary, which would not likely be noticeable for extended periods of time. Therefore, the proposed project would have a less than significant impact and would not require mitigation.

Operations-Related Odor Impacts

The proposed project would consist of a gas station, convenience store and parking lot. The proposed gas station would be the potential source to emit odors during the on-going operations of the proposed project. This would primarily occur from odor emissions from gas dispensing activities and from the trash storage areas. However, permanent trash enclosures that protect trash bins from rain as well as limit air circulation would be required per City regulations. With compliance of SDAPCD's Rule 51 and the distance between the project site and nearest receptor, no significant impacts related to odors would occur during the on-going operations. Therefore, during operations, the proposed project would result in a less than significant impact and no mitigation is required.

3.4 Biological Resources

3.4.1 Sources

The following sources were utilized to support the conclusions made in this section:

- City of Escondido, *General Plan FEIR*, 2012.

3.4.2 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans,	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
policies, and 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. **No Impact.** The project site is located within an urbanized area and is currently developed as a used car dealership with surface parking areas. The entire project site is paved and there are no trees or other vegetation located onsite. No endangered and/or threatened species have been observed nor are any known to exist within the project site nor immediately surrounding parcels. Furthermore, the project area is highly developed and does not contain suitable habitat to support candidate, sensitive, or special status species. As such, the proposed project would not adversely affect endangered and/or threatened species either directly or indirectly through habitat modification. Thus, no impact would occur and no mitigation is required.
- b. **No Impact.** As stated above, the project site is located within an urbanized area and is already developed as a used car dealership with surface parking areas. The project site does not contain any sensitive natural community, as designated by the City, the County of San Diego, the California Department of Fish and Wildlife (CDFW) nor the U.S. Fish and Wildlife Service (USFWS). Therefore, there would be no impacts and no mitigation is required.
- c. **No Impact.** There are no wetlands located on or near the project site as defined by Section 404 of the Clean Water Act. The project site is fully developed with an existing used car dealership and surface parking lot. Therefore, there would be no impact and no mitigation is required.
- d. **No Impact.** As previously stated, the project site is located within an urbanized area, is currently developed as a used car dealership with a surface parking lot, and fronts onto two circulation element

streets. There are no wildlife corridors or native wildlife nursery sites in the proximity or within the project site. As shown on Exhibit 3, there is very minimal on-site vegetation in the form of ruderal weeds and immature palm trees along Rock Springs Road. There are no existing trees that could provide nesting sites for migratory birds. Therefore, there would be no impact and no mitigation is required.

- e. **No Impact.** The project site does not include any trees protected under City Municipal Code Chapter 33, Article 55 Section 33-1069, Vegetation Protection and Replacement Standards. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources. No impacts would occur and no mitigation measures are required.
- f. **No Impact.** The project site is not located within any Focused Planning Areas or any other biologically important areas identified within the City's Draft Multiple Habitat Conservation Plan (MHCP) Subarea Plan. In addition, the project site is not located within a subarea of the City's MHCP. Due to the project site already being developed with a used car dealership with surface parking lot and being in an urbanized area, the project site does not support any habitat or natural community. Thus, the proposed project would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other related plans. No impacts would occur, and no mitigation measures are required.

3.5 Cultural Resources

3.5.1 Sources

The following sources were utilized to support the conclusions made in this section:

- *Cultural Resources Survey Report for the Escondido 7-Eleven Project*, ASM Affiliates, October 2019 (Appendix B).
- City of Escondido, *General Plan Update EIR*, 2012.
- City of Escondido, *General Plan*, May 2012.
- City of Escondido, *General Plan, Resource Conservation Element*, May 2012.

3.5.2 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The following discussion is based in part on the *Cultural Resources Report*, prepared by ASM Affiliates, dated October, 2019 (Appendix B).

- a. **Less than Significant Impact.** Under CEQA Guideline Section 15064.5, a substantial adverse change in the significance of an historical resources means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the historical resource would be materially impaired. As part of the *Cultural Resources Report* prepared by ASM Affiliates, a cultural resources records search for the project area was obtained from the South Coastal Information Center (SCIC) of the California Historical Resources Information System (CHRIS) at San Diego State University. This records search included the entire project site as well as a 1 mile search radius and consisted of all relevant site records and prior reports on file with the SCIC to determine if significant archaeological or historical sites have previously been recorded within or near the project area. ASM archaeologists also conducted a pedestrian survey of the project site on September 25, 2019, and did not identify any prehistoric materials or potentially historic buildings.

Additionally, the proposed project site was not listed under the California Register of Historical Resources or the National Register of Historical Places. The City's General Plan Resource Conservation Element does not list the project site as a cultural site. Therefore, the proposed project would not cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guideline Section 15064.5. Impacts would be less than significant, and no mitigation is required.

- b. **Less than Significant with Mitigation Incorporated.** Per the *Cultural Resources Report*, historical aerial photographs indicate that the project site was originally developed as residential land during or prior to 1938. However, the property was subsequently redeveloped into commercial property, which as previously mentioned, is used for automotive sales and repair. The cultural resources records search identified 188 previously recorded archaeological sites and isolates within 1 mile radius. This search indicated that none of the previously recoded sites or isolates intersected the project area.

As stated above, the project area was surveyed by an ASM archaeologist on September 25, 2019 and was examined for any exposed soils. However, it was determined that the entirety of the project was covered with asphalt or built structures. This search indicated that while the project site was likely previously disturbed by construction, the potential for archaeological resources inside the project area cannot be conclusively determined. This is due to the project location being approximately 330 meters from an important cultural resources site, which is multicomponent and contains both prehistoric and historic cultural materials. As such, there is potential to encounter unidentified archaeological resources on the project site during grading, excavation, and other ground disturbing construction activities. As such, the following mitigation measures will be required to ensure that impacts to unidentified archeological resources are less than significant.

- CUL-1** The City of Escondido Planning Division (City) recommends the applicant enter into a Tribal Cultural Resource Treatment and Monitoring Agreement (also known as a pre-excavation agreement) with a tribe that is traditionally and culturally affiliated with the Project Location (TCA Tribe) prior to

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issuance of a grading permit. The purposes of the agreement are (1) to provide the applicant with clear expectations regarding tribal cultural resources, and (2) to formalize protocols and procedures between them. Applicant/Owner and the TCA Tribe for the protection and treatment of, including but not limited to, Native American human remains, funerary objects, cultural and religious landscapes, ceremonial items, traditional gathering areas and cultural items, located and/or discovered through a monitoring program in conjunction with the construction of the proposed project, including additional archaeological surveys and/or studies, excavations, geotechnical investigations, grading, and all other ground disturbing activities.

- CUL-2** Prior to issuance of a grading permit, the applicant shall provide written verification to the City that a qualified archaeologist and Native American monitors associated with TCA Tribes have been retained to implement the monitoring program. Because the project is located within shared territory of the Luiseño and Kumeyaay people, Native American monitors representing the interest and values of both the Luiseño and Kumeyaay people will be retained for the project. The archaeologist shall be responsible for coordinating with the Native American monitors. This verification shall be presented to the City in a letter from the project archaeologist that confirms that Native American monitors representing both Luiseño and Kumeyaay TCA Tribes have been retained. The City, prior to any pre-construction meeting, shall approve all persons involved in the monitoring program.
- CUL-3** The qualified archaeologist and a Native American monitor shall attend the pre-grading meeting with the grading contractors to explain and coordinate the requirements of the monitoring program.
- CUL-4** During the initial grubbing, site grading, excavation or disturbance of the ground surface, the qualified archaeologist and the Native American monitor shall be on site full-time. The frequency of inspections shall depend on the rate of excavation, the materials excavated, and any discoveries of tribal cultural resources as defined in California Public Resources Code Section 21074. Archaeological and Native American monitoring will be discontinued when the depth of grading and soil conditions no longer retain the potential to contain cultural deposits. The qualified archaeologist, in consultation with the Native American monitor, shall be responsible for determining the duration and frequency of monitoring.
- CUL-5** In the event that previously unidentified tribal cultural resources are discovered, the qualified archaeologist and the Native American monitor shall have the authority to temporarily divert or temporarily halt ground disturbance operation in the area of discovery to allow for the evaluation of potentially significant cultural resources. Isolates and clearly non-significant deposits shall be minimally documented in the field and collected so the monitored grading can proceed.
- CUL-6** If a potentially significant tribal cultural resource is discovered, the archaeologist shall notify the City of said discovery. The qualified archaeologist, in consultation with the City, the TCA Tribe and the Native American monitor, shall determine the significance of the discovered resource. A recommendation for the tribal cultural resource's treatment and disposition shall be made by the qualified archaeologist in consultation with the TCA Tribe and the Native American monitor and be submitted to the City for review and approval.
- CUL-7** The avoidance and/or preservation of the significant tribal cultural resource and/or unique archaeological resource must first be considered and evaluated as required by CEQA. Where any significant tribal cultural resources and/or unique archaeological resources have been discovered

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and avoidance and/or preservation measures are deemed to be infeasible by the City, then a research design and data recovery program to mitigate impacts shall be prepared by the qualified archaeologist (using professional archaeological methods), in consultation with the TCA Tribe and the Native American monitor, and shall be subject to approval by the City. The archaeological monitor, in consultation with the Native American monitor, shall determine the amount of material to be recovered for an adequate artifact sample for analysis. Before construction activities are allowed to resume in the affected area, the research design and data recovery program activities must be concluded to the satisfaction of the City.

CUL-8 As specified by California Health and Safety Code Section 7050.5, if human remains are found on the project site during construction or during archaeological work, the person responsible for the excavation, or his or her authorized representative, shall immediately notify the San Diego County Coroner's office. Determination of whether the remains are human shall be conducted on-site and in situ where they were discovered by a forensic anthropologist, unless the forensic anthropologist and the Native American monitor agree to remove the remains to an off-site location for examination. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Coroner has made the necessary findings as to origin and disposition. A temporary construction exclusion zone shall be established surrounding the area of the discovery so that the area would be protected, and consultation and treatment could occur as prescribed by law. In the event that the remains are determined to be of Native American origin, the Most Likely Descendant, as identified by the Native American Heritage Commission, shall be contacted in order to determine proper treatment and disposition of the remains in accordance with California Public Resources Code section 5097.98. The Native American remains shall be kept in-situ, or in a secure location in close proximity to where they were found, and the analysis of the remains shall only occur on-site in the presence of a Native American monitor.

CUL-9 If the qualified archaeologist elects to collect any archaeological materials that qualify as tribal cultural resources, the Native American monitor(s) must be present during any testing or cataloging of those resources. Moreover, if the qualified archaeologist does not collect the archaeological materials that qualify as tribal cultural resources that are unearthed during the ground disturbing activities, the Native American monitor(s), may at their discretion, collect said resources and provide them to the TCA Tribe for respectful and dignified treatment in accordance with the Tribe's cultural and spiritual traditions. The project archaeologist shall document evidence that all cultural materials have been curated and/or repatriated as follows:

- 1) It is the preference of the City that all tribal cultural resources be repatriated to the TCA Tribe as such preference would be the most culturally sensitive, appropriate, and dignified. Therefore, any tribal cultural resources collected by the qualified archaeologist shall be provided to the TCA Tribe. Evidence that all cultural materials collected have been repatriated shall be in the form of a letter from the TCA Tribe to whom the tribal cultural resources have been repatriated identifying that the archaeological materials have been received.

OR

- 2) Any tribal cultural resources collected by the qualified archaeologist shall be curated with its associated records at a San Diego curation facility or a culturally-affiliated Tribal curation facility that meets federal standards per 36 CFR Part 79, and, therefore, would be professionally curated and made available to other archaeologists/ researchers for further

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study. The collection and associated records, including title, shall be transferred to the San Diego curation facility or culturally affiliated Tribal curation facility and shall be accompanied by payment of the fees necessary for permanent curation. Evidence that all cultural materials collected have been curated shall be in the form of a letter from the curation facility stating the prehistoric archaeological materials have been received and that all fees have been paid.

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

With implementation of Mitigation Measures CUL-1 through CUL-10 listed above, impacts to archaeological resources would be reduced to less than significant.

- c. **Less than Significant with Mitigation Incorporated.** Per the *Cultural Resource Report*, the discovery of human remains is always a possibility during ground disturbing activities. As such, with implementation of Mitigation Measure CUL-8, the County coroner must be notified immediately of the discovery of potential human remains. If the coroner determines the remains to be of Native American decent, the coroner shall contact the Native American Heritage Commission (NAHC). The NAHC would then notify the Most Likely Descendant (MLD) with respect to the identified human remains. Therefore, impacts would be less than significant with incorporation of Mitigation Measure CUL-8.

3.6 Energy

3.6.1 Sources

The following sources were utilized to support the conclusions made in this section:

- City of Escondido, *General Plan*, May 2012.

3.6.2 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Energy – Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. Less than Significant Impact.

Construction

Construction of the proposed project is anticipated to last approximately one year. During construction of the proposed project, temporary electric power for electricity-powered tools would be provided by San Diego Gas & Electric (SDG&E). Electricity consumed during construction would vary throughout the construction period based on the construction activities being performed. Such electricity demand would be temporary, nominal, and would cease upon the completion of construction. Natural gas use may be consumed during construction of the proposed project, however, its use would be temporary and negligible. Fuels used for construction would primarily consist of diesel and gasoline. Fuel consumed by construction equipment would be the primary energy resource expended over the course of construction and includes the transportation of construction materials and construction worker commutes. Heavy-duty construction equipment associated with construction activities, as well as haul trucks involved in the removal of construction and demolition materials, would consume petroleum-based fuel. However, the number of heavy-duty construction equipment and haul trucks is anticipated to be limited due to the relatively small size of the project. Construction workers would travel to and from the project site throughout the duration of construction, primarily in gasoline-powered vehicles. While construction activities would consume petroleum-based fuels, consumption of such resources would be temporary and would cease upon completion of construction. However, the petroleum consumed during project construction would be typical of similar sized construction projects and would not require the use of new petroleum resources beyond what is typically consumed in California. Based on these considerations, construction of the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources. The proposed project would result in a less than significant impact during construction, and no mitigation is required.

Operations

Once the proposed 7-Eleven convenience store building is operational, electricity and natural gas would be required for multiple purposes including, but not limited to, building heating and cooling, lighting, appliances, and electronics. Electricity and natural gas would be provided by SDG&E. The proposed project would comply with all Federal, State, and City requirements related to the consumption of energy resources that includes California Code of Regulations (CCR) Title 24, Part 6 Building Energy Efficiency Standards and CCR Title 24, Part 11: California Green Building Standards. The CCR Title 24, Part 6 and Part 11 standards require numerous energy efficiency measures to be incorporated into the proposed building, including enhanced insulation, use of energy efficient lighting and appliances as well as requiring a variety of other energy-efficiency measures to be incorporated into the proposed building. Therefore, it is anticipated the proposed project will be designed and built to minimize electricity use and that existing and planned electricity capacity and electricity supplies would be sufficient to support the proposed project's electricity demand.

During operations, the majority of fuel consumption resulting from the proposed project would involve the use of motor vehicles traveling to and from the project site. It should be noted that over the lifetime of the project, the fuel efficiency of vehicles is expected to increase. As such, the amount of gasoline consumed as a result of vehicular trips to and from the project site during operation is expected to decrease over time. In addition, the proposed project would comply with all Federal, State, and City requirements related to the consumption of transportation that includes CCR Title 24, Part 11 California Green Building Standards that require the proposed project to provide preferred parking spaces for clean air vehicles as well as bicycle parking spaces to promote ridings. As shown on Exhibit 4, the proposed project includes one (1) electric vehicle space and one (1) bike rack that would

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encourage the reduction of transportation energy use of the proposed project. Furthermore, when viewed on a regional scale, the proposed project is an urban infill project that would generally involve fewer vehicle miles traveled compared with new development projects sited on previously undeveloped land and away from large population areas.

Based on these considerations, energy consumption during construction and operation of the proposed project would not be considered inefficient or wasteful, and impacts would be less than significant. No mitigation is required.

- b. Less than Significant Impact.** The proposed project would be built and operated in accordance with all existing, applicable regulations, and would be consistent with State and local plans for renewable energy and energy efficiency. The proposed project would adhere to and would comply with, at a minimum, CCR Title 24, Part 6 Building Energy Efficiency Standards and CCR Title 24, Part 11, California Green Building Standards. Furthermore, the proposed project would incorporate all applicable energy reduction measures outlined in Chapter 4.3 of the City's Climate Action Plan (CAP), adopted in December 2013. Therefore, the proposed project would not conflict with existing energy standards or regulations, and impacts would be less than significant. No mitigation is required.

3.7 Geology and Soils

3.7.1 Sources

The following sources were utilized to support the conclusions made in this section:

- *Geotechnical Investigation and Percolation-Infiltration Study*, Terradyne Engineering, Inc., June 17, 2020 and *Geotechnical and Geologic Hazard Evaluation*, The Bodhi Group, August 28, 2019 (Appendix C).

3.7.2 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
GEOLOGY AND SOILS – Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The following discussion is based in part on the Geotechnical and Geologic Hazards Evaluation prepared by *The Bodhi Group, Inc.* dated August 28, 2019, and the *Geotechnical Investigation and Percolation-Infiltration Study*, prepared by Terradyne Engineering, dated June 17, 2020 (Appendix C).

a-i/a-ii. Less Than Significant Impact. Per the *Geotechnical Investigation and Percolation-Infiltration Study* the project site is not located within an Alquist-Priolo Earthquake Fault Zone or is within a fault zone identified by the County of San Diego GIS website. The nearest fault is the Elsinore Fault Zone and Newport-Inglewood- Rose Canyon Fault zone approximately 15 miles to the northeast and southwest respectively. Surface fault rupture is considered unlikely at the project site as no known active or potentially active faults beneath or projecting into the project site. The proposed project will comply with all recommended measures as a design feature contained in the *Geotechnical Investigation and Percolation-Infiltration Study* (i.e., including but not limited to earthwork, site preparation, site soils, fill placement and compaction, drainage and excavations measures, foundations and slab design, concrete slabs, and pavement design). In addition, all earthwork would be conducted in accordance with the City's Grading and Erosion Control Ordinance. The proposed building would be designed in accordance with the 2016 California Building Code (CBC) seismic design parameters. Accordingly, the project would result in less than significant impacts related to the exposure of people or structures to geologic hazards associated with rupture of a known earthquake fault.

a-iii. Less Than Significant Impact. Liquefaction is a process in which strong ground shaking causes soils in a saturated deposit to temporarily lose their strength and behave as a viscous fluid. Liquefiable soils typically consist of cohesionless sands and silts that are loose to medium dense and saturated. Ground failure associated with liquefaction can result in severe damage to structures. Per the *Geotechnical*

Investigation and Percolation-Infiltration Study, the project site is underlain by relatively dense to very dense old alluvium deposits and is not located in an Earthquake Fault Zone. Therefore, the potential for liquefaction at the site is very low. Construction of the proposed project would incorporate measures to accommodate projected seismic loading, pursuant to existing guidelines such as the International Building Code (IBC; International Code Council 2015) and CBC (CCR Title 24, Part 2). The CBC is based on the IBC, with appropriate amendments and modifications to reflect site-specific conditions in California. Based on implementation applicable measures into design and construction of the proposed project, the potential impacts

- a-iv. **No Impact.** The project site is relatively flat and there are no slopes near the project site. The project site is situated within an urbanized area surrounded by development. As a result, the potential for landslide hazards to occur at the project site is non-existent. Therefore, no impact would occur relating to landslide hazards and no mitigation is required.
- b. **Less Than Significant.** The project site is consist of already paved land that is relatively flat underlain by relatively dense to very dense old alluvium deposits. Erosion and sedimentation are not considered to be significant long-term concerns for the proposed project as developed areas would be stabilized through the installation of pavement, or groundcover in landscaped areas. Short-term, construction-related erosion and sedimentation impacts would be addressed through conformance with applicable elements of the City storm water program and related NPDES standards. Construction of the proposed project also will be required to adhere to City erosion control measures via Article 55 of the City Municipal Code (Grading and Erosion Control).
- c. **Less Than Significant Impact.** As stated in Section 3.7.3.a.iii above, the *Geotechnical Investigation and Percolation-Infiltration Study* concluded that since the project site is underlain by relatively dense to very dense old alluvium deposits and is not located in an Earthquake Fault Zone, the potential for liquefaction at the project site is very low. In addition, the Applicant must incorporate recommendations set forth in the *Geotechnical Investigation and Percolation-Infiltration Study* and that the proposed building is designed and constructed consistent with the current building codes to ensure that impacts associated with strong seismic shaking would be less than significant.
- d. **Less Than Significant Impact.** According to the *Geotechnical Investigation and Percolation-Infiltration Study*, expansive soils change in volume with change in moisture content. Shrinking and swelling of the clays can cause heaving and cracking on retaining wall, slab-on-grade and structures founded on shallow foundations. The onsite fill and natural alluvial fan deposits soils are mainly sands and silty sands. The *Geotechnical Investigation and Percolation-Infiltration Study* did not test for expansivity, however based on Terradyne Engineering's experience with these types of soils suggest that these soils will have a low to very low expansion potential. Therefore, the proposed project would result in a less than significant impact associated with expansive soils with the implementation of recommendations and design features contained in the Geotechnical Investigation. Construction of the proposed project also will be required to adhere to City's Grading Ordinance via Article 55 of the City Municipal Code (Grading and Erosion Control).
- e. **No impact.** The proposed project would not involve the use of septic tanks or alternative wastewater disposal systems. Therefore, there would be no impact.
- f. **Less than Significant with Mitigation Incorporated..** Unique geological features generally are defined to include geologic structures, formations, or other features that exhibit unusual or important characteristics in the context of scientific information, economic considerations, or cultural perception. The project site is generally level and does not contain any distinct or unique geologic characteristics. As such, no impacts to unique geological features would occur from the development of the proposed

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project. According to Figure 4.5-2, *Geologic Formations*, of the City's General Plan FEIR, the project site is located within an area of moderate potential for paleontological resources. According to Section 4.5.3.3, *Paleontological Resources*, of the City's General Plan FEIR, development projects located within areas of moderate sensitivity for paleontological resources are required by the City to conduct a preliminary assessment by a professional paleontological resource consultant to determine if the characteristics of a unique paleontological resource or site are present. As such, although the project site has already been graded, implementation of Mitigation Measure GEO-1 would ensure that a preliminary assessment by a professional paleontological resource consultant would be conducted to determine if the characteristics of a unique paleontological resource or site are present. If determined to be present, and the potential for destruction of a unique paleontological resource or site exists, the preliminary assessment must make recommendations for mitigating potential impacts, such as monitoring during construction, or identify requirements for the proper documentation per state or federal guidelines, of any significant resource proposed to be impacted. Therefore, with implementation of Mitigation Measure GEO-1, impacts to paleontological resources would be reduced to less than significant.

- GEO-1** Prior to issuance of a grading permit or ground disturbing activities, a preliminary assessment by a professional paleontological resource consultant shall be conducted to determine if the characteristics of a unique paleontological resource or site are present. If determined to be present, and the potential for destruction of a unique paleontological resource or site exists, the preliminary assessment must make recommendations for mitigating potential impacts, such as monitoring during construction, or identify requirements for the proper documentation per state or federal guidelines, of any significant resource proposed to be impacted.

3.8 Greenhouse Gas Emissions

3.8.1 Sources

- *Air Quality, Energy, and Greenhouse Gas Emissions Impact Analysis*, Vista Environmental, January 30, 2020 (Appendix A).

3.8.2 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Greenhouse Gas Emissions – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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- a. **Less Than Significant Impact.** Increases in concentrations of greenhouse gas (GHG) emissions generated by human activities have the potential to result in global climate change impacts. GHGs include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons perfluorocarbons, and sulfur hexafluoride. Common activities that generate GHGs include vehicular travel, electricity use, natural gas use, water use, and waste generation. Various regulations and policies have been adopted globally, federally, and on a state level to address GHG and associated climate change impacts.

The City has established GHG emissions thresholds in both Section 33-924(a)(7) of the City's Municipal Code and the City's CAP. Both the Municipal Code and CAP provide a threshold of level of 2,500 metric tons of carbon dioxide equivalent (MTCO₂e) per year that is to be utilized in the determination of significance for CEQA analyses.

Per the *Air Quality, Energy, and Greenhouse Gas Emissions Impact Analysis*, the GHG emissions from the construction and operation of the proposed project were calculated and a summary of the results are shown in Table 5, *Project Related Greenhouse Gas Annual Emissions*. According to Table 5, construction of the proposed project would generate GHG emissions as high as 119.89 MT CO₂e per year in 2021 and operational activities would create 1,018.99 MT CO₂e per year for the worst-case project opening year 2021. Thus, the proposed project's emissions threshold of 2,500 MT CO₂e per year as detailed in Section 33-924(a)(7) of the City's Municipal Code and in the CAP and modified GHG emissions threshold of 2,083 that has been modified to account of the more stringent GHG emission reductions required by Assembly Bill (AB) 197 and Senate Bill (SB) 32.

Table 5 Project Related Greenhouse Gas Annual Emissions

Category	Greenhouse Gas Emissions (Metric Tons per Year)			
	CO ₂	CH ₄	N ₂ O	CO ₂ e
Construction				
2020 Construction	113.85	0.02	0.00	14.38
2021 Construction	119.37	0.02	0.00	119.89
Operations (Opening Year 2021)				
Area Sources ¹	0.00	0.00	0.00	0.00
Energy Usage ²	28.66	0.00	0.00	28.77
Mobile Sources ³	979.53	0.07	0.00	981.43
Solid Waste ⁴	2.12	0.13	0.00	5.26
Water and Wastewater ⁵	3.07	0.14	0.00	3.53
Total Operational Emissions	1,013.38	0.34	0.00	1,018.99
City of Escondido Modified GHG Emissions Threshold⁶				2,083
Exceed Thresholds?				No

Notes:

¹ Area sources consist of GHG emissions from consumer products, architectural coatings, and landscaping equipment.

² Energy usage consists of GHG emissions from electricity and natural gas usage.

³ Mobile sources consist of GHG emissions from vehicles.

⁴ Waste includes the CO₂ and CH₄ emissions created from the solid waste placed in landfills.

⁵ Water includes GHG emissions from electricity used for transport of water and processing of wastewater.

⁶ City of Escondido GHG Emissions Threshold of 2,500 MT CO₂e from both Section 33-924(a)(7) of the Municipal Code and the *City of Escondido Greenhouse Gas Emissions – Adopted CEQA Thresholds and Screening Tables*, December 2013. The 2,500 MT CO₂e threshold was reduced by 16.7 percent to account for AB 197 and SB 32.

Source: CalEEMod Version 2016.3.2.

Based on the information from the *Air Quality, Energy, and Greenhouse Gas Emissions Impact Analysis* and the data shown in Table 5 above, the proposed project would result in a less than significant

impact, either directly or indirectly, from the generation of GHG emissions. Therefore, impacts would be less than significant.

- b. Less Than Significant Impact.** The proposed project would adhere to the City's CAP and the CAP thresholds. The threshold was developed to be consistent with GHG emission reductions targets provided by AB 32 and complementary of the statewide efforts. It should be noted that this threshold was prepared prior to the issuance of Executive Order B-30-15, which provided a reduction goal of 40 percent below 1990 GHG emission levels by 2030. This threshold was codified into statute through passage of AB 197 and SB 32. CARB prepared the *Final Report Proposed Update to the SB 375 Greenhouse Gas Emission Reduction Targets*, which provides recommendations for the MPO's located within the State to meet the new SB 32 targets. The report recommends that SANDAG, as the MPO representing San Diego County, should increase its year 2035 efficiency target from an 18 percent reduction to a 21 percent reduction in order to account for AB 197 and SB 32. According to the *Air Quality, Energy, and Greenhouse Gas Emissions Impact Analysis* report, to provide a conservative analysis, the threshold of 2,500 MT CO₂e per year was reduced by 16.7 percent to account for AB 197 and SB 32. Thus, this results in a modified GHG threshold of 2,083 MT CO₂e per year.

As shown in Table 5, the proposed project would generate GHG emissions of 119.89 MT CO₂e per year in year 2021 and operation activities would create 1,018.99 MT CO₂e per year for the worst-case project opening year 2021. The calculated GHG emissions for the proposed project from both the construction and operation would be within the E-CAP's GHG emissions threshold of 2,500 MT CO₂e per year CAP and modified GHG emissions threshold of 2,083 that has been modified to account for reductions required by AB 197 and SB 32. Thus, the proposed project would comply with E-CAP reductions targets and would not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Therefore, the proposed project would result in a less than significant impact and no mitigation is required.

3.9 Hazards and Hazardous Materials

3.9.1 Sources

The following sources were utilized to support the conclusions made in this section:

- City of Escondido, *General Plan Update EIR*, 2012.
- City of Escondido, *General Plan*, May 2012.
- State Water Resources Control Board GeoTracker, accessed December 27, 2019
- California Department of Forestry and Fire Protection, accessed December 27, 2019
- *Phase II Environmental Site Assessment*, Earth Strata Geotechnical Services, February 26, 2020 (Appendix D).

3.9.2 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident condition involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. **Less than Significant Impact.** The County has a program named the Site Assessment and Mitigation (SAM) Program administered by the Department of Health (DEH). The primary purpose of this program is to protect human health, water resources, and the environment. It does so by providing oversight assessments and cleanups in accordance to the California Health and Safety Code (HS&C) and the California Code of Regulations (CCR). This program also identifies sites that have previously or are currently undergoing environmental investigation and/or remedial actions. In addition to this program there are a variety of data sources that assist in monitoring and identification of sites, which include but not limited to the EnviroStor database, GeoTracker database, Solid Waste Inventory System (SWIS database) and many others. In addition to databases that monitor hazardous materials, there are regulations in place for the transportation and disposal of hazardous materials. The U.S. Department of Transportation (USDOT) regulates the transportation of hazardous materials by truck and rail.

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Persons who transport hazardous wastes must hold a valid registration with the Department of Toxic Substance Control (DTSC). In addition, the EPA created regulations that manage hazardous waste from its point of origin to where it is disposed of. The requirements set by the EPA pertain to all aspects of hazardous waste management that include recycling, treatment, storage, and disposal.

During the construction phase of the proposed project it is anticipated that activities involving the transport of hazardous materials would occur. These types of hazardous materials are used in connection with construction activities and may include but would not be limited to fuels, oils, mechanical fluids, painting supplies, pesticides, thinners, cleaning solvents, and compressed gases. All materials used for the construction of the proposed project would follow manufacturer instructions as well as all federal, State, and local regulation as those mentioned above. As required by the City Municipal Code Section 33-694(d)(4), a protocol for the handling of hazardous waste would be prepared to detail the procedures for the screening and exclusion, identification, segregation, handling, storage, personnel training, emergency procedures, and disposal of any hazardous waste. An inspection for asbestos and lead-based paint would be conducted prior to the demolition of the existing on-site building. If asbestos and/or lead-based paint be discovered, remediation would be conducted pursuant to the applicable local, state, and federal regulatory requirements. Therefore, any the proposed project would result in a less than significant impact relating to the potential to cause a hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. No mitigation is required.

- b. **Less than Significant.** A Phase II Environmental Site Assessment (ESA) was conducted by Earth Strata Geotechnical on February 26, 2020 (Appendix D). The Phase II ESA analyzed soil and ground water samples from eight (8) borings and concluded that all of the soil and ground water samples were non-hazardous and no further investigation is recommended for the project site. As such, construction of the proposed project is not anticipated to release any hazardous materials. Nonetheless,, the County of San Diego requires all businesses that handle, store, or dispose of a hazardous substance must prepare a Hazardous Materials Business Plan (HMBP) that would need to be submitted to the County Department of Environmental Health (DEH) for approval. As such, the proposed project will need to prepare a HMBP as it involves the construction and operation of a gas station. The purpose of this plan is to minimize hazards to human health and the environment from threats that may result from the storage, handling, and disposal of hazardous materials. Furthermore, the proposed project does not contain any aboveground storage tanks or USTs according to the GeoTracker database. However, the proposed project does include the installation of two USTs to the west side of the proposed gas station canopy as shown on Exhibit 4. Installation and maintenance of the USTs will be in accordance with EPA regulations under 40 CFR 280, Technical Standards and Corrective Action Requirements for Owners and Operators of USTs. 40 CFR 280 includes requirements for tank installation, monitoring and reporting, corrective action, remediation and site cleanup, and tank closure and removal. 40 CFR 280 also cites industry standards for tank design, integrity testing, repair, corrosion protection, and release detection. Therefore, with compliance to all federal, State, and local regulations in relation to hazardous materials, the proposed project would result in a less than significant impact and no mitigation is required.
- c. **Less than Significant Impact.** The project site is not located within a quarter mile of an existing or proposed school. The nearest school to the project site is located approximately 0.8 miles northeast from the project site. Construction of the proposed project would follow all applicable federal, State, and local regulations regarding hazardous materials as discussed in Section 3.9.2 (a) above. The proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous

materials, substances, or waste within one-quarter mile of an existing or proposed school. Therefore, the proposed project would not have an impact.

- d. **No Impact.** According to the Hazardous Waste and Substance site “Cortese” list, the project site is not located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Furthermore, the project site is not listed on the Department of Substances Control EnviroStor Database or on the CalEPA list of sites with active Cease and Desist Orders (CDO) and Abatement Orders (CAO). Therefore, there would be no impacts as part of the proposed project.
- e. **No Impact.** The project site is not located within two miles of an airport or a designated airport planning area. The closest airport to the project site, McClellan-Palomar Airport, is located at 2198 Palomar Airport Road in Carlsbad, California approximately 12 miles west of the project site. In addition, according to Figure III-10 of the City’s General Plan, the project site is not located within the McClellan-Palomar Airport Influence Area. Therefore, the proposed project would not result in a safety hazard or excessive noise for people residing or working in the project area.
- f. **Less than Significant Impact.** The project site is located on the corner of Mission Avenue and Rock Springs Road. Rock Springs road is a designated evacuation route according to the City’s General Plan EIR. However, there are additional evacuation routes within close proximity of the project site that include Washington Ave located to the south, Centre City Park Way located to the east, CA-78 located to the north, and interstate 15 located to the west. The proposed project site would not alter any of the existing evacuation routes or proposed to install any temporary or permanent barriers that would affect these routes in the cause of an emergency. As proposed the project site would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, the proposed project would result in a less than significant impact and no mitigation is required.
- g. **Less than Significant Impact.** CalFire maps areas that are of significant fire hazards in the state which maps place areas of the state into different Fire Hazard Severity Zones (FHSZs). According to CalFire, the proposed project site is not located in a Very High Fire Hazard Severity Zone within Local Responsibility Areas (LRA). Additionally, as shown on Figure 4.8-2 of the City’s General Plan EIR, the project site is located in a moderate fire hazard zones as most of the City of Escondido. As mentioned in previous sections, the project site is located in an urban area of Escondido and is not adjacent to any wildlands and would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. Therefore, there would be less than significant impact and no mitigation is required.

3.10 Hydrology and Water Quality

3.10.1 Sources

The following sources were utilized to support the conclusions made in this section:

- *Preliminary Hydrology Report*, The Altum Group, June 12, 2020 (Appendix E)
- *Preliminary Stormwater Quality Management Plan*, The Altum Group, June 12, 2020 (Appendix F)
- *Geotechnical Investigation and Percolation-Infiltration Study*, Terradyne Engineering, Inc., June 17, 2020 (Appendix C).

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- City of Escondido, *Urban Water Quality Management Plan*, June 2016.

3.10.2 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. **Less than Significant.** A *Preliminary Hydrologic Report* (Appendix E) and *Preliminary SWQMP* (Appendix F) was prepared by the Altum Group, dated June 12, 2020, for the proposed project. Construction and operation of the project would potentially result in the release of sediments, nutrients, trash and debris, oxygen-demanding substances, oil and grease, bacteria and viruses, pesticides, and heavy metals into runoff from the project site. Currently, the project site drains from north to south and directly off-site onto West Mission Avenue. The proposed project would comply with National Pollution Discharge Elimination System (NPDES) Municipal Separate Storm Sewer Systems (MS-4) permit requirements and implement the best management practices (BMPs) outlined in the preliminary Storm Water Quality Management Plan (SWQMP). In order to satisfy the requirements of the *Preliminary SWQMP*, the project design will implement site best management practices (BMPs) for storm flow capture with landscaping and bio-detention basin treatment, with an underground release system to the existing drainage facility. Specific BMPs would be identified during preparation of the

proposed project's final SWQMP. Construction storm water BMPs are required to be shown on the proposed project grading plan and would be provided in the SWPPP for the proposed project. Implementation of the BMPs described in the *Preliminary SWQMP*, along with compliance with the MS-4 permit and applicable federal, State, and local regulations, would preclude any violations of applicable standards and discharge regulations. Impacts related to water quality would be less than significant, and no mitigation is required.

- b. Less than Significant.** The City supplies water to approximately 26,000 residential, commercial and agricultural meters, which serves a total of approximately 146,000 customers and is defined as a "urban water supplier" under the California Water Code (CWC). The main sources of water supply for the City are from local and imported water from the San Luis Rey River watershed and local water that is stored at Lake Henshaw and Lake Wohlford reservoirs. The operation of the City Water Division consists of 440 miles of pipe, 11 water reservoirs, 5 pump stations, 2 dams and associated lakes, and the Escondido-Vista Water Treatment Plant (EVWTP). Providing sufficient water supply to residents of Escondido is essential. The California Urban Water Management Planning Act assists with this by requiring each urban water supplier to prepare, update, and adopt an Urban Water Management Plan (UWMP). The UWMP process ensures that water supplies are being planned to meet future growth. According to the most recent City UWMP (2015), the City determined that adequate water supplies would be available to serve existing service areas under a normal water year, single dry year, and multiple dry water year conditions through the year 2040. As such, since the project site is within the City's existing service area and has been accounted for within these water projections, the proposed project would be consistent with the City's 2015 UWMP and would not substantially decrease groundwater supplies. Therefore, impacts to groundwater supplies would be less than significant and no mitigation is required.
- c.i-iv. Less than Significant.** The project site will be redeveloped with one new building and covered gas canopy with onsite parking. Under the existing condition, the project site is 98% impervious surfaces with stormwater runoff surface flows across the project site from north to south and directly off-site onto West Mission Avenue. Under the proposed condition, stormwater runoff will continue to surface flow, however, site grading of the proposed project will be such that 30% of the project site will be converted to pervious, non-paved planter areas. A large planter area extending the full width of the property will be constructed along the northerly property line of the project site and will retain its own rainfall tributary to the planter and act as a self-mitigation Drainage Management Area (DMA). The remainder of the site will follow existing grading and drainage patterns flowing in a north to south direction. However, all runoff will be directed to planter areas toward the southerly end of the project site where structural control BMP infiltration basins will be located. The two proposed biofiltration basins will be shallow (approximately 1 ft deep minimum) and provide on-site storage water storage in compliance with the City's Water Quality Management Plan (WQMP) and County Best Management Practice Design Manual (BMPDM).

A significant amount of the 100 year, 6 hour storm event will be stored within the bio-detention basin and treated per State standards of storm water management practices, while peak flows will drain via surface flow to the existing storm drain curb inlet that is part of an underground storm drain system that conveys collected storm run-off to Escondido Creek.

The proposed project includes a gasoline fueling canopy. The surface of the fueling station pad is a self-mitigating DMA in that the site will be graded so that no storm runoff will be allowed to enter the fueling station surface areas. In addition, the proposed project will be designed so that no gasoline

spills on the filling station pad will be allowed to leave the area where they could combine with storm flows. All surface drainage from the filling station pad will be collected in an underground treatment system where flows will be directed to the public sewer system.

The proposed project will be in compliance with the City NPDES standards and the County BMPDM. The *Preliminary SWQMP* includes BMPs that will allow for the reduction in pollutants of concern and help reduce the impacts for both short and long term regarding water quality during the construction and operation of the proposed project. The proposed drainage design and area size has been designed to extend the feasibility for the developed site conditions. Therefore, with implementation of the BMPs outlined in the *Preliminary SWQMP*, the proposed project would not substantially alter the existing drainage pattern of the site or area and impacts would be less than significant. No mitigation is required.

- d. **No Impact.** Per the *Geotechnical Investigation and Percolation-Infiltration Study*, the project site is located within the U.S. Federal Emergency Management Agency (FEMA) Flood Zone X, which is characterized as areas having minimal flood hazard. Thus, the proposed project would not risk release of pollutants due to project inundation from flood hazards.

A seiche, defined as a standing wave in an enclosed body of water, has the potential to occur at Lake Wohlford or Lake Dixon. Areas surrounding the shoreline of the two lakes would be at risk from inundation by seiche. Because the project site is located over three miles from either lake, it is not at substantial risk of inundation from a seiche.

The project site is located approximately 13 miles inland from the Pacific Ocean. Due to this distance, the proposed project would not be at risk of inundation from a tsunami. Therefore, no impacts related to release of pollutants as a result of inundation by flood waters, seiche, or tsunami would occur.

- e. **Less than Significant.** As described in Section 3.10 (b) above, the proposed project's annual estimated water demand would be considered negligible relative to the projected water supply and overall water demand defined in the MWD 2010 UWMP. The proposed project will adhere to all applicable water quality standards and will implement a SWQMP approved by the City and the Regional Water Quality Control Board for both the construction and operational activities. Therefore, the proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Impacts would be less than significant and no mitigation is required

3.11 Land Use and Planning

3.11.1 Sources

The following sources were utilized to support the conclusions made in this section:

- City of Escondido, *General Plan*, May 2012.
- City of Escondido Municipal Code.

3.11.2 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. **No Impact.** The proposed project consists of the development of a gas station and convenience store within an area consisting primarily of commercial and industrial uses. The proposed project would not prohibit access to, or otherwise physically divide, an established community. The project already fronts onto existing city streets and no new streets are proposed. The nearest established community within the vicinity of the project site are residential communities located approximately 0.2 miles to the north across SR-78. Because SR-78 already separates the project site from these residential communities, the project would not physically divide an established community and no impact would occur.
- b. **Less than Significant Impact.** The project site proposes the development of a 7-Eleven that would include the construction of a 4,088 SF convenience store with a 4,284 SF gas station canopy on a 1.13 acre lot. The lot is currently zoned Light Industrial (M-1), which accommodate a variety of activities in an industrial environment such as light manufacturing, warehouse, distribution, assembly, and wholesale uses in a more restrictive setting than the General Industrial designation. The proposed project site is not located within a Specific Plan Area that would conflict with the guiding principles set forth in the General Plan as noted in Section II Land Use and Community Form. However, it is located within an area of interest known as the Downtown Transit Station Target Area. The General Plan sets guiding principles that will assist with future opportunities for the area. These guiding principles include:
1. Establish the area north of the transit station and east of Reidy Creek and Rock Springs Road for locating a regional attraction involving entertainment, employment, commercial and residential uses incorporating unified development standards and design guidelines that also provide strong pedestrian connections to downtown.
 2. Consider opportunities and incentives for increasing employment densities and attracting businesses with salaries that raise the city's median income and improving the jobs/housing balance.
 3. Allow existing construction material manufacturing, trash transfer, and agricultural supply land uses west of Reidy Creek to continue operating and prohibit similar new uses.

The proposed project would not affect the aforementioned guiding principles because the location of the project site is well established urbanized area. However, the current zone for the parcel does not permit gasoline stations in a Light Industrial (M-1) designation. As proposed, the project

would not be permitted in the existing zone. As such, the applicant has proposed a Conditional Use Permit (CUP), Amendment to the General Plan to General Commercial, and a change of zone to the General Commercial (GC) in order for the project to comply with the City's Municipal Code. Additionally, changing the existing zone would decrease the land use intensity from a maximum intensity of 1.0 floor area ratio (FAR) to a 0.5 FAR. Therefore, the proposed project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The proposed project would result in a less than significant impact and no mitigation is required.

3.12 Mineral Resources

3.12.1 Sources

The following sources were utilized to support the conclusions made in this section:

- City of Escondido, *General Plan Update EIR*, 2012.
- City of Escondido, *General Plan*, May 2012.
- California Department of Conservation, Mines and Mineral Resources, accessed December 27, 2019

3.12.2 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-b. No Impact. The Surface Mining and Reclamation Act (SMARA), administered by the California Department of Conservation - Office of Mine Reclamation (OMR) and the State Mining and Geology Board (SMGB), required the classification of land into mineral resource zones (MRZs). These classifications were assigned on the lands known for determined mineral resource potential. These zones are classified into five categories which include:

1. MRZ-1: Areas where adequate geologic information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
2. MRZ-2: Areas underlain by mineral deposits where geologic information shows that significant measured or indicated resources are present.

3. MRZ-3: Areas that contain known mineral deposits that could qualify as mineral resources. Further exploration work within these areas could result in the reclassification of specific localities into the MRZ-2 category.
4. MRZ-4: Areas where geologic information is not conclusive on the presence or absence of mineral resources.
5. Uncategorized zones: Areas that have not been classified by the SMGB. It has not been determined whether or not mineral resources are present in these areas.

The project site is located in the MRZ-4, which are designated as areas where geological information is not conclusive on the presence or absence of mineral resources. The project site has not been associated with mineral mining or excavation and is located in an urbanized area of the City where mineral extraction is not feasible. The City's General Plan does not include a designation for mineral resource or extraction operations and it is not listed as a permitted or conditionally permitted use in the City's Municipal Code. Furthermore, due to the redevelopment of the project site and the project site not being designated as an area where mineral extractions occur, the proposed project would not result in the loss of a known mineral resource. The proposed project would have no impact to mineral resources.

3.13 Noise

3.13.1 Sources

The following sources were utilized to support the conclusions made in this section:

- City of Escondido, *General Plan Update EIR*, 2012.
- City of Escondido, *General Plan*, May 2012.
- 7-11 Mission Avenue and Rock Springs Gas Station Project Traffic Impact Study, IEG, June 2020 (Appendix G).

3.13.2 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
NOISE – Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within an airport land use plan or, where such a plan has not been adopted,	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3 ENVIRONMENTAL EVALUATION

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?				

a. Less than Significant Impact with Mitigation Incorporated.

Construction Noise Sources

Construction-noise impacts from the proposed project would include noise generated from equipment involved with demolition, excavation, and other construction activities. Construction activities would comply with the City's Noise Ordinance (Municipal Code sections 17-234 and 17-238), which prohibits construction on Sundays and holidays and allows construction between 7:00 AM and 6:00 PM on weekdays and between 8:00 AM and 5:00 PM on Saturdays. The noise ordinance also prohibits construction noise levels in excess of a 75 decibels (dB) one-hour average sound level (Leq [1 hour]). Restricting construction activities to these time-periods, as well as implementing best management noise reduction techniques and practices as outlined in Mitigation Measure NOI-1, would ensure that construction noise would not result in a substantial temporary increase in ambient noise levels that would result in annoyance or sleep disturbance to nearby sensitive receptors. Furthermore, the nearest sensitive receptor to the project site is a residential community located approximately 0.2 miles north of the project site across State Route 78 (SR-78) and would not be affected by noise from the construction of the proposed project. In addition, construction noise would be temporary in nature and would cease once construction is complete. Therefore, with implementation of Mitigation Measure NOI-1, noise impacts related to the construction of the proposed project would be reduced to less than significant.

NOI-1 To reduce potential construction noise impacts, the following multi-part mitigation shall be implemented for the proposed project:

- The construction contractor shall ensure that all equipment driven by internal combustion engines shall be equipped with mufflers, which are in good condition and appropriate for the equipment.
- The construction contractor shall ensure that unnecessary idling of internal engines (i.e., idling in excess of 5 minutes) is prohibited.
- The construction contractor shall utilize "quiet" models of air compressors and other stationary noise sources where technology exists.
- At all times during proposed project grading and construction, the construction contractor shall ensure that stationary noise-generating equipment shall be located as far as practicable from sensitive receptors and placed so that emitted noise is directed away from the nearest residential land uses.

3 ENVIRONMENTAL EVALUATION

- The construction contractor shall designate a noise disturbance coordinator who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaints (starting too early, bad muffler, etc.) and establishment reasonable measures necessary to correct the problem. The construction contractor shall visibly post a telephone number for the disturbance coordinator at the construction site.

Operational Noise Sources

The primary proposed project operational noise sources include the heating, ventilation, and air conditioning (HVAC) equipment located on the rooftop and vehicular traffic. As stated in the City's General Plan Community Protection Element, the noise level goal for commercial business is 70 community noise equivalent level (CNEL). HVAC for the proposed project would involve the use of a rooftop water cooling tower or similar rooftop-mounted cooling systems. The proposed project is located in an urban area and would have similar operational noise activities as its surrounding land uses and would not introduce an operational noise source that would substantially increase ambient noise levels.

Off-Site Noise

Traffic on Mission Avenue and Rock Springs Road are the primary sources of noise in the vicinity of the project site. Other noise sources in the project vicinity include the surrounding commercial and industrial uses, and traffic along SR-78 to the north. Per the *Traffic Impact Analysis*, development of the proposed project would result in significant impacts to roadway segments with the implementation of the traffic mitigation measures/design features. There also are no nearby sensitive receptors. Therefore, the proposed project would not result in a measurable or noticeable increase in traffic noise levels, or would it cause or exacerbate an exceedance in City traffic noise standards. Therefore, the project's effects on off-site traffic noise would be less than significant.

- b. Less than Significant Impact.** The primary potential for generation of groundborne vibration would occur during project construction. Per Federal Transit Administration vibration levels provided in the City General Plan FEIR, an impact would occur if construction would generate vibration levels greater than 65 vibration decibels (VdB) at buildings where vibration could interfere with interior operations, 80 VdB at the nearest residence or building where people sleep, or 83 VdB at the nearest institutional land use with primarily daytime uses. No land uses such as medical offices, research and development facilities, institutional land uses, or land uses where vibration could interfere with interior operations are located in proximity to the project site. The nearest building where people sleep is a residential area located approximately 0.2 miles north across SR-78.

A vibratory roller would be expected to create the highest vibration levels during fill compaction. Table 4.12-9 of the City General Plan FEIR provides vibration source levels for common construction equipment, which list a vibratory roller as generation approximately 76 VdB at 100 feet, which would be below the 80 VdB threshold. In addition, the nearest building where people sleep is located approximately 1056 feet (0.2 miles) north of the project site, therefore vibration levels from construction are anticipated to be much less than 76 VdB. Furthermore, ground borne vibration from construction of the proposed project would be temporary in nature and would cease once construction is complete. Therefore, construction vibration impacts would be less than significant.

- c. No Impact.** The two nearest public airports to the project site are the McClellan-Palomar Airport in Carlsbad and the Ramona Airport in Ramona, both located approximately 11.5 miles away from the

project site. The City is outside of the 60 CNEL noise contours for these airports. The project site is not within two miles of a public airport, airport land use plan, or private airstrip. Therefore, the project would not expose people residing or working in the project area to excessive noise levels.

3.14 Population and Housing

3.14.1 Sources

The following sources were utilized to support the conclusions made in this section:

- City of Escondido, *General Plan Update EIR*, 2012.
- City of Escondido, *General Plan*, May 2012.

3.14.2 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. Less than Significant Impact.** The City has seen a growth in population of 22.9% between 1990 and 2000, and an increase of 7.8% between 2000 and 2010. The forecasted population growth indicates that population in the City of Escondido to increase by 24,868 between 2010 and 2035. The proposed project consists of development of a convenience store and gas station. The proposed project is not proposing any housing development that would induce population growth directly or indirectly. The proposed project would attract residents and visitors for a short period of time that would not require temporary or permanent housing. As such, this project would not result in demand for new housing to be developed in the area. Furthermore, the proposed project is located in an established urbanized area of the City that would not require the extension of roads or other infrastructure. Therefore, the impacts would be less than significant, and no mitigation is required.
- b. No Impact.** The project site is located in a well-established urban area of the City of Escondido. The proposed project would consist of construction and operation of a convenience store and gas station on a site that is currently developed as an automotive sales and repair shop. The project site is surrounded by industrial sites as well as commercial sites. The nearest residential area in close proximity to the project site is located approximately 0.2 miles north crossing California State Route 78. There is no existing housing on project site, and the proposed project would not displace any

people or housing. Therefore, the proposed project would result in no impact relating to the potential to displace a substantial number of existing people or housing, necessitating the construction of replacement housing.

3.15 Public Services

3.15.1 Sources

The following sources were utilized to support the conclusions made in this section:

- City of Escondido, *General Plan Update EIR*, 2012.
- City of Escondido, *General Plan*, May 2012.
- City of Escondido Municipal Code, accessed December 27, 2019

3.15.2 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
PUBLIC SERVICES				
a) Would the project 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:				
Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities:

Fire Protection

According to the Fire Service Boundaries Figure 4.14-1 of the Escondido General Plan, Downtown Specific Plan and Climate Action Plan EIR, the proposed project site is located in the Escondido Fire Department. The nearest fire station located to the project site is the Escondido Fire Department Station 1, which is located at 310 North Quince Street approximately 0.8 miles (4 minutes) from the proposed project site. Fire Station 1 consist of 3 Battalion Chiefs, 6 Captains, 6 Engineers, 21

Firefighters and Paramedics. The average response time for this station is 4 minutes and 39 seconds with 97% of events being responded under 7 minutes and 30 seconds. It is anticipated that the construction of the project site and the proposed activities would incrementally increase the need for fire protection and other services from the Escondido Fire Department. However, the increase in fire protection services would be offset by the Escondido public facility development fee ordinance found in Chapter 6, Article 18B, Section 6-456.2(f) of the City's Municipal Code. Therefore, the impact for fire services would be less than significant and no mitigation measurements are required.

Police Protection

Police protection for the City of Escondido is served by Escondido Police Department (EPD). The closest police department is located approximately 0.9 miles (3minutes) from the project site. Response time for calls for service are 5 minutes for life-threatening and 6 minutes and 30 seconds for calls regarding crimes in progress.

The proposed project site would increase the number of visitor population to the project site temporarily. The project site is proposed to be a convenience store (7-Eleven) and a gas station that is anticipated to bring in visitors for short amount of time while fueling their vehicle or making a quick transaction. The proposed project is not proposing any new housing developments that would increase population in the area which would increase the number of police officers required. The proposed project would abide by any safety features required in order to reduce the demand for police services in the area. Additionally, as previously mention, in order to offset the services needed for the proposed project, the project would comply with Chapter 6, Article 18B, Section 6-456.2(f) that states the following:

A development fee on new residential and nonresidential development pursuant to the standards identified in the public facility fee report will equitably apportion the cost of acquisition of land and public facility construction and improvements to development generating the need for such land and improvements, based upon the number of persons per dwelling unit and the estimated number of dwelling units by type of residential development and the number of square feet and type of nonresidential development.

Therefore, the impact for fire services would be less than significant and no mitigation measurements are required.

Schools

The proposed project site is located in the Escondido Union Elementary (K-8) school service boundary and the Escondido Union High (9-12) boundary. The Escondido Union School Districts serves approximately 18,000 students with 18 elementary schools, 5 middle schools, and 1 community day school. The schools within the district have a significant number of students attending ranging from 600 to 2,500 students enrolled. The closest school to the project site is Epiphany Prep Charter School located at 725 North Escondido Boulevard approximately 0.7miles (4 minutes) away.

The project is proposing the development of a commercial site that as previously mentioned would consist of a convenience store and a gas station that would serve the existing community. The proposed project is not proposing the development of new housing that would increase the number of students residing in the area. Therefore, there would be no impact to school services.

Parks

As mentioned in the above sections the project is proposed to be of a commercial use that involves the development of a store and gas station. It is not proposing new housing developments that would create a demand for parks and recreational facilities. The project would attract visitors for a short period of time, however, it would not be permanent where additional parks would be required. In addition, any jobs generated by the need to operate the store would likely be filled by residents of the area or surrounding vicinity. The proposed project would also comply with Chapter 6, Article 18B, Section 6-456.2(f) to address impacts on parks and recreation facilities by new developments. Therefore, there would be no impact.

Other Public Facilities

No new housing development is proposed as part of the proposed project. Typically new residential development have on impact on library services provided to the City residents. However, the proposed convenience store and gas station would not require the use or increase the need for libraries. The proposed project would increase visitor for short period of time. As required by Chapter 6, Article 18B, Section 6-456.2(f) of the City's Municipal Code the project would comply with all required fees for new developments. Therefore, the proposed project would have no impact on other public facilities.

3.16 Recreation

3.16.1 Sources

The following sources were utilized to support the conclusions made in this section:

- City of Escondido, *General Plan*, May 2012.
- City of Escondido, <https://www.escondido.org/parks-lakes-trails.aspx>, accessed December 23, 2019.

3.16.2 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3 ENVIRONMENTAL EVALUATION

- a. **No Impact.** The project is proposed to be a commercial use that involves the development of a store and gas station. It is not proposing new housing developments that would create a demand for parks and recreational facilities. As required by Chapter 6, Article 18B, Section 6-456.2(f) of the City's Municipal Code the project would comply with all required fees for new developments. Therefore, the proposed project would have no impact on recreational facilities within the City of Escondido.
- b. **No Impact.** The proposed project is not proposing any recreational facilities. The proposed commercial project will not require the construction or expansion of new recreational facilities because it will not be inducing population growth. Additionally, the project would not cause any additional environmental impacts that are not otherwise discussed in this report. Therefore, there would be no impact.

3.17 Transportation and Traffic

3.17.1 Sources

- *7-11 Mission Avenue and Rock Springs Gas Station Project Traffic Impact Study*, IEG, June 2020 (Appendix G).
- *7-11 Mission Avenue and Rock Springs Gas Station Project Vehicle Miles Traveled*, IEG, June 2020 (Appendix H).
- City of Escondido, *General Plan*, May 2012.

3.17.2 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
TRANSPORTATION/TRAFFIC – Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15604.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. **Less than Significant with Mitigation Incorporated.** A *Traffic Impact Study* (TIS) was prepared by Integrated Engineering Group (IEG) to address the proposed project traffic impacts. The proposed project scenarios and study areas were established in coordination with City staff to determine the

potential impacts from the proposed project on the transportation network. The proposed project scenarios and study areas are listed as follows:

Proposed Project Scenarios

- Existing Conditions (2019)
- Existing Conditions with Proposed Project
- Opening Year Conditions (2021) – Existing Traffic plus ambient growth (2% compounded for 2 years)
- Opening Year Conditions with Proposed Project
- Future Conditions (2035)
- Future Conditions with Proposed Project

Study Area

The study area for the proposed project was developed consistent with the City's guidelines. The following key intersection and roadway segment locations were analyzed as part of this effort:

Intersections:

- W. Mission Avenue and Rock Springs Road
- Rock Springs Road and W. Lincoln Avenue
- W. Mission Avenue and N. Quince Street
- W. Mission Avenue and Metcalf Street

Roadway Segments:

- Rock Springs Road, north of W. Lincoln Avenue
- Rock Springs Road, W. Lincoln Avenue to Lenser Way
- Rock Springs Road, Lenser Way to W. Mission Avenue
- Rock Springs Road, south of W. Mission Avenue
- W. Mission Avenue, west of Metcalf Street
- W. Mission Avenue, Metcalf Street to Rock Springs Road
- W. Mission Avenue, Rock Springs Road to N. Quince Street
- W. Mission Avenue, east of N. Quince Street

Trip Generation

The trip generation is a measure or forecast of the number of trips that begin or end at the project site that would result in some traffic increases on the streets where they occur. The *Traffic Impact Study* calculated the proposed project generation rates using published SANDAG trip generation rates approved for use by the City. As shown in Table 6, *Proposed Project Trip Generation*, the proposed project is estimated to generate 1,650 net new daily trips, 122 net new A.M. peak hour trips (7:00 AM and 9:00 AM) and 59 net new P.M. peak hours trips (4:00 PM to 6:00 PM).

Table 6 Proposed Project Trip Generation

Land Use	Intensity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Convenience Market (w/ gasoline pumps)	2.615	TSF	67	67	134	78	78	156	2,223
Pass-by Reduction (50% - PM Peak, 15% ADT) ²			-	-	-	39	39	78	333
Office	.051	TSF	0	0	0	0	0	0	1
<i>Subtotal</i>			67	67	134	39	39	78	1,890
Existing Automobile Sales (Trip Credit)	4.8	TSF	8	4	12	8	12	20	240
TOTAL			59	63	122	31	28	59	1,650

¹TSF = Thousand Square Feet

²Pass-by reduction percentage is based on the Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region published by SANDAG on April 2002

Threshold of Significance

Per the City's General Plan Mobility and Infrastructure Element, Level of Service (LOS) is the metric used for analyzing traffic impacts. The City has considered the level of service (LOS) "C" as the minimum allowable level of service during peak hours at signalized intersections. Per City guidelines, LOS "D" or worse will be considered deficient for the purpose of this analysis. Table 7, *City of Escondido Analysis of Significance*, shows the City's significance criteria thresholds. The City's significance thresholds will be applied at the proposed project study area for purpose of determining existing conditions and project-related impacts.

Table 7 City of Escondido Analysis of Significance

Level of Service with Project	Allowable Change due to Project Impact		
	Roadway Segments		Intersections
	v/c ¹	Speed Reduction (mph)	Delay (sec)
D, E or F	0.02	1	2

In the case of existing deficiency where Existing without Proposed Project Conditions is already below LOS "C", the proposed project will be required to mitigate its incremental transportation related impacts to LOS equal to or better than the LOS identified under Existing without Proposed Project Conditions.

Existing with and without Proposed Project Conditions

As shown in Table 8, *Existing Conditions (2019) Intersection Operation Analysis*, the proposed project's trip generation are combined with existing traffic volumes to determine the anticipated intersection operation for Existing with Proposed Project Conditions of the study area. Per Table 8, all analyzed study area intersections are operating at an acceptable LOS under Existing Conditions except for Rock

¹ v/c = volume to capacity ratio (use LOS "E")

No significant impact occurs at areas in GP Downtown Specific Area that operates on LOS "D" or better

Mitigation measures should also be considered for any segment or intersection operating at LOS "F" subject to less than significant impact

3 ENVIRONMENTAL EVALUATION

Springs Road and W. Lincoln Avenue. As such, per implementation of Mitigation Measure TRA-1, the proposed project will be conditioned to construct a signal at the intersection of Rock Springs Road and W. Lincoln Avenue. All proposed transportation improvements within the City shall be constructed to the satisfaction of the City Engineer. Signal warrant worksheets are included in Appendix K of the *Traffic Impact Study*.

Table 8 Existing Conditions (2019) Intersection Operation Analysis

Intersection	Control Type	Existing Without Proposed Project		Existing with Proposed Project		Δ Delay	Impact?
		Delay ^(a)	LOS ^(b)	Delay ^(a)	LOS ^(b)		
AM/PM Peak Hour							
1. W. Mission Avenue and Rock Springs Road	Signalized	28.2/27.3	C/C	29.2/27.5	C/C	1.0/0.2	N/N
2. Rock Springs Road and W. Lincoln Avenue	SSSC	>180/>180	F/F	>180/>180	F/F	69.3/33.6	Y/Y
3. W. Mission Avenue and N Quince Street	Signalized	26.4/31.4	C/C	26.9/31.5	C/C	0.5/0.1	N/N
4. W. Mission Avenue and Metcalf Street	Signalized	19.6/11.8	B/B	19.7/11.7	B/B	0.1/-0.1	N/N

Notes:

Bold values indicate intersections operating at LOS E or F. SSSC indicates side street stop-controlled intersection

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At unsignalized intersections with side street stop control, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the Highway Capacity Manual 6th Edition and performed using Synchro 10

Table 9, *Existing Conditions (2019) Roadway Segment Capacity Analysis*, shows the anticipated roadway capacity conditions for Existing Conditions. Per Table 9, all analyzed roadway segments are operating at an acceptable LOS under Existing Conditions except for the following roadway segments:

- Rock Springs Road, north of W. Lincoln Avenue
- Rock Springs Road, between W. Lincoln Avenue and Lenser Way

The proposed project would not exceed the City's threshold of significance for roadway segments as detailed in Table 9. No mitigation is required.

Table 9 Existing Conditions (2019) Roadway Segment Capacity Analysis

Roadway Segment	Classification	LOS E Capacity	Existing Without Proposed Project			Existing With Proposed Project			Δ v/c	Impact ?
			ADT	v/c ratio	LOS	ADT	v/c ratio	LOS		
Rock Springs Road										
North of W. Lincoln Avenue	2-lane Local Collector, NP	15,000	13,209	0.881	D	13,379	0.892	D	0.011	N
W. Lincoln Avenue to	2-lane Local Collector,	15,000	14,685	0.979	E	14,855	0.990	E	0.011	N

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Roadway Segment	Classification	LOS E Capacity	Existing Without Proposed Project			Existing With Proposed Project			$\Delta v/c$	Impact ?
			ADT	v/c ratio	LOS	ADT	v/c ratio	LOS		
Lenser Way	NP									
Lenser Way to W. Mission Avenue	3-lane Collector, NP	24,600	14,685	0.597	C	15,595	0.634	C	0.037	N
South of W. Mission Avenue	2-lane Local Collector, NP	15,000	10,706	0.714	C	10,956	0.730	C	0.017	N
W Mission Avenue										
West of Metcalf Street	4-lane Collector, NP	34,200	18,582	0.543	C	18,912	0.553	C	0.010	N
Metcalf Street to Rock Springs Road	4-lane Collector, NP	34,200	18,102	0.529	B	18,602	0.544	C	0.015	N
Rock Springs Road to N. Quince Street	4-lane Collector, NP	34,200	19,161	0.560	C	19,661	0.575	C	0.015	N
East of N. Quince Street	4-lane Collector, NP	34,200	24,597	0.719	C	24,927	0.729	C	0.010	N

Notes:

Bold values indicate intersections operating at LOS E or F.

Table 10, *Existing with Project Conditions (2019) Queue Analysis Summary*, shows that there will be excess queue demand as the anticipated vehicular queues exceed the stacking area available at the analyzed location by 71 feet and 19 feet during the AM and PM peak hours, respectively. As such, per implementation of Mitigation Measure TRA-2, the proposed project will be conditioned to construct a physical improvement (median improvement) at the proposed driveway on Rock Springs Road to restrict access to right-in/right-out only. This proposed physical improvement will provide the opportunity to extend the southbound left-turn lane capacity at the intersection of W. Mission Avenue and Rock Springs Road to a minimum of 250 feet.

Table 10 Existing with Proposed Project Conditions (2019) Queue Analysis Summary

Intersection	Movement	Stacking Distance (ft)	Queue (ft)		Excess Demand	
			AM	PM	AM	PM
1. W. Mission Avenue and Rock Springs Road	SBL	150	221	169	71	19

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Therefore, with implementation of Mitigation Measure TRA-1 and TRA-2, the proposed project would result in a less than significant impact regarding the Existing with Proposed Project Conditions scenario.

Opening Year with and without Proposed Project Conditions

The Opening Year without Proposed Project Conditions traffic volumes were developed by adding a compounded 2% per year growth factor over a two-year period to the existing counts. Proposed project traffic volumes are then added to the Opening Year without Proposed Project Conditions to develop the Opening Year with Proposed Project Conditions traffic volumes. This analysis also documents potential cumulative proposed project impacts to the existing circulation networks. No network improvements are assumed under Opening Year Condition scenarios.

As shown in Table 11, *Opening Year Conditions (2021) Intersection Operation Analysis*, all analyzed intersections are operating at an acceptable LOS under Opening Year Conditions, except for Rock Springs Road and W. Lincoln Avenue. As such, implementation of Mitigation Measure TRA-1 would ensure traffic impacts to applicable intersections remain less than significant.

Table 11 Opening Year Conditions (2021) Intersection Operation Analysis

Intersection	Control Type	Opening Year without Proposed Project		Opening Year with Proposed Project		Δ Delay	Impact?
		Delay ^(a)	LOS ^(b)	Delay ^(a)	LOS ^(b)		
AM/PM Peak Hour							
1. W. Mission Avenue and Rock Springs Road	Signalized	28.7/27.5	C/C	29.9/27.7	C/C	1.2/0.2	N/N
2. Rock Springs Road and W. Lincoln Avenue	SSSC	>180/>180	F/F	>180/>180	F/F	56.9/20.8	Y/Y
3. W. Mission Avenue and N. Quince Street	Signalized	27.0/32.8	C/C	27.4/32.9	C/C	0.4/0.1	N/N
4. W. Mission Avenue and Metcalf Street	Signalized	16.4/12.0	B/B	16.4/12.0	B/B	0.0/0.0	N/N

Notes:

Bold values indicate intersections operating at LOS E or F. SSSC

indicates side street stop-controlled intersection

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At unsignalized intersections with side street stop control, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the Highway Capacity Manual 6th Edition and performed using Synchro 10

As shown in Table 12, *Opening Year Roadway Segment Capacity Analysis*, all analyzed roadway segment are operating at an acceptable LOS under Opening Year Conditions except for the following roadway segments:

- Rock Springs Road, north of W. Lincoln Avenue
- Rock Springs Road, between W. Lincoln Avenue and Lenser Way

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The proposed project would not exceed the City's threshold of significance for roadway segments as detailed in Table 12. The proposed design feature/median improvements identified in TRA-2 that would restrict left-turn out movements at the Rock Springs Road driveway would significant reduce potential additional trips towards these roadway segments.

Table 12 Opening Year Roadway Segment Capacity Analysis

Roadway Segment	Classification	LOS E Capacity	Opening Year without Project			Opening Year with Project			Δ v/c	Impact ?
			ADT	v/c ratio	LOS	ADT	v/c ratio	LOS		
Rock Springs Road										
North of W. Lincoln Avenue	2-lane Local Collector, NP	15,000	13,743	0.916	E	13,913	0.928	E	0.012	N
W. Lincoln Avenue to Lenser Way	2-lane Local Collector, NP	15,000	15,278	1.019	F	15,448	1.030	F	0.011	N
Lenser Way to W. Mission Avenue	3-lane Local Collector, NP	24,600	15,278	.621	C	16,188	0.658	C	0.037	N
South of W. Mission Avenue	2-lane Local Collector, NP	15,000	11,139	0.743	D	11,389	0.759	D	0.016	N
W Mission Avenue										
West of Metcalf Street	4-lane Collector, NP	34,200	19,333	0.565	C	19,663	0.575	C	0.010	N
Metcalf Street to Rock Springs Road	4-lane Collector, NP	34,200	18,833	0.551	C	19,333	0.565	C	0.014	N
Rock Springs Road to N. Quince Street	4-lane Collector, NP	34,200	19,935	0.583	C	20,435	0.598	C	0.015	N
East of N. Quince Street	4-lane Collector, NP	34,200	25,591	0.748	D	25,921	0.758	D	0.010	N

Notes:

Bold values indicate intersections operating at LOS E or F.

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Table 13, *Opening Year with Project Conditions (2021) Queue Analysis Summary*, shows that there will be excess queue demand as the anticipated vehicular queues exceed the stacking area available at the analyzed location by 62 feet and 39 feet during the AM and PM peak hours, respectively. As such, implementation of Mitigation Measure TRA-2 would ensure impacts to queue demand remain less than significant.

Table 13 Opening Year with Proposed Project Conditions (2021) Queue Analysis Summary

Intersection	Movement	Stacking Distance (ft)	Queue (ft)		Excess Demand (ft)	
			AM	PM	AM	PM
1. W. Mission Avenue and Rock Springs Road	SBL	150	212	189	62	39

Therefore, with implementation of Mitigation Measure TRA-1 and TRA-2, the proposed project would result in a less than significant impact regarding the Opening Year with and without Proposed Project Conditions scenarios.

Future with and without Proposed Project Conditions

The Future Conditions (2035) without Proposed Project traffic volumes were developed utilizing the SANDAG Series 12 Transportation Model. Proposed project traffic volumes are then added to the Future Conditions without Proposed Project traffic volumes to develop Future Conditions with Proposed Project traffic volumes.

As shown in Table 14, *Future Conditions (2035) Intersection Operation Analysis*, all analyzed intersection are operating at an acceptable LOS under Future Conditions, except for the following:

- Rock Springs Road and W. Lincoln Avenue
- W Mission Avenue and N Quince Street

Table 14 shows that the only analyzed intersection that exceeds the City's threshold of significance is Rock Springs Road and W. Lincoln Avenue. As such, implementation of Mitigation Measure TRA-1 would ensure traffic impacts to applicable intersections remain less than significant.

Table 14 Future Conditions (2035) Intersection Operation Analysis

Intersection	Control Type	Future 2035 without Proposed Project		Future 2035 with Proposed Project		Δ Delay	Impact?
		Delay ^(a)	LOS ^(b)	Delay ^(a)	LOS ^(b)		
AM/PM Peak Hour							
1. W. Mission Avenue and Rock Springs Road	Signalized	29.9/27.9	C/C	31.5/28.1	C/C	1.6/0.2	N/N

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Intersection	Control Type	Future 2035 without Proposed Project		Future 2035 with Proposed Project		Δ Delay	Impact?
		Delay ^(a)	LOS ^(b)	Delay ^(a)	LOS ^(b)		
2. Rock Springs Road and W. Lincoln Avenue	SSSC	>180/>180	F/F	>180/>180	F/F	95.2/39.2	Y/Y
3. W. Mission Avenue and N. Quince Street	Signalized	29.4/37.4	C/D	29.9/37.5	C/D	0.5/0.1	N/N
4. W. Mission Avenue and Metcalf Street	Signalized	21.1/14.0	C/B	21.2/14.0	B/B	0.1/0.0	N/N

Notes:

Bold values indicate intersections operating at LOS D, E or F. SSSC indicates side street stop-controlled intersection

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At unsignalized intersections with side street stop control, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the Highway Capacity Manual 6th Edition and performed using Synchro 10

As shown in Table 15, Future Conditions (2035) Roadway Segment Capacity Analysis, all analyzed roadway segment are operating at an acceptable LOS under Future Conditions.

Table 15 Future Conditions (2035) Roadway Segment Capacity Analysis

Roadway Segment	Classification	LOS E Capacity	Future 2035 without Proposed Project			Future 2035 with Proposed Project			Δ v/c	Impact?
			ADT	v/c ratio	LOS	ADT	v/c ratio	LOS		
Rock Springs Road										
North of W. Lincoln Avenue	4-lane Collector, NP	34,200	13,900	0.406	B	14,070	0.411	B	0.005	N
W. Lincoln Avenue to Lesner Way	4-lane Collector, NP	34,200	15,500	0.453	B	15,670	0.458	B	0.005	N
Lesner Way to W. Mission Avenue	4-lane Collector, NP	34,200	15,500	0.453	B	16,410	0.480	B	0.027	N
South of W. Mission Avenue	4-lane Collector, NP	34,200	11,800	0.345	B	12,050	0.352	B	0.007	N
W Mission Avenue										
West of Metcalf	4-lane Major Road	37,000	22,200	0.600	C	22,530	0.609	C	0.009	N

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Roadway Segment	Classification	LOS E Capacity	Future 2035 without Proposed Project			Future 2035 with Proposed Project			$\Delta v/c$	Impact?
			ADT	v/c ratio	LOS	ADT	v/c ratio	LOS		
Street										
Metcalf Street to Rock Springs Road	4-lane Major Road	37,000	19,600	0.530	B	20,1020	0.543	C	0.014	N
Rock Springs Road to N. Quince Street	4-lane Major Road	37,000	20,100	0.543	C	20,600	0.557	C	0.014	N
East of N. Quince Street	4-lane Major Road	37,000	26,700	0.722	C	27,030	0.731	C	0.009	N

Notes:

Bold values indicate intersections operating at LOS E or F.

Table 16, Future with Project Conditions (2035) Queue Analysis Summary, shows that there will be excess queue demand as the anticipated vehicular queues exceed the stacking area available at the analyzed location by 43 feet and 34 feet during the AM and PM peak hours, respectively. As such, implementation of Mitigation Measure TRA-2 would ensure impacts to queue demand remain less than significant.

Table 16 Future with Project Conditions (2035) Queue Analysis Summary

Intersection	Movement	Stacking Distance (ft)	Queue (ft)		Excess Demand(ft)	
			AM	PM	AM	PM
1. W. Mission Avenue and Rock Springs Road	SBL	150	193	184	43	34

Therefore, with implementation of Mitigation Measure TRA-1 and TRA-2, the proposed project would result in a less than significant impacts regarding the Future with and without Proposed Project Conditions scenarios.

Implementation of the proposed project also would not conflict or interfere with policies contained in the City's General Plan Mobility and Infrastructure Element regarding alternative transportation modes. During construction, the sidewalks abutting the project site along West Mission Avenue and Rock Springs Road would be closed. However, the closure will be temporary and new sidewalks would be provided along the eastern and southern boundary of the project site on Rock Springs Road and West Mission Avenue, respectively, for pedestrian access. Existing bicycle lanes are provided along West Mission Avenue, along with planned bicycle lanes along the eastern boundary of the project site on Rock Springs Road. As such, the proposed project includes the development of a bicycle rack to encourage the use of these bicycle lanes. No existing bicycle lanes will be modified. Public transportation would be available through a bus stop for the North County Transit District (NCTD)

Breeze bus system located on West Mission Avenue. As a result, implementation of the proposed project would be consistent with the goals of the City's General Plan Mobility and Infrastructure Element. Therefore, with implementation of Mitigation Measure TRA-1 and TRA-2, impacts associated with adopted policies, plans, or programs regarding the circulation system, public transit, bicycle, or pedestrian facilities would be reduced to less than significant.

- b. **Less than Significant.** CEQA Guidelines section 15064.3 sets forth guidelines for implementing Senate Bill 743 (SB 743) for reduction of GHG emissions and development of multimodal transportation networks. SB 743 requires amendments to the CEQA Guidelines to provide for an alternative criteria to the LOS methodology for evaluating transportation impacts. Generally, "vehicle miles travelled" or VMT is considered as the most appropriate measurement of transportation impacts. VMT refers to the amount and distance of automobile travel attributable to a project.

A *VMT Impact Analysis* was prepared by IEG to analyze potential VMT impacts from the proposed project. The City currently does not have guidance on evaluating VMT for transportation impacts pursuant to the CEQA. In absence of direct guidance from the lead agency, statewide guidance and local regional guidance were utilized as the basis to evaluate VMT for the proposed project. Per the *VMT Impact Analysis*, as part of CEQA streamlining, certain projects based on type, location, size and other contexts could lead to a presumption of less than significance and does not need additional VMT analysis.

The *VMT Impact Analysis*, as stated in the screening criteria suggested by available guidelines, the proposed project can be described as a Local Retail project. This type of retail tends to shorten trips and thus reduce VMT. As such, a presumption of less than significance can be applied for this type of development. The proposed project can be described as a local retail project based on the following factors:

- **Project Size:** Both guidelines recommend that any retail development larger than 50,000 SF should perform a detailed VMT analysis. Since the proposed project consists of a 4,000 SF convenience store, VMT analysis would not be required based on the size of the proposed building.
- **Local Zoning Definition:** The project site would be zoned CG (General Commercial) with approval of the proposed Change of Zone application. The CG zone is defined in the City's General Plan as: "A broad range of retail and service activities, including local-serving commercial, community shopping/office complexes, automobile sales and service, eating and drinking establishments, and entertainment facilities".
- **"Expected" Market Capture:** The proposed project appears to provide a closer alternative of similar services to the residential north of WR-78 and the businesses and industries west of the I-15. Furthermore, as the proposed project is similar to those that already exist in the area, it is unlikely that it would draw in additional trips but would rather redistribute trips in the areas as a closer alternative for some customers.

Based on the VMT assessment and technical information provided in the *VMT Impact Analysis*, the proposed project designation is a locally serving land use and any potential project VMT related impacts would be presumed to be less than significant. Therefore, the proposed project would not conflict with CEQA Guidelines section 15064.3 and impacts would be less than significant. No mitigation is required.

c-d. Less than Significant. Primary project access to the project site would be provided by right-in/right-out only driveway (35-feet wide) on the southwestern end of the project site abutting West Mission Avenue and a driveway (35-feet wide, left-out restricted) on the eastern frontage of the project site along Rock Springs Road. The roadways adjacent to the project site are part of the urban roadway network and do not contain sharp curves or dangerous intersections. In addition, as shown in Exhibit 4, no sharp curves or dangerous intersections would be introduced by the proposed project. Impacts to emergency vehicle access along West Mission Avenue and Rocks Springs Road in the project site vicinity during construction are not expected to occur. A traffic control plan would be implemented to ensure that adequate access to public roadways by emergency vehicles would be maintained at all times. Furthermore, access to the project site would be designed and constructed in accordance with regulatory requirements. Therefore, impacts would be less than significant, and no mitigation measures would be required.

TRA-1 Prior to occupancy, a signal shall be constructed and operational at the intersection of Rock Springs Road and W. Lincoln Avenue. All proposed transportations improvements within the City shall be constructed to the satisfaction of the City Engineer.

TRA-2 Prior to occupancy, the proposed project shall construct appropriate improvements and/or signage (as determined by the City's Engineering Services Division) at the proposed driveway on Rock Springs Road to restrict egress to right-out only (left out restricted). This proposed physical improvement is necessary to reduce the number of northbound trips from the Project along Rock Springs Road and also will provide the opportunity to extend the southbound left-turn lane capacity at the intersection of W. Mission Avenue and Rock Springs Road up to 280 feet.

With implementation of Mitigation Measure TRA-1 and TRA-2, impacts regarding traffic would be less than significant.

3.18 Tribal Cultural Resources

3.18.1 Sources

The following sources were utilized to support the conclusions made in this section:

- *Cultural Resources Survey Report for the Escondido 7-Eleven Project*, ASM Affiliates, Inc., October 2019. (Appendix B).

3.18.2 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
TRIBAL CULTURAL RESOURCES – Would the project 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,				

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	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) 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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a/b. Less than Significant with Mitigation Incorporated. Assembly Bill (AB) 52, effective July 1, 2015, introduced the Tribal Cultural Resource (TCR) as a class of cultural resource and additional considerations relating to Native American consultation into CEQA. A TCR may be considered significant if included in a local or state register of historical resources; determined by the lead agency to be significant pursuant to criteria set forth in Public Resources Code Section 5024.1; is a geographically defined cultural landscape that meets one or more of these criteria; is a historical resource described in Public Resources Code Section 21084.1, a unique archaeological resources described in Public Resources Code Section 21083.2; or is a non-unique archaeological resource if it conforms with the above criteria.

ASM Affiliates contacted the NAHC for a Sacred Lands File (SLF) search of the project site and for a list of tribal contacts that may have concerns or additional knowledge of tribal cultural resources in the project area. A response was received on September 19, 2019, stating that a search of the SLF for the project area indicated negative results. However, it should be noted that the absence of specific site information does not mean there are no Native American cultural resources within the project area.

Pursuant to Senate Bill 18, the City sent letters to 32 various tribes/tribal representatives on October 9, 2019. Pursuant to Assembly Bill 52, the City sent letters on October 8, 2019, to the San Luis Rey Band of Mission Indians, Rincon Band of Luiseno Indians, Soboba Band of Luiseno Indians and Mesa Grande Band of Mission Indians. These four tribes have requested formal notification of projects within the City. Written responses were received from the San Luis Rey Band, Rincon Band and San Pasqual Band requesting formal consultation. Formal consultation was conducted with representative(s) of the San Luis Rey Band on November 19, 2019 (meeting with Carmen Mojado); with representative(s) of the Rincon Band on November 5, 2019 (conference call with Cheryl Madrigal and Destiny Colocho); and with representative(s) of the San Pasqual Band on February 26, 2020 (conference call with Angela

Gutierrez and John Flores). City staff indicated that all three tribes recommended that Native American monitors be present during ground disturbance activities and Tribal Cultural Mitigation Measures be implemented into this ISMND. The Pala Band of Mission Indians also responded in writing recommending cultural monitors during all surveys and ground-disturbing activities. The Viejas Band recommended consultation with the San Pasqual Band. Implementation of Mitigation Measures CUL-1 through CUL-10 (see section 3.5 – Cultural Resources) would reduce potential impacts to TCRs to a less than significant level.

3.19 Utilities and Services

3.19.1 Sources

The following sources were utilized to support the conclusions made in this section:

- City of Escondido, *General Plan*, 2012.
- City of Escondido General Plan Update, Downtown Specific Plan Update, and Climate Action Plan Environmental Impact Report, Volume I – Final Environmental Impact Report, accessed December 30, 2019

3.19.2 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a/b. Less than Significant Impact. The City supplies water to approximately 26,000 residential, commercial and agricultural meters, which serves a total of approximately 146,000 customers and is defined as a “urban water supplier” under the California Water Code (CWC). The main sources of water supply for the City are from local and imported water from the San Luis Rey River watershed and local water that is stored at Lake Henshaw and Lake Wohlford reservoirs. The operation of the City Water Division consists of 440 miles of pipe, 11 water reservoirs, 5 pump stations, 2 dams and associated lakes, and the Escondido-Vista Water Treatment Plant (EVWTP). Providing sufficient water supply to residents of Escondido is essential. The California Urban Water Management Planning Act assists with this by requiring each urban water supplier to prepare, update, and adopt an Urban Water Management Plan (UWMP). The UWMP process ensures that water supplies are being planned to meet future growth. According to the most recent City UWMP (2015), the City determined that adequate water supplies would be available to serve existing service areas under a normal water year, single dry year, and multiple dry water year conditions through the year 2040. As such, since the project site is within the City’s existing service area and has been accounted for within these water projections, the proposed project would be consistent with the City’s 2015 UWMP and would not substantially decrease groundwater supplies. Therefore, no new water facilities would be constructed due to the development of the proposed project.

The project site is located in the City Sewer Service Area that is served by the City’s Wastewater Division. The agency is responsible for the collection, treatment, and disposal of wastewater. As previously mentioned, the proposed project site is located in an urbanized area of Escondido that is currently functioning as an automotive sales and repair shop. The proposed project would mainly consist of typical commercial uses of a convenience store and gas station. It is anticipated that none of the uses would generate atypical wastewater such as those for industrial or agricultural uses. All wastewater is expected to be domestic sewage. The projects wastewater would be carried off-site through connections with existing sewer lines systems that surround the project site. Therefore, the impact would be less than significant.

The proposed project site would be served by San Diego Gas and Electric (SDG&E) that utilizes 6 different substations. According to the General Plan EIR section 4.17.1.7 Energy, not all of the substations are operating near their capacity. The utilization of several power plants located throughout the City of Escondido, the demand of electricity would be met by a mix of energy technologies that include distributed generation and central plants. Therefore, the impact would be less than significant.

The San Diego region does not have facilities to store natural gas. It receives its natural gas from other parts of the United States and from outside the country. Additionally, San Diego Gas & Electric has access to storage services from the Southern California Gas Company (SoCalGas) subject to approved tariffs. The natural gas is carried through two main pipelines, one which consist of a 30 –inch diameter line that carries gas to the Tecolote Regulator Station and the other is a 16-inch diameter lines that carries gas south to the Mission City gate station. There is an additional 12 –inch diameter SoCalGas pipeline that supplies natural gas along the coast from San Clemente to La Jolla. According to Section 4.17.1.7 Natural Gas, there is sufficient infrastructure to meet expected has demand in the San Diego region. Furthermore, the proposed project is located in an established area of Escondido and will utilized existing gas lines. Therefore, there would be less than significant impact with no mitigation required.

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Telecommunication services provided to residents and businesses are provided by several private companies that include AT&T, Cox, Verizon, Time Warner and others. With the various telecommunication services available and their continued evolution, services to the proposed project would not cause the relocation or construction of any facilities. Therefore, there would be less than significant impact with no mitigation required.

- c. **Less than Significant Impact.** As mentioned in Section a, the proposed project is located in an established urbanized area of Escondido. The proposed project would connect to existing sewer lines that have been established around the project location. Furthermore, the proposed project site currently has an existing business that is serviced by the City's Wastewater Division. The project is anticipated not to generate atypical wastewater such as for industrial or agricultural uses and therefore, there would be less than significant impact.
- d. **Less than Significant Impact.** Escondido Disposal Inc. is the responsible agency for the collection and disposal of solid waste from both residential areas and business areas. During the construction phase of the proposed project it is anticipated that the existing building would be demolished. As a result, there would be construction-related solid waste that would require disposal. The solid waste generated during the construction phase of the project would be handled by Escondido Disposal Inc. and taken to either Otay landfill located in the City of Chula Vista or Sycamore landfill located in the City of Santee.
- e. **Less than Significant Impact.** The proposed project would comply with all federal, State, and local management and reduction statutes and regulations related to solid waste. This includes the California Integrated Waste Management Act (AB 939), which is primary goal is reducing dependence on landfills for the disposal of solid waste. There are four preferred waste management practices established by the California Integrated Management Act which include:
 - 1. Source reduction;
 - 2. Reuse of resources,
 - 3. Recycling and composting; and
 - 4. Environmentally safe disposal by transformation or landfill

The proposed project site would comply with the goals of the California Integrated Waste Management Act and any other applicable law or regulation pertaining to solid waste. Therefore, there would be less than significant impact.

3.19 Wildfire

3.19.1 Sources

The following sources were utilized to support the conclusions made in this section:

- *City of Escondido General Plan Update, Chapter VI: Community Protection, 2012*
- <https://msc.fema.gov/portal/home> accessed on December 26, 2019

3.19.2 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. **No Impact.** The City of Escondido is an established community also encompassing a developed urban center that is surrounded by larger areas of rural land and open space. This combination of land use patterns exposes the residents of Escondido to the dangers of both urban and wildland fire risks. A Fire Hazard Severity Zone map is provided in the City of Escondido's General Plan that shows the location of the proposed project within a moderate fire hazard zone, thus concluding that the wildfire risk is considered moderate. The proposed project site is located 0.1 miles south of State Highway 78 which is namely an emergency evacuation route that aids in the orderly and prompt movement of all individuals away from a threat or an occurrence of a hazard. The location of the proposed project is not found within an emergency nor evacuation route and would not substantially impair an adopted emergency response plan or emergency evacuation plan; therefore, there would be no impact.
- b. **No Impact.** Major wildfires within the City of Escondido pose a significant risk in larger open space hillsides bordering the City. Wildfires are also of particular concern in communities that are found within the Wildland-Urban Interface (WUI), which includes areas where development is bordered by undeveloped wildland areas and/or highly flammable vegetation. The proposed project site is located in a more urbanized setting; therefore, there would be no impact.
- c. **No Impact.** The proposed project is bounded by light industrial land uses to the west and north, and by general commercial land uses to the east and south. The surrounding site includes established roads, powerlines and utilities that serve the surrounding area of the project site; therefore, the

3 ENVIRONMENTAL EVALUATION

project will not require the installation or maintenance of associated infrastructure that would exacerbate fire risk or result in temporary or ongoing impacts to the environment.

- d. **No Impact.** The proposed project site is located in an urban area and is relatively flat. According to the City of Escondido General Plan, the project area is not located within the FEMA 100 year floodway nor the 100 year floodplain flood hazard zones. Furthermore, according to the FEMA Flood Map Service Center, the project address is located in an area of minimal flood hazard; therefore, the proposed project will not expose people or structures to significant risks, including downslope or downstream flooding landslides, as a result of runoff, post-fire slope instability, or drainage changes.

3.20 Mandatory Findings of Significance

3.20.1 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. **Less than Significant with Mitigation Incorporated.** Potentially significant impacts to the environment resulting from the proposed project have been identified for the areas of cultural resources (including tribal cultural resources), geology and soils, noise, and traffic. The project would not degrade the quality of the environment for plant or animal communities, substantially reduce the habitat of a fish

or wildlife species, cause fish or wildlife populations to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of endangered plants or animals.

The project is not expected to impact resources related to major periods of California history or prehistory. Based on the presence of cultural resources in the vicinity of the project site, however, the project would have the potential to impact unknown subsurface cultural resources. With implementation of mitigation measures CUL-1 through CUL-10, impacts to unknown subsurface cultural resources would be reduced to less than significant.

- b. Less than Significant Impact.** Cumulative impacts are defined as two or more individual project effects that, when considered together or in concert with other projects, combine to result in a significant impact (CEQA Guidelines Section 15355). As described, proposed project-related effects either would be avoided by incorporation of project design measures, or mitigated to levels below significance, and no cumulatively considerable impacts would occur. Air pollutant and GHG emissions would be less than significant, impacts to unknown buried cultural resources would be avoided through construction monitoring, noise impacts would be reduced through implementation of project-specific noise abatement measures, and traffic impacts would be reduced through physical traffic improvement measures. Incremental increases in impacts to the environment are within the thresholds set by the City's General Plan and supporting planning and regulatory documents. Therefore, the proposed project would not have a significant individual or cumulatively considerable impact on the environment.
- c. Less than Significant Impact with Mitigation Incorporated.** The proposed project would adhere to regulatory codes, ordinances, regulations, standards, and guidelines applicable to each of the environmental issue areas analyzed herein. As described above, potentially significant impacts resulting from the proposed project with the potential to cause adverse effects on human beings have been identified for the areas of geology and soils, noise, and traffic. With implementation of mitigation measures GEO-1, NOI-1, TRA-1, and TRA-2, the proposed project is not expected to result in significant long-term or short-term impacts, or result in substantial adverse effects on human beings, either directly or indirectly.
- d. Less than Significant Impact.** The City's General Plan Quality of Life Standards provide thresholds for potential impacts to air quality, schools, wastewater facilities, water supply, circulation, police and fire services, libraries, parks/open space, and economic prosperity within the City. As described above, the project would result in less than significant impacts related to air quality and would not adversely impact the services identified above. With approval of the proposed Change of Zone application and CUP, the proposed project would be consistent with designated land use and development density allowed under the General Plan, which accounted for the use and adequate provision of these services. As such, no deficiencies relative to the City's General Plan Quality of Life Standards or related conflicts with the City EQR would occur.

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7-11 Mission Avenue and Rock Springs Gas Station Project Vehicle Miles Traveled (VMT) Analysis

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