

**East Valley**

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**Draft Existing  
Conditions Report**

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# Draft Existing Conditions Report

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# INTRODUCTION

## Overview

**This Existing Conditions Report (Report) establishes an inventory of the existing conditions for the East Valley Area in the City of Escondido. This Report addresses the regulatory, physical, demographic and economic opportunities and constrains for East Valley which will be used to help develop a Specific Plan for the East Valley Area. The drafting of this Existing Conditions Report will help to create a Specific Plan that responds to the needs of the East Valley community and would help establish a link between implementing policies of the General Plan and the future, individual development proposals within the defined area.**

## Purpose of this Existing Conditions Report

This Report is intended to inform the development of a Specific Plan for the East Valley area which will guide development and reinvestment, and identify areas for new commercial and additional housing density over the next 10-20 years. This Report is intended to help generate discussion between all stakeholders, City staff, consultants, and decision makers that will help shape future development within the City of Escondido and in particular the East Valley Area. The preparation of this Report marks the beginning of the planning process and serves as the starting point for identifying possible implementation tools for future programs and projects that will help the City of Escondido achieve its desired vision for the East Valley Specific Plan. In 2020 the City was awarded CA SB 2 grant funding to develop three different housing studies and plans: a Housing Element update (“HEU”), a Sector Feasibility Study, and an East Valley Specific Plan (“EVSP”).

This Report contains six (6) sections that provide existing condition analysis of multiple factors within the City of Escondido, and in particular the East Valley Area. The sections are organized as follows:

**Section 1: Land Use**

**Section 2: Urban Form**

**Section 3: Mobility**

**Section 4: Infrastructure**

**Section 5: Environmental Setting**

**Section 6: Market Trends Analysis**

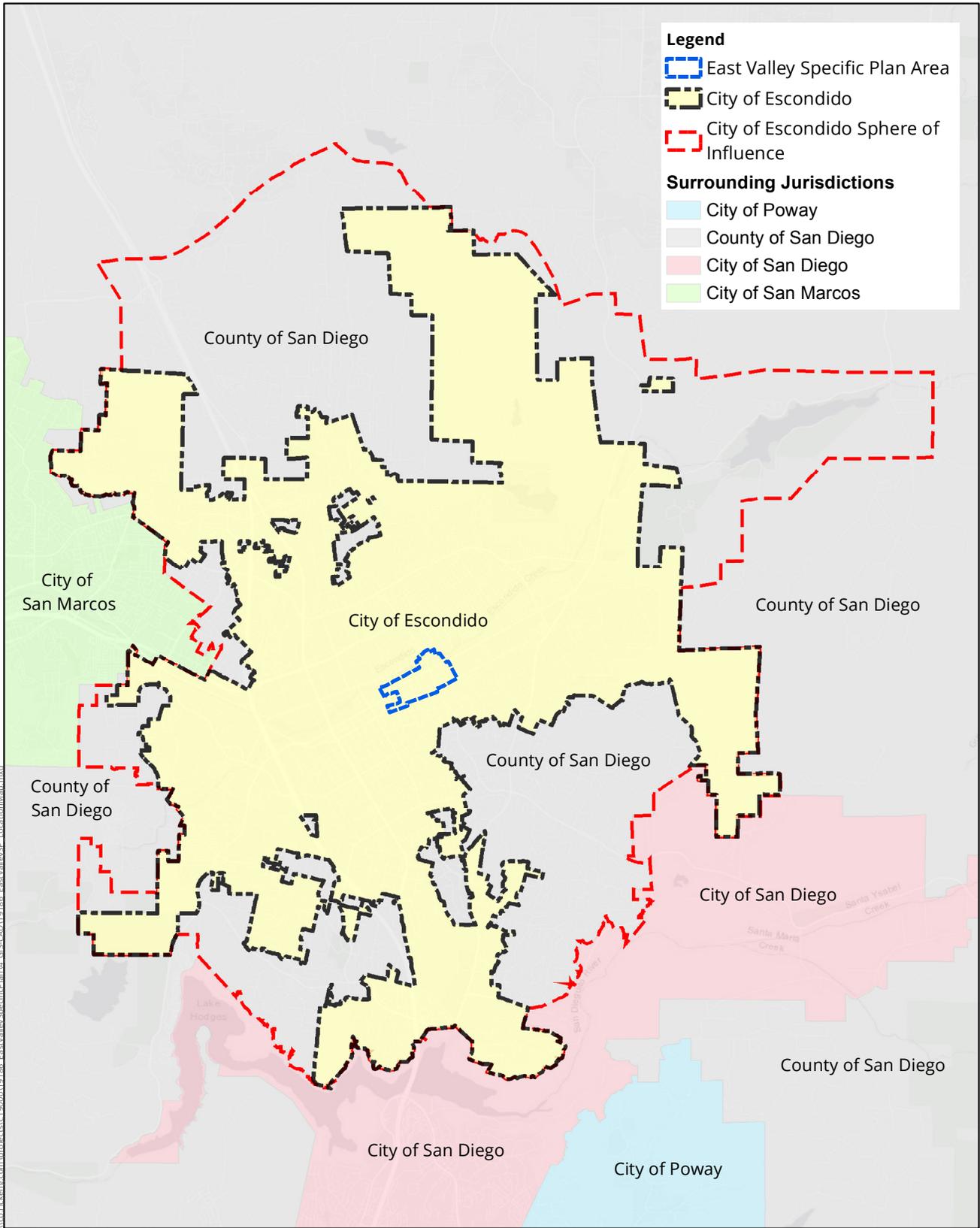
Each section of the Report identifies the methodology used for the analysis, summarizes the regulatory framework governing each subject matter, and provides an overview of the existing conditions, including opportunities, constraints and recommendations.

## Project Location

This Report analyzes the existing conditions for an approximate area of 191 acres known as East Valley Mixed-Use Area within the City of Escondido. The East Valley Area is located centrally in the City of Escondido just east of downtown Escondido. The East Valley Area is generally bounded by Escondido Creek to the north, Harding Street to the east, East Grand and East 2nd Street to the south, and North Hickory, South Hickory, and North Fig Street to the west. The area is generally mostly built-out with commercial and small medical offices. See the following map for the East Valley Area boundaries.

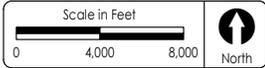
## Methodology

The existing conditions have been compiled through extensive data collection, regulatory document research, field work, and an analysis of past studies related to the City of Escondido and the East Valley Area. Based on the review of the existing conditions information compiled, each section offers a number of constraints, opportunities and recommendations that are intended to guide the creation of the East Valley Specific Plan.



Date of Exhibit: 6/30/2020  
 ESRI Basemap

FIGURE I-1



**Location Map**



## SECTION 1: LAND USE

### Introduction

In order for cities to move towards a sustainable future, it is becoming increasingly important for municipalities to incorporate smart growth principles. These principles include; accommodating for multiple land uses that contain higher densities and intensities, planning for a comprehensive transportation network that provides options for people to safely walk, bike, and/or take public transit and providing a range of housing opportunities. This approach to planning, which integrates land use and transportation decision-making, has numerous benefits. These benefits include greater access to housing, lower vehicles miles traveled (VMT) with less trips and shorter commutes, improved public health outcomes due to an increase in options for physical activity, increased economic activity due to the placement of a larger number of people within proximity to local businesses, and many others.

Since the adoption of the existing East Valley Parkway Area Plan in 2004, the City has increased in population by nearly 20,000 residents; from 134,790 in 2004 to 151,625 in 2019, which equals a growth rate of approximately 12%. SANDAG estimates by the year 2030, the City's population will increase to 165,812 people. As the City exhausts its available supply of land for greenfield development (process of developing a new building or structure over a piece of land that has never been developed), infill development on vacant and underutilized parcels is needed to accommodate future housing and job growth. A key goal of implementing the East Valley Specific Plan will be to accommodate future residential and job growth utilizing smart growth principles to create a thriving local destination for residents to live, work, and play.

The Land Use section of this existing conditions report identifies the current land use regulatory environment and existing conditions and analyzes the opportunities and constraints within the East Valley Specific Plan area. It includes a discussion of the state, regional, and local regulatory environments that govern land use decision-making within the City of Escondido followed by a description of the existing land use designations, zoning, block and other development patterns, ownership, and a discussion of physical land use characteristics and a summary of major and minor and attracting uses. Lastly, this section contains a discussion of constraints and opportunities that exist in implementing the East Valley Specific Plan.

## Methodology/Sources

A review of currently adopted legislation and various background policy and regulatory documents was conducted, including the 2012 Escondido General Plan, U.S. Census Bureau City of Escondido Demographics (2019), the Escondido Zoning Code (2017), Escondido Bicycle Master Plan (2012), recent City-adopted CEQA documents, and the East Valley Parkway Area Plan (2002). The Team also reviewed regional documents, including San Diego Forward: The Regional Plan (2015).

## Regulatory Setting

A number of state and local regulations guide land use and development within the City of Escondido and the East Valley Area. These are described below:

### FEDERAL

No federal regulations pertain to the Land Use Element of the General Plan.

### STATE

#### **Government Code Section 56000 Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000**

The San Diego Local Agency Formation Commission (LAFCO) was established by state law in 1963 and is a regulatory agency with quasi-legislative authority. San Diego LAFCO has countywide jurisdiction but is independent of County government. LAFCOs are governed by the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (Government Code Section 56000, et seq.) and oversee jurisdictional boundary changes, including sphere of influence updates, municipal service reviews, and annexation and detachment of territory.

The goals of LAFCOs are to encourage orderly growth, promote logical and efficient public services for cities and special districts, streamline government structure, and discourage premature conversion of prime agricultural and open space lands to urban uses. LAFCOs also are obligated to develop and adopt spheres of influence for each city and special district within the county. The SOI is a plan for the probable physical boundaries and service area of a local government agency as determined by LAFCO and is intended to encourage efficient provision of organized community services

and prevent duplication of service delivery. Territory must be within a city's or district's SOI to be annexed. SOIs are required to be updated every five years.

#### **Government Code Section 65450-65457**

After a city has adopted a general plan, Government Code Section 65450-65457 allows cities to prepare specific plans for the systematic implementation of the general plan. Specific plans are required to be consistent with the adopted general plan. Specific plans must identify:

1. The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
2. The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.
3. Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
4. A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs (1), (2), and (3).
5. The specific plan shall include a statement of the relationship of the specific plan to the general plan.

#### **Assembly Bill (AB) 32: Global Warming Solutions Act of 2006**

AB 32 requires California to reduce its greenhouse gas (GHG) emissions to 1990 levels by 2020 — a reduction of approximately 15 percent below emissions expected under a “business as usual” scenario. Pursuant to this bill, the California Air Resources Board (ARB) must adopt regulations to achieve the maximum technologically feasible and cost-effective GHG emission reductions.

#### **Senate Bill (SB) 375: Sustainable Communities and Climate Protection Act of 2008**

SB 375 supports the State's climate action goals to reduce GHG emissions through coordinated

transportation and land use planning with the goal of more sustainable communities. This bill requires ARB to set regional targets for GHG emissions reductions from passenger vehicle use. In addition, each of California’s Metropolitan Planning Organization (MPO) must prepare a “sustainable communities strategy” (SCS) with land use, housing, and transportation strategies that, if implemented, would allow the region to meet its GHG emission reduction targets. Once adopted by the MPO, the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) guides the transportation policies and investments for the region.

#### The Subdivision Map Act ( Government Code section 66410 et seq)

The Subdivision Map Act is a comprehensive, statewide statute governing the subdivision of land in California. The Subdivision Map Act requires that virtually every subdivision of land be approved by the city or county where the property is located.

The purpose of the Subdivision Map Act is to regulate and control design and improvement of subdivisions with proper consideration for their relation to adjoining areas; require subdividers to install streets and other improvements; prevent fraud and exploitation; and protect both the public and purchasers of subdivided lands.

## REGIONAL/LOCAL

#### San Diego Forward: The Regional Plan

The San Diego Association of Governments (SANDAG) San Diego Forward: The Regional Plan was developed in close partnership with the region’s 18 cities and the County of San Diego to guide the region through 2050. Adopted in 2015, the Regional Plan unites two major SANDAG planning efforts into one document: the Regional Comprehensive Plan (RCP), adopted in 2004, and the 2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), adopted in 2011. It builds on local planning efforts by emphasizing the link between land use planning and transportation planning to create more compact and sustainable communities.

The Regional Plan is updated every four years, with the next update due in 2020. Its stated vision is to provide innovative mobility choices and planning to support a sustainable and healthy region, a

vibrant economy, and an outstanding quality of life for all. The land use pattern and transportation investments included in the Regional Plan allow the region to meet and exceed greenhouse gas reduction targets established by the California Air Resources Board.

As shown in the table below, the Regional Plan anticipates a growth of approximately 30% in Escondido by 2050.

TABLE 1-1

ESCONDIDO FORECASTED TOTAL GROWTH IN HOUSING UNITS					
2016	2025	2035	2050	No.	%
48,583	55,037	56,538	63,314	7,369	30%

#### City of Escondido General Plan

The City’s General Plan is a statement of long-range public policy to guide the use and development of private and public lands in the community. An update to the Escondido General Plan was adopted in 2012. The General Plan is an internally consistent document comprising both state-mandated and optional elements that establish goals, objectives, policies, principles, and standards, resulting in an overarching blueprint for a unified program of development.

The Land Use and Community Form Element Sets forth the desired pattern of growth, development, and change in the city to ensure that a balance of uses is provided at appropriate densities, locations, and combinations to enhance sustainability. The General Plan’s smart growth principles guide additional employment and residential growth toward downtown and urbanized sectors along key transportation corridors. This strategy capitalizes on the City’s existing infrastructure investment and provides opportunities for achieving Escondido’s vision.

The basic smart growth principles include:

- » Fostering an attractive community with a strong sense of place, including such features as gateways, public art, landscaping and unique land use districts
- » Strengthening and enhancing existing neighborhoods
- » Preserving open space, natural beauty, and critically sensitive areas

- » Incorporating “Complete Streets” features to create walkable and bikeable neighborhoods
- » Creating a range of housing opportunities and choices
- » Providing a mix of compatible land uses
- » Taking advantage of more compact, vertical, higher density and higher intensity building design
- » Integrating residential, employment, entertainment, shopping, and services in close proximity to reduce reliance on the automobile
- » Providing a variety of transportation choices
- » Making decisions predictable, fair and cost effective
- » Encouraging community and stakeholder collaboration in development decisions.

Escondido’s General Plan Opportunity Areas (Target Areas and Specific Planning Areas) identify where land use changes are anticipated and encouraged to implement core themes of: a) opportunities to live, work, and play; b) protect, preserve and revitalize neighborhoods; and c) conserve and sustain resources. Opportunity Areas incorporate smart growth principles that promote compact, walkable development patterns in close proximity to transit and strong multimodal connections.

The East Valley Specific Plan area is identified as a target area, called East Valley Parkway Target Area. The guiding principles for the East Valley Parkway Target Area are:

1. Update the Area Plan for the Target Area to include smart growth principles as well as improved vehicular access and enhanced aesthetics from Highway 78 along Lincoln Avenue and Ash Street. Strengthen Escondido Creek path connections, and better integrate public / private recreational spaces.
2. Promote opportunities and incentives for attracting job training and technical/ vocational schools and educational institutions that enhance employment opportunity for residents.
3. Establish a mixed-use overlay between Palomar Hospital and Ash Street to focus residential growth with increased building heights and intensities, distanced from lower density residential and appropriate buffers to

ensure compatibility.

Escondido’s General Plan Quality of Life standard for providing parkland is used to derive levels of adequate park service. The standard requires a minimum of 11.8 acres of active and passive parkland per 1,000 dwelling units. This parkland acreage shall involve a minimum of 5.9 acres of developed active neighborhood and community parks in addition to 5.9 acres of passive park land and/or open space for habitat preservation per 1,000 dwelling units. Prior to build-out, the city shall provide a minimum of two (2) community centers.

The General Plan Housing Element establishes that Overall, the City has the ability to accommodate 2,264 lower income units under the existing General Plan and zoning, adequate to accommodate the City’s lower income RHNA of 1,719 units. The Housing Element also notes that the Mixed Use Overlay Zones account for an additional 340 acres where density can reach 80 units per acre. This will provide additional affordable housing opportunities in the community.

The study area was identified as a General Plan Amendment Area in the Notice of Preparation of the Environmental Impact Report for the GPU/ CAP, released in 2010. The General Plan Issues Committee & City Council direction for the area was to include a General Plan implementation program establishing incentives for attracting and concentrating educational facilities and bolstering retail and office employment uses based on proximity to services and similar uses. Area in the vicinity of Ash Street & Valley Parkway would be analyzed as a potential “urban village” allowing Mixed-Use Residential / Small Retail / Office uses.

## Existing Conditions

### LAND USE INVENTORY & SETTINGS

#### General Setting

The study area is located in the central portion of the City of Escondido, immediately east of downtown. The study area consists of approximately 191 acres generally bound by Escondido Creek to the north; Harding Street to the east; East Grand and East 2nd Street to the south; and North Hickory, South Hickory, and North Fig Street to the west. The area is currently made up of low intensity general retail, offices, restaurants, and varying residential

densities. Given its proximity to downtown Escondido, the study area was developed as an expansion of the downtown commercial uses.

### Existing Designation Description and Matrix

The study area's land use designations consists of General Office and General Commercial. Parts of the study area are also designated as Mixed Use Overlay. Table 1-1, Land Use Designations, below provides a description of the land use designation and the standards that apply to each designation. Table 1-2, Zoning Regulations, provides the standards that apply to each zone. Permitted uses are provided the Escondido Zoning Code. See Figure 1-1 for General Plan Land Use Designations and Figure 1-2 for Zoning Designations.

TABLE 1-2  
LAND USE DESIGNATIONS

GENERAL PLAN LAND USE DESIGNATION	DESCRIPTION OF USES	STANDARDS
<b>General Office</b>	Administrative and professional offices; business support services; financial, insurance, and real estate services; supportive commercial uses such as restaurants. Medical offices and health care services, short-term convalescent and long-term care facilities, research labs, medical supply, and similar uses.	Maximum Intensity: 2.0 FAR Building Height: 2-6 stories Maximum Lot Size: None Location: Along major thoroughfares, at roadway intersections and in higher intensity urban nodes served by transit.
<b>General Commercial</b>	A broad range of retail and service activities, including local-serving commercial, community shopping/ office complexes, automobile sales and service, eating and drinking establishments, entertainment facilities.	Maximum Intensity: 0.5 FAR Building Height: 1-4 stories Buildings taller than 3 stories may be appropriate for tourist-serving facilities or in mixed use overlay areas Maximum Lot Size: None Location: Along major thoroughfares and in higher intensity urban nodes. Design: Details of location, scale, intensity, height, signage, lighting, circulation, and architecture shall be provided during application.
<b>Mixed Use Overlay</b>	Mixed-use structures that vertically integrate housing above ground floor commercial, office, other pedestrian-active uses. For mixed use structures, commercial uses characterized by noise, vibration, odors, or other activities that would adversely impact onsite residential units are prohibited. Details regarding businesses, location, intensity, height, scale, circulation, signage architecture, materials, and lighting shall be provided during application.	Minimum: 1.5 FAR Maximum 3.0 FAR Percentage non-residential: Minimum: 20% FAR Maximum: 35% FAR Location: At specified General Plan locations.

TABLE 1-3  
ZONING REGULATIONS

ZONING	STANDARDS
<b>Commercial Professional (C-P)</b>	<p>The professional commercial (CP) zone is established to provide for the development of certain business and professional offices, medical services, medically related retail, legal services and related support-type uses in locations where such uses can conveniently serve the public.</p> <p>Lot Area (SF) min: 7,000sf</p> <p>Average Lot Width Min: 50'</p> <p>Front Setback: 10'</p> <p>Side Setback: None (1) except 5' for first two stories plus 5' for each additional story up to 10'max when adjacent to residential structures</p> <p>Rear Setback: 5' except 10' for first two stories plus 5' for each additional story up to 15' max. when adjacent to residential structures</p> <p>Building Height Maximum: 75'</p> <p>Lot Coverage Maximum: None</p> <p>Minimum Space Size: None</p>
<b>General Commercial (C-G)</b>	<p>Lot Area (SF) min: None</p> <p>Average Lot Width Min: None</p> <p>Front Setback: None(1)(2)</p> <p>Side Setback: None(1)(2)</p> <p>Rear Setback: None(1)(2)</p> <p>Building height maximum: None</p> <p>Lot Coverage Maximum: None</p> <p>Minimum Space Size: 10' wide, 25' long, 14' high</p>
<b>Hospital Professional (HP)</b>	<p>Properties located in the hospital professional (HP) zone identified on the city of Escondido adopted zoning map shall be governed by the standards of the professional commercial (C-P) zone. (Ord. 97-02, § 2 Exh. A, 1-22-97; Ord. No. 2014-15, § 4, 8-13-14). See C-P zone above.</p>

ZONING	STANDARDS
<b>Planned Development Residential (PD-R)</b>	<p>(a) Residential planned developments may, and are encouraged to, depart from standard subdivision and housing design by providing a variety of lot sizes and housing types, provided that the overall residential density yield conforms with the city policy as determined in subsection (b) of this section, and provided residential amenities are incorporated in amounts and locations conducive to the establishment of a quality residential environment and/or residential environments of special social importance to the city.</p> <p>(b) All planned developments in which residential uses are proposed shall be governed by the residential density set forth in the Escondido General Plan, or in any applicable specific plan, or any applicable area plan, or in official city plans and policies in process of preparation and adoption.</p> <p>(c) For planned developments in which residential uses are proposed on lots or parcels of land in the R-3, R-4 and R-5 zones, area plans and specific plan areas with a maximum specified multifamily residential density, no planned development shall be improved or developed at a density below seventy (70) percent of the maximum permitted density of the underlying multifamily zone, area plan or specific plan multifamily designation. Exceptions to the minimum density requirement may be granted in writing as part of the planned development approved pursuant to section 33-408 provided the development will not preclude the city from meeting its housing needs as described in the Housing Element of the Escondido General Plan. Minimum density requirements shall not apply to property owners seeking to enhance or enlarge existing dwelling units or construct other accessory structures on a site. (Ord. No. 2017-03R, § 4, 3-22-17)</p>
<b>East Valley Parkway Overlay</b>	See East Valley Parkway Area Plan for separate design standards

(1) A building located on a lot line shall have facilities for the discharge of all roof drainage onto the subject lot.

(2) When the yard of a property zoned CG is adjacent or abutting the yard of a residentially zoned property, the following landscaped setbacks shall apply for all buildings and structures:

**(A) Front yard setback:**

**TABLE 1-4  
FRONT YARD SETBACKS**

DISTANCE FROM STRUCTURE TO RESIDENTIAL PROPERTY	FRONT YARD SETBACK
25' or less	Equal to residential zone
26'—50'	10'
Over 50'	5'

(B) Side yard setback shall be minimum five (5) feet.

(C) Side yard setback adjacent to street when the rear yard of the corner and reverse corner lots abuts residentially zoned property shall be minimum ten (10) feet.

(D) Rear yard setback shall be same as the rear yard setback required for adjacent residential zone.

## PARCEL PATTERNS

Determining the size of the parcels and the land use pattern helps to determine the potential for development and growth within the study area. Land assemblage is often a barrier for developers wanting to build multi-family homes and retail offices, and having the information on which parcels are 0.75-acre or larger helps developers determine the feasibility of a particular infill project. Parcels that are larger than 0.75 acre generally have sufficient land area to develop larger “catalyst infill” projects, such as multi-family condos or offices. As identified in Figure 1-3, Current Developable Parcel Locations, there are multiple parcels in the study area that are greater than 0.75 acre. Some of these parcels are owned by public agencies and already contain development; vacant parcels greater than 0.75 acre are shown in Figure 1-3.

The existing Design Guidelines included in the East Valley Parkway Area Plan (2004) identifies the northwestern portion of the site, west of Ash Street and north of Pennsylvania Street, as an area to “Encourage Lot Consolidation.”

## MAJOR/MINOR DESTINATIONS

Major urban attractors in Escondido are located in Downtown Escondido, which is immediately west of the study area. These urban attractors include the California Center for the Arts, Escondido, the San Diego Children’s Discovery Museum, the Escondido History Center and Grape Day Park. Recreation-based attractions, such as the San Diego Zoo Safari Park, are located outside the central city, distant to the study area. The main destinations within the study area are the anchor stores located in the shopping centers along East Valley Parkway such as grocery stores, office supply stores, and smaller retail stores. There are also a number of big box stores such as Walmart and Home Depot located near the eastern boundary of the study area. However, there are no major attractors such as amusement parks, theatres, or music halls that bring visitors to the study area.

Minor destinations include sit-down and fast-food restaurants along East Valley Parkway, and the health services located on the western side of the study area. The Escondido Medical Center, which abuts the study area to the east, offer multiple medical and surgical services which acts as a nearby, easterly destination.

## OPEN SPACE AREA/NETWORK

The study area is comprised entirely of commercial development with surrounding residential. The area is fully developed with no open space areas. The Escondido Creek runs along parts of the northern boundary of the study area. The Escondido Creek is an open concrete channel with a multi-use path running along the one or both sides of the creek. The portion of the creek that abuts the study area has a multi-use pathway along the southern side of the creek. The Escondido Creek Trail Master Plan sets forth the vision and framework for a linear creek-walk park that provides residents and visitors with an opportunity to engage the creek. Once fully implemented, the Escondido Creek Trail will encourage safe and healthy lifestyles in a more natural environment.

## Issues/Constraints

A number of constraints related to land use issues exist within the study area, and are as follows:

- » The existing land use and zoning overlays are confusing and are not user or developer-friendly. For example, the existing land use designation of East Valley Parkway Area Plan Overlay acts more as a zoning designation rather than a land use designation. In addition, the study area has a zoning designation of Mixed Use Overlay, however there is no distinction or reference to the two types of Mixed Use Overlay Zones: Horizontal Mixed Use and Vertical Mixed Use which has two different sets of FAR minimums and maximums. The Vertical Mixed Use FAR (1.5 to 3.0) is more conducive for development compared to the Horizontal Mixed Use FAR (0.5 to 2.0).
- » The study area lacks major urban attractors such as those found in Downtown Escondido. The large retailers in the area such as grocery stores and home improvement stores service the needs of Escondido residents in the immediate area as well as eastern Escondido. However, they do not provide entertainment or recreational destinations that attract visitors and residents from afar. The existing destinations of the study area act as anchors, but lack complementary uses that attract a

broader audience.

- » COVID-19 has brought a “new normal”, creating obstacles for commercial storefronts. The transition to curbside pickup and online shopping incentivizes smaller square-footages for restaurants and retailers.
- » The existing land use and zoning designations of the site do not heavily encourage residential uses. The existing low, medium, and high density residential buildings are located in the “Office” and “General Commercial” designations with a Mixed Use Overlay. Therefore, future residential development must rely on the Mixed Use Overlay standards or rezone as Planned Development Residential (PD-R).
- » There are no land use or zoning standards requiring public spaces in the study area, therefore, there is a lack of public spaces such as plazas, parks, promenades, and outdoor seating areas.
- » The parcels less than 0.75 acres limit multi-family residential or mixed use development.
- » Parking standards for Commercial and Retail uses may be overly abundant with no maximum. Thus, allowing places in the study area to be over-parked and underutilized, such as the Home Depot parking lot.
- » The study area lacks transitional zones or areas to buffer the residential uses from the highly-trafficked, noisy Valley Parkway.
- » parcels along Pennsylvania Street and Beech Street to Office and Mixed Use designations to act as a buffer for the residential uses to the south and west.
- » Redesignate Land Use and Zoning designations to provide clarification and to provide authority to this Specific Plan as an Overlay Zone (i.e. replacing the East Valley Parkway Area Plan Overlay land use designation with a zoning designation of East Valley Specific Plan Overlay Zone upon approval).
- » The undeveloped parcels over 0.75 acres provides the opportunity for future infill development in the form of housing, public space, and urban attractor opportunities such as performing art centers, museums, or music halls.
- » Provide policy to incentivize high-quality businesses along Valley Parkway.
- » Consider rezoning areas along Valley Parkway, Grand Avenue, and Beech Street to allow or require public spaces such as plazas, promenades, parks and outdoor seating areas. Public spaces along Beech Street would provide a fade in land use intensities heading west from Ash Street. Areas established for public spaces shall be mindful of the City's active and passive parkland standards, as well as standards for community centers.
- » Incentivize multi-tenant commercial space to reduce square-footage and costs for restaurant owners and retailers. Breaking up over-sized retail space opens up its potential to generate income by multiplying the prospective tenant base.
- » Reevaluate parking standards with the consideration of public input for commercial uses. Assess where parking maximums and limitations can be set to reduce the amount of underutilized parking lots in the study area.
- » Focus opportunity areas for residential and mixed use development on vacant/ underutilized parcels greater than 0.75. Consider providing policy mechanisms and incentives that encourage the assembly of parcels greater than 1 acre. Vacant/ underutilized parcels under 0.75 can be utilized for public spaces and individual residential, commercial or office uses. Policies

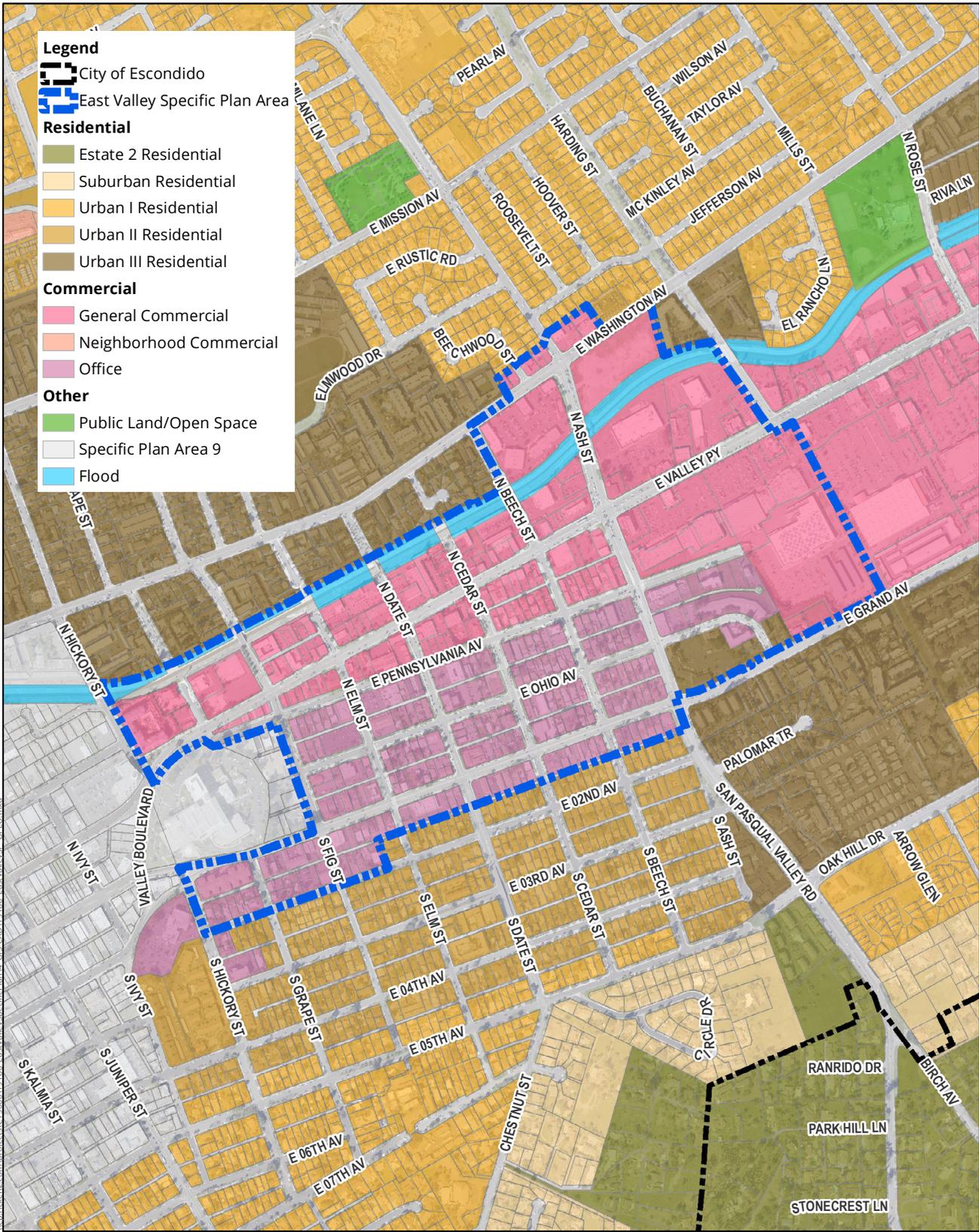
## Opportunities/Recommendations

A number of land use-related opportunities and recommendations for development exist within the study area, and are as follows:

- » The study area has potential transitional areas to offer a more subtle shift in land uses. For example, Pennsylvania Street is a wider, residential street that has the opportunity to act as a north-south transition between the commercial uses along Valley Parkway and the residential uses to the south. Beech Street also has the opportunity to act as a east-west transition from the higher intensity of commercial land uses along Ash Street to the east, and the less intense commercial and residential uses to the west. Consider rezoning

and regulations should be included that accommodate small-scale infill development opportunities, such as live-work units or boutique retail locations.

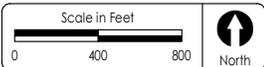
- » Consider redesignating areas in the Office Zone area as Mixed Use or Residential to accommodate a variety of housing opportunities in the study area by adding flexibility in the Mixed Use Overlay standards to allow for fully-residential development.



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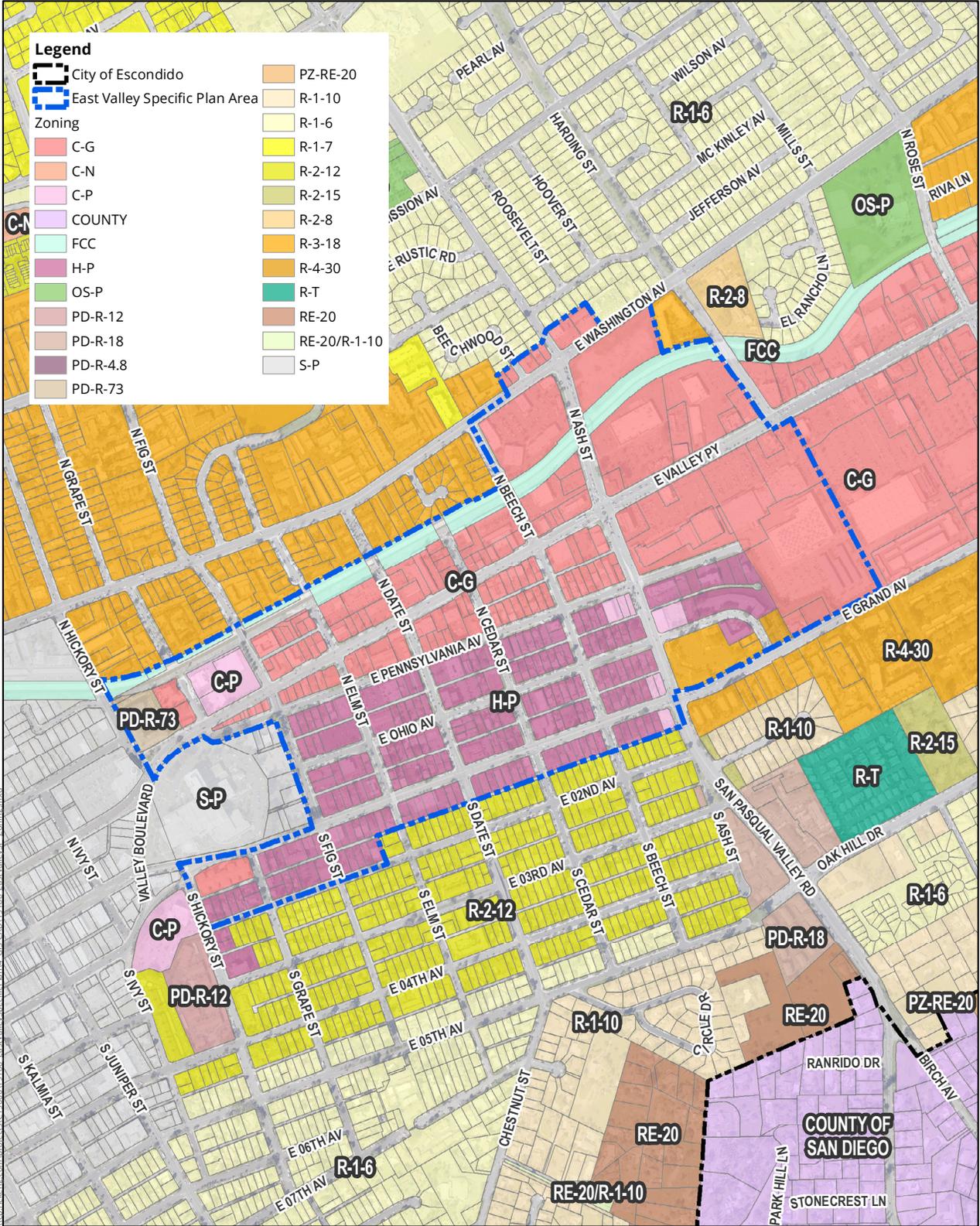
Date of Exhibit: 6/30/2020  
ESRI Basemap

FIGURE 1-1



### City of Escondido General Plan Land Use





Date of Exhibit: 6/30/2020  
ESRI Basemap

FIGURE 1-3  
Existing Zoning

ESCONDIDO City of Choice

RICK ENGINEERING COMPANY

Scale in Feet  
0 400 800

North







## SECTION 2: URBAN FORM

### Introduction

The visual character of an area plays a large role in shaping the perception of an area sought after to live, work, and play. As it exists today, many areas in the East Valley lack visual interest, are not pedestrian friendly, and/or are not well maintained. Opportunities exist to enhance the visual character to attract development, residents and visitors, and include enhancements to the overall visual landscape of the area, such as enhancing the streetscape through the installation of street lighting and furniture, implementing public art displays, facade improvements, “green-street” designs, and overall making the area a place that promotes pedestrian mobility. Design guidelines could allow for unique architecture and design within the East Valley Area.

### Methodology/Sources

A review of currently adopted legislation and various background information and policy documents, including the 2012 Escondido General Plan, East Valley Parkway Area Plan, City of Escondido Zoning Code, and information provided from the City of Escondido regarding the study area. Aerials and street views and other publicly available information was used to determine the types of developments within the study area.

### Regulatory Setting

#### STATE

##### California Department of Transportation Design Standards & Standard Drawings

The use of the California Department of Transportation Standards is required to ensure that all transportation project contracts are clear, concise, correct, complete and in compliance with the Federal Highway Administration (FHWA). Substantial justification and approval for deviation from the Standards is required. Deviation should be rare and will not be approved for minor or preferential changes.

These Standards are the culmination of extensive development by the Department’s most competent and proficient professionals. Concurrence has been obtained from stakeholders, including the Construction Division, Legal Division and FHWA. When applicable, concurrence has also been obtained from industry and other agencies.

## LOCAL

### City of Escondido Design Standards and Standard Drawings

City of Escondido Municipal Code requires that any applicant who constructs or enlarges a building or subdivides property shall dedicate right-of-way and construct public improvements including but not limited to street, drainage and utilities in accordance with the City's Design Standards and Standard Drawings subject to individualized determination of the City Engineer.

### City of Escondido Municipal Code – Sign Ordinance

The intent of the sign ordinance is to preserve and enhance the aesthetic, traffic safety and environmental values of our communities and growing commercial/industrial districts, while at the same time providing channels of communication to the public. The sign ordinance also regulates on the basis of characteristic and proportion of signage.

### City of Escondido General Plan

The City's General Plan is a statement of long-range public policy to guide the use and development of private and public lands in the community. The City's General Plan identifies the East Valley Parkway Area as a target area with the following recommendations:

1. Update the East Valley Parkway Area Plan for the Target Area to include smart growth principles as well as improved vehicular access and enhanced aesthetics from Highway 78 along Lincoln Avenue and Ash Street.
2. Strengthen Escondido Creek path connections, and better integrate public / private recreational spaces.
3. Promote opportunities and incentives for attracting job training and technical/ vocational schools and educational institutions that enhance employment opportunity for residents.
4. Establish a mixed use overlay between Palomar Hospital and Ash Street to focus residential growth with increased building heights and intensities, distanced from lower density residential and appropriate buffers to ensure compatibility.

### East Valley Parkway Area Plan

The East Valley Parkway Area Plan is intended to guide development in the East Valley Area, along East Valley Parkway. The Area Plan address the Commercial Policy objectives identified in the City's General Plan including:

- » Opportunities to attract office and professional uses, rehabilitate existing commercial centers, strengthen existing establishments through facade and streetscape improvements, and consolidate access point to improve traffic circulation
- » To continue and strengthen the efforts for the renaissance of the area
- » To develop strategies encouraging older developed properties to upgrade facades, parking areas and landscaping and to maintain properties in a well-kept manner according to current Municipal Code requirements
- » To provide direction for the design of buildings, site planning, signs, and landscaping
- » To provide a marketing tool for attracting targeted uses that contribute to economic development, and to encourage additional educational uses to build upon the existing education cluster
- » To provide guidelines for residential uses as part of mixed-use development
- » To develop strategies that encourage home ownership of residential units
- » To identify priorities for infrastructure improvement

The East Valley Parkway Area Plan has also developed a comprehensive set of design guidelines to provide a visually attractive streetscape. The design guidelines are intended to encourage quality design through consideration of the natural elements, the context of the project, the needs of the owner and users, and the aesthetic and functional enjoyment of the final solution.

### Escondido Creek Trail Expansion and Renovation Project

The City of Escondido has been awarded \$8.5 million from the California Parks Department to fund the Escondido Creek Trail Expansion and Renovation Project.

The project would open the closed side of the Creek Trail, removing asphalt and building a firm surface path, and adding recreation features will add approximately 1.7 miles of new trail and 2.5 acres of parkland, in the heart of Escondido's severely/disadvantaged community area. The improvements will separate users in a way that will enhance the use for both and provide safer means of travel for both pedestrians and cyclists. The project would also include amenities such as adult fitness equipment, children's play pockets and pocket gardens.

The improvements that will affect the study area will be between Broadway and Rose Street and are discussed throughout this section.

## Existing Conditions

The Escondido Creek is the only man-made Feature within the study area and runs along the northern boundary. The topography within the East Valley Area is relatively flat, with some slight topography associated with southwest and southeast portions of the study area. Any unique topographic features that may have existed within the East Valley area have been altered by development.

### TOPOGRAPHY/NATURAL FEATURES

The study area is a relatively flat, semi-rectangular stretch of land along the Escondido Creek. There is a slight incline going east along Grand Avenue and the southeastern portion of the site. The study area contains impressive views of Bottle Peak Mountain and it's foothills. These views can be seen from the Escondido Creek Trail, Valley Parkway, Pennsylvania



Photo of Escondido Creek

Street and eastern-most segment of Grand Avenue.

The Escondido Creek is concrete-lined canal with walking paths along one or both sides of the canal. As shown in the photo below, the Escondido Creek has low visual quality, as there is no vegetation or visual interest surrounding the creek.

### PUBLIC REALM

The public realm includes amenities and infrastructure that are accessible to the community members, such as parks, plazas, trails, and other places of public gathering. Sidewalks and streetscapes, landscaping, signage and wayfinding, public art, and the Escondido Creek Trail Expansion Project were all analyzed as it relates to the public realm within the East Valley area.

#### Sidewalks and Streetscapes

East Valley Parkway and East Grand Avenue are the main roads that run east-west through the study area. Both streets are characterized by large blocks, with no center medians and with limited signaled crossing opportunities for pedestrians to safely navigate. There are sidewalks located on both sides of these roads, however, they are generally unshaded and do not create an attractive pedestrian environment. There does not appear to be any bike lanes to support cyclists along either of these streets.

The majority of the northern boundary of the study area runs along the Escondido Creek. There is a pedestrian and bicycle path that runs along the creek. Lights have been installed along a portion of the Escondido Creek Trail. The path does not provide shade and is located at the rear of mostly commercial buildings which could create an unsafe pedestrian environment. The trail is open from dawn to dusk and most of the access points have gates that are open during this time. The path is accessible at all street crossings. There are five access points to the Escondido Creek Trail within the study area, Hickory Street, Fig Street, Date Street, Ash Street, and Harding Street.

As mentioned above, the City of Escondido has been awarded \$8.5 million to fund the Escondido Creek Trail Expansion and Renovation Project (Project). The Project proposes the addition of trash/recycling receptacles, dog waste bag stations, water filling stations, benches and up to 21 activity stations (fitness, adventure play, skate features).

The Project also include additional lighting along the trail so the trail can be used after dark. There will be opportunities to collaborate between the two planning efforts to ensure that the improvements and resources proposed for the creek trail benefit the East Valley community and that successful connections are made between the creek and other parts of the community.

There are large amounts of surface parking particularly along East Valley Parkway. In most cases parking tends to be located along the street frontage, resulting in large setbacks for commercial/retail uses. This design does not encourage pedestrian engagement with the commercial uses in the area and generally does not provide a comfortable environment for cyclists or pedestrians

### Landscaping

The City's Parks & Open Space department catalogs community trees in an ongoing data base that records their location, species, health, height, and diameter. The inventory shows a wide variety of trees that includes both native and non-native species, bringing the City character. Sites are also identified for future planting possibility.

The study area does not provide uniform landscaping along the streets and storefronts. There are scattered street trees along the major corridors, predominantly palm trees. There is little to no City-maintained landscaping along roadways between Valley Parkway and Grand Avenue. Furthermore, any existing landscaping throughout the study area does not provide shade or buffering for pedestrians. The sidewalks along the streets tend to switch between contiguous and non-contiguous sidewalks; meaning landscape buffers between streets and sidewalks are scattered and inconsistent. The Escondido Creek Trail does not contain landscaping both within the trail right-of-way and at the entryways to the trail.

Landscaping throughout parking areas is also scarce; trees providing shade for parked cars few and far between. There are also no center medians along the major roads in the study area and therefore no opportunities for landscaping.

There will be opportunities for collaboration with the Escondido Creek Trail Expansion and Renovation Project to enhance the landscaping in and around the areas of the creek that run through the East Valley Area. Currently the Creek project proposes

the addition of updated fencing, including vinyl chain link fencing, over 1.5 acres of landscaping, up to 50 trees with irrigation and cantilevered trees/viewing areas.

### Signage and Wayfinding

The City of Escondido has a sign ordinance that defines basic sign standards and design guidelines to aid business owners and sign contractors in creating appropriate signs. The sign program coordinates the type, placement, and size of signs, and encourages innovative designs which respond to surrounding conditions.

There are street signs that identify streets at intersections throughout the study area making it easy to navigate for all types of users. The street sign font is relatively large with a generic green background. The large font size accommodates older and visually-impaired pedestrians as well makes navigation for vehicular users easier and safer.

There is currently no gateway or wayfinding signage in the study area. There is, however, shopping center signage for that displays what retailers are located in that shopping center, however, they do not provide a sense of place or a cohesive aesthetic throughout. For example, the Home Depot shopping center sign does not provide a name; whereas Trafalgar Square displays the name at the top.

There is currently no entry signage or landscaping at the entrances to the Escondido Creek Trail making it hard to know if the trail is open to the public and where it leads. The Escondido Creek Trail Expansion and Renovation Project currently proposes the addition of trail gateways, monuments and signage. This is a good opportunity for the East Valley Area collaborate to enhance the wayfinding and signage in and around the creek to help people navigate people in and around the creek trail and the rest of the East Valley Area.

The existing Design Guidelines included in the East Valley Parkway Area Plan (2004) identify a location for a major gateway/landmark statement at the intersection of Ash and Valley Parkway, however, that has not been implemented to date.

### Public Art

There are currently no public art installations in the study area. There are a number of public art pieces located throughout Escondido and in particular just

west of the study area in and around Grape Day Park. There are a couple of public art pieces located within the study area described below:

- » There are eight rectangular glass and steel panels perched on top of poles placed at multiple locations on East Valley Parkway called the “shifting threshold” done by Joan Irving. Three of which are within the study area; the center median at Hickory and two gateway pieces mid-block on the north and south side of East Valley between Ash and Harding on the landscaped areas adjacent to the sidewalk.
- » There is a single tall wedge made of quartzite, laminated glass, and aluminum located at 488 East Valley Parkway and Hickory. The piece is called “The Cutting Wedge” and was done by Christopher Lee in 1989.

There are opportunities for further public art to be incorporated into the East Valley Area. For example, the Escondido Creek Trail Expansion and Renovation Project proposes decorative murals on some of the concrete flood channel walls.

## PRIVATE REALM

The private realm involves the visual and aesthetic appearance of private properties from a public viewpoint (office/business parks, residential developments, etc.).

### Existing Neighborhoods, Density & Street Orientation

The residential neighborhoods between East Valley Parkway and Grand Avenue are predominately multi-family parcels with scattered single-family units. The majority of the homes in the area were built in the 1950s. The residential areas within the study area tend to have alleyways behind homes



which appear to be predominantly used for trash collection rather than access, although some provide areas for parking.

### Architectural Styles

A variety of architectural styles are found along the commercial Valley Parkway corridor, including Mission or Mediterranean style, Western, and Contemporary. There is no single theme that dominates the study area. Common elements seen in the study area that were included in the East Valley Parkway Area Plan Design Guidelines are: the use of arched windows and doorways, tile and heavy-textured roof materials, and variation in building mass and scale through pop-outs and roof overhangs.

The residential architectural styles varies greatly. The low density residential architectural styles are predominantly from the 1950's with some Mission and Western elements. Use of chain link fencing in the front yard of low density homes is commonly seen in the residential south of Valley Parkway. The medium to high density residential architecture ranges from 1970's and 1980's-type buildings to fairly modern complexes, as shown in the photo below.

### Centers and Corridors

The majority of the commercial uses along East Valley Parkway could be considered strip mall developments with surface parking lots located in front of the buildings. The east end of the study area is characterized by large big box stores such as Walmart. The large shopping centers east of Ash Street provide large parking lots for their customers.

Additionally, the study area has a number of medical and dental offices located throughout the community. The Palomar Medical Center is also located just outside the study area, and is slated for demolition and redevelopment in the future.

### Transitional Zones between Public and Private Realms

Large scale commercial uses are generally clustered along the main roads in the study area (East Valley Parkway, Grand Avenue and Ash Street). While there are still a large number of commercially zoned properties mixed throughout the residential areas these commercial uses tend to be smaller in scale such as a dentist office. These neighborhood commercial uses create a transition from the higher

intensity commercial uses.

The existing medical offices along Pennsylvania Street currently act as a transitional zone between the commercial retail along Valley Parkway and the residential uses to the south, however this transition is not apparent along all of Pennsylvania Street. Similarly, Beech Street acts as transition between the commercial uses along Ash Street and the residential uses west of Ash Street.

As mentioned above alleyways break up residential blocks within the study area creating transitions between uses.

### MOBILITY NETWORK/CONNECTIVITY

Vehicular mobility and connectivity throughout the site is predominantly via Valley Parkway, Ash Street, and Grand Avenue. Pedestrian and bicycle circulation is provided via the Escondido Creek Trail and sidewalk amenities along lesser-trafficked roadways. Pedestrian amenities like painted crosswalks and shaded benches are sparse throughout the study area, and there are currently no established bike lanes. The sidewalks provided are inconsistently contiguous and non-contiguous. There is currently no wayfinding signage to provide pedestrian-level directions. There are painted crosswalks that connect shopping centers to sidewalks and parking lots, however pedestrians are usually forced to walk through shopping center parking lots.

### Issues/Constraints

Below are a number of issues and/or constraints identified in terms of the urban form for both the public and private realm:

- » The study area is in need of streetscape improvements, including landscaping elements needed along East Valley Parkway and East Grand Avenue to accommodate a bicycle and pedestrian friendly environment.
- » Block sizes are not walkable. The way commercial uses are laid out prioritizes vehicular trips over pedestrians.
- » There is a lack of wayfinding and gateway signage to provide direction and a sense of place.
- » The study area lacks street crossings, traffic calming and other pedestrian facilities.
- » Due to the “new normal” created by the

increase in curbside pickup and online shopping, the large parking lots east of Ash Street are often not utilized to their full capacity and create a barren swath of asphalt. Therefore, these areas do not provide a welcoming private realm.

### Opportunities/Recommendations

The following are opportunities and recommendations within the study area:

- » The Escondido Creek Trail Expansion and Renovation Project is a great opportunity for the study area to utilize the improvements made through the project to connect the area to the rest of Escondido.
- » Currently, the streetscape along the major collectors in the study area does not provide an attractive setting for pedestrians or motorists. Look for ways in which the existing streetscape on major collector roads can be enhanced through smart design. This could include landscaped center medians, landscaping and street furniture outside of stores or other creative design features.
- » Additionally, the area is not very walkable for pedestrians and there are limited crossings on major collectors. Consider installing more safe pedestrian crossings along East Valley Parkway and E Grand Avenue to increase pedestrian safety and make the study area more pedestrian friendly.
- » Ensure that all new development or redevelopment along East Valley Parkway and Grand Avenue consider pedestrian activity and engagement. As mentioned, this could include enhanced landscaping, street furniture and signage.
- » Enhance the private realm by bringing commercial storefronts closer to the curb and reducing parking requirements, to make it easier for consumers to locate the store and pickup goods.
- » Coordinate planning efforts with the Escondido Creek Trail Expansion and Renovation Project to enhance the streetscape, landscape, signage and accessibility of the East Valley Area. There are opportunities to create linkages and aesthetically-pleasing recreation areas.



## SECTION 3: MOBILITY

### Introduction

The East Valley Specific Plan Area mobility network is comprised of roadways, public transit, bicycle and pedestrian facilities, and multi-use trails. The area is well connected to the surrounding hot spots in Escondido, conveniently located just east of Downtown Escondido, approximately one mile from the Escondido Transit Center, and along the Escondido Creek Trail. The Mobility section analyses the current state, regional, and local land use regulatory environment and existing conditions related to local and regional mobility and circulation. This section presents the physical and operational conditions of the existing circulation network in the study area, including an evaluation of streets, pedestrian and bicycle facilities, public transit, and parking.

### Methodology/Sources

A review was conducted of currently adopted legislation and various background and policy documents, including the Escondido General Plan (2012), East Valley Parkway Area Plan (2002), Escondido Bicycle Master Plan (2012). A review was also conducted of SANDAG's Regional Transportation Plan (2015) and SANDAG's SB743 Vehicle Miles Traveled Maps (2016). City staff provided a review of Average Daily Trip (ADT) information.

### Regulatory Setting

#### FEDERAL

##### Congestion Management Process

Federal Highway Administration (FHWA) 23 Code of Federal Regulations (CFR) 450.320 requires that all transportation management areas address congestion management through a process involving an analysis of multimodal metropolitan-wide strategies that are developed to enhance safety and integrated management of new and existing transportation facilities eligible for federal funding. The San Diego Association of Governments (SANDAG) has been designated as having jurisdiction over the transportation management areas for the San Diego region.

##### Highway Capacity Manual

The Federal Highway Capacity Manual, adopted in 2010, is a publication of the Transportation Research Board of the National Academies of Science in the United States. It contains concepts, guidelines, and

procedures for computing the capacity and quality of service of various highway facilities, including freeways, highways, arterial roads, roundabouts, signalized and unsignalized intersections, and rural highways, and the effects of mass transit, pedestrians, and bicycles on the performance of these systems.

## STATE

### California Environmental Quality Act

Environmental legislation in California is largely provided by CEQA and its implementing guidelines (CEQA Guidelines). These regulations required projects with potential adverse environmental effects (or impacts) to undergo environmental review.

### Senate Bill 375

Senate Bill (SB) 375 (codified in the Government Code and the Public Resources Code) took effect in 2008 and provides a new planning process to coordinate land use planning, regional transportation plans, and funding priorities in order to help California meet the greenhouse gas (GHG) reduction goals established by Assembly Bill (AB) 32. SB 375 requires metropolitan planning organizations (MPOs) to incorporate a Sustainable Communities Strategy in their Regional Transportation Plans to achieve GHG emissions reduction targets by reducing vehicle miles traveled from light-duty vehicles through the development of more compact, complete, and efficient communities. SB 375 required the California Air Resources Board (CARB) to set regional targets for reducing GHG from passenger vehicle use. In 2010, CARB established targets for 2020 and 2035 for each region in California governed by an MPO. The San Diego Association of Governments (SANDAG) is the MPO for the San Diego region. The SANDAG target, as set by CARB, is to reduce the region's per capita emissions of greenhouse gases from cars and light trucks by 7 percent by 2020, compared with a 2005 baseline. By 2035, the target is a 13 percent per capita reduction. SB 375 does not require CARB to set targets beyond 2035. Nevertheless, the Regional Plan also includes a 2050 time horizon to integrate the TransNet Program, which has a 2048 time horizon (very close to 2050).

### Senate Bill 743

Senate Bill (SB) 743 was signed into law September 2013 and includes several changes to CEQA for

projects located in areas served by transit (e.g., transit-oriented development, or TOD). Most notably with regard to transportation and traffic assessments, SB 743 will change the way that transportation impacts are analyzed under CEQA (see Public Resources Code Section 21099). SB 743 requires the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to level of service (LOS) and auto delay for evaluating transportation impacts. The alternative criteria must promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses (OPR 2014). The Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA (Draft Guidelines), which provided recommendations for updating the state's CEQA Guidelines in response to SB 743 and contained recommendations for a vehicle miles traveled (VMT) analysis methodology in an accompanying Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory).

## REGIONAL/LOCAL

### San Diego Forward: The Regional Plan (2015)

2050 Regional Transportation Plan and Sustainable Communities Strategy Regional Transportation Plans (RTPs) are developed to identify regional transportation goals, objectives, and strategies. Such plans are required to be prepared in conformance with the goals of Senate Bill (SB) 375 aimed at reducing regional GHG emissions from automobiles and light-duty trucks through changes in land use and transportation development patterns. SANDAG serves as the Regional Transportation Agency for the Southern California region and is therefore required to adopt and submit an updated RTP to the California Transportation Commission and Caltrans every 4 to 5 years, based on regional air quality attainment status. Working with local governments, SANDAG is required by federal law to prepare and implement an RTP that identifies anticipated regional transportation system needs and prioritizes future transportation projects. The 2050 RTP and Sustainable Communities Strategy (SCS) provides guidance for investing an estimated \$214 billion in local, state, and federal transportation funds anticipated to be available within the San Diego region over the next several decades. The 2050 RTP plans for a regional

transportation system that enhances quality of life, promotes sustainability, and offers varied mobility options for both goods and people. The plan addresses improvements for transit, rail and bus service, express and managed lanes, highways, local streets, bicycling, and walking to achieve an integrated, multimodal transportation system by 2050.

#### City of Escondido Bicycle Master Plan

The City's Bicycle Master Plan was adopted in October 2012. The plan guides the creation of an interconnected network of on- and off-street bicycle facilities to serve Escondido's neighborhoods and provide connection to transit centers, shopping districts, parks, and other local amenities. The plan also considers the mobility, sustainability, health, economic, and social goals identified in the City's General Plan. The Bicycle Master Plan outlines a framework for future development of the city's bicycle network and also makes the City eligible for certain local, state, and federal funding for bicycle projects. The plan is intended to maximize the efficiencies offered by multimodal connections between mass transit and bikeways, promote a viable alternative to automobile travel, and provide a more convenient bikeway system for cyclists who do not have ready access to motor vehicles or may choose to ride a bike. The plan covers the City of Escondido and its planning Sphere of Influence, consisting of the surrounding communities and unincorporated county areas, and considers potential connections with the City of San Marcos, the City and County of San Diego, and the regional network via the Inland Rail Trail and the Escondido Creek bikeway system. The plan will be implemented through year 2030 (and beyond) as funding opportunities become available.

#### Escondido General Plan Mobility Element

The City of Escondido General Plan Mobility Element includes a Complete Streets Vision to: consistently design and plan all transportation and land use projects in Escondido with all users of all ages and abilities in mind; and to provide a balanced multimodal transportation network with context sensitive solutions throughout the city and promote non-vehicular facilities, walkability, active living, transit usage and Transportation Demand Management (TDM) measures in downtown & mixed use villages. According to the Mobility Element,

features of complete streets include:

- » Balanced design to accommodate walking, cycling, transit, driving, parking, and deliveries
- » Variety of uses and activities that create a varied streetscape
- » Design that relates well to the street's bordering uses and allows for continuous activity
- » Pedestrian and biking facilities that promote safety and maximize access to bordering uses
- » Aesthetically designed street lights that provide sufficient illumination of sidewalks
- » Consistent landscaping that includes street trees for shade, landscaped medians and sidewalks
- » Sustainable design that minimizes runoff, minimizes heat island effects, and climatic demands and conserves scarce resources
- » Well-maintained facilities

Escondido's General Plan envisions a pedestrian-friendly environment where public spaces, including sidewalks and off-street paths, offer a level of convenience, safety and attractiveness to the pedestrian that will encourage and reward the choice to walk. Traffic calming measures are promoted to reduce vehicle speeds, improve safety, and enhance quality of life. The General Plan's Quality of Life standard strives for a level of service "C" (defined by the Highway Capacity Manual) that provides for minimal delays.

The Mobility Element identifies existing and planned bikeways in the City; which identifies proposed Class II bike lanes along Ash Street, Grand Ave, and Date Street. A Class III is proposed for Harding Street.

The City of Escondido provides multiple transit options. The Mobility Element identifies the transit system that services the study area; including a projected future North County Transit District (NCTD) Rapid Bus line along Valley Parkway and local bus route along Grand Avenue.

## Existing Conditions

### ROADWAY NETWORK

The study area contains five major roads. The following are the current conditions of these roads:

- » Valley Parkway is a 4-lane Collector/Major

Road with a two-way left turn lane median. Sidewalks, curbs and gutters are provided and the posted speed limit is 35 mph. Bike lanes are not provided and no parking is provided on both sides of the roadway. Sidewalks, curbs and gutters are provided and the posed speed limit is 35 mph.

- » Grand Avenue is a 4-lane Collector roadway; currently build as a four-lane undivided roadway. East of Fig Street the roadway has a turn lane in the middle west-bound lane. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 35 mph.
- » North Ash is a 4-lane Major Road with Middle Turn Lane; currently built as a four-lane undivided roadway with a two-way left turn lane median. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 35 mph.
- » Date Street is a Local Collector; currently built as a two-lane undivided roadway. Bike lanes are not provided and parking is permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 30 mph.
- » Harding Street is currently built as a four-lane undivided roadway, with a two-way left turn lane median. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and no posted speed limit sign was observed.

### EXISTING ROADWAY OPERATIONS

Table 3-1, Existing Roadway Volumes, is a summary of the most recent available average daily traffic volumes (ADT) from the GPU EIR (2010) and Palomar Heights TIA (2020).

As identified in Table 3-1, Existing Roadway Volumes, not all roadway segments are currently built to their General Plan Classification. This may be because the roadway is not exceeding the LOS standard, and therefore does not need to be upgraded to it's General Plan Classification, such as Grand Avenue west of Date Street; or the development funds have not been accrued to update the roadway per it's

General Plan Classification. Table 3-1 also identifies the anticipated 2035 LOS of each roadway segment.

### EXISTING VEHICLE MILES TRAVELED CONDITIONS

SANDAG's SB743 Vehicle Miles Traveled (VMT) maps provide an estimate of personal vehicle travel by residents and employees within the San Diego region. As shown in Figure 3-1, VMT Conditions, the VMT data is provided at a census tract scale, which shows the study area to have two values for VMT per capita: 11.9 and 15.6. Meaning the residents of the study area travel approximately 62.9-82.0% of the regional average VMT. Area that 85% or less of the SANDAG regional average are considered VMT efficient areas. As a VMT efficient area, new projects may be screened out from doing VMT analysis in their CEQA documentation, if the proposed project is similar to the existing use. The relatively low VMT indicates the residents make fewer and shorter trips to nearby facilities, which suggests that pedestrian and bicycle improvements in the study area have the potential to replace and reduce VMT.

**TABLE 3-1  
EXISTING ROADWAY VOLUMES**

SEGMENT	EXISTING FUNCTIONAL CLASSIFICATION	LOS E CAPACITY	EXISTING (2012 MODEL) VOLUME	EXISTING 2018 COUNT	EXISTING LOS	2035 MODEL VOLUME	GROWTH (2012 TO 2035)	REFINED 2035 VOLUME	2035 LOS	GENERAL PLAN CLASSIFICATION	ROADWAY BUILT TO GENERAL PLAN CLASSIFICATION?
<b>Washington Ave</b>											
Beech St to Ash St	4-Ln Collector (NP)	34,200	10,100		A	13,700	1.36		B	4-Ln Collector (NP)	Yes
Ash St to Harding St	4-Ln Collector (NP)	34,200	6,200		A	7,600	1.23		A	4-Ln Collector (NP)	Yes
<b>Valley Pkwy</b>											
Hickory St to Fig St	4-Ln Collector (NP)	34,200	14,300	23,680	C	17,800	1.24	29,476	D	4-Ln Major (NP)	No
Fig St to Date St	4-Ln Collector (NP)	34,200	19,500		C	19,000	0.97		C	4-Ln Major (NP)	No
Date St to Ash St	4-Ln Collector (NP)	34,200	20,000		C	22,500	1.13		C	4-Ln Major (NP)	No
Ash St to Harding St	4-Ln Collector (NP)	34,200	14,700		B	19,300	1.31		C	4-Ln Major (NP)	No
<b>Grand Ave</b>											
Valley Blvd to Grape St	3-Ln Undivided-TWLTL (NP)	25,000	13,000	9,450	B	9,200	0.71	6,688	A	4-Ln Collector (NP)	No
Grape St to Fig St	3-Ln Undivided-TWLTL (NP)	25,000	13,000	15,130	C	9,200	0.71	10,707	B	4-Ln Collector (NP)	No
Fig St to Date St	3-Ln Undivided-TWLTL (NP)	25,000	16,300		C	12,700	0.78		B	4-Ln Collector (NP)	No
Date St to Ash St	3-Ln Undivided-TWLTL (WP)	17,500	19,000		F	14,500	0.76		D	4-Ln Collector (NP)	No
Ash St to Harding St	4-Ln Divided (WP)	20,000	14,600		C	12,000	0.82		C	4-Ln Collector (NP)	No
<b>N. Hickory St</b>											
E. Washington Ave to Valley Pkwy	Local Collector (WP)	10,000	8,400	4,810	B	10,100	1.20	5,783	C	Local Collector (WP)	Yes

SEGMENT	EXISTING FUNCTIONAL CLASSIFICATION	LOS E CAPACITY	EXISTING (2012 MODEL) VOLUME	EXISTING 2018 COUNT	EXISTING LOS	2035 MODEL VOLUME	GROWTH (2012 TO 2035)	REFINED 2035 VOLUME	2035 LOS	GENERAL PLAN CLASSIFICATION	ROADWAY BUILT TO GENERAL PLAN CLASSIFICATION?
<b>N. Fig Street</b>											
E. Washington Ave to Valley Pkwy	Local Collector (WP)	10,000	9,100	7,950	D	6,100	0.67	5,329	C	4-Ln Collector (NP)	No
Valley Pkwy to Grand Ave	Local Collector (WP)	10,000	3,200	5,660	C	4,100	1.28	7,252	D	4-Ln Collector (NP)	No
Grand Ave to 2nd Ave	Local Collector (WP)	10,000	3,300		A	2,200	0.67		A	Local Collector (WP)	Yes
<b>N. Date St</b>											
E. Washington Ave to Valley Pkwy	Cul-de-sac, no connection	N/A	N/A		N/A	6,800	N/A		C	Local Collector (WP)	No
Valley Pkwy to Grand Ave	Local Collector (WP)	10,000	4,100		B	5,600	1.37		C	Local Collector (WP)	Yes
Grand Ave to 2nd Ave	4-Ln Collector (NP)	34,200	12,000		B	11,900	0.99		B	4-Ln Collector (NP)	Yes
<b>N. Ash St</b>											
E. Washington Ave to Valley Pkwy	4-Ln Collector (NP)	34,200	20,800		C	21,700	1.04		C	4-Ln Major (NP)	No
Valley Pkwy to Grand Ave	4-Ln Collector (NP)	34,200	18,200		B	21,100	1.16		C	4-Ln Major (NP)	No
Grand Ave to 2nd Ave	4-Ln Major (NP)	37,000	26,700		C	28,300	1.06		D	4-Ln Major (NP)	Yes
<b>N. Harding St</b>											
E. Washington Ave to Valley Pkwy	4-Ln Collector (NP)	34,200	7,700		A	9,100	1.18		A	4-Ln Collector (NP)	Yes

## PUBLIC TRANSIT

The North County Transit District (NCTD) and Metropolitan Transit System (MTS) operate the public transit systems in Escondido, including light-rail, bus, deviated fixed-route, and para-transit services. Current bus ridership along East Valley Parkway and Grand Avenue is low. A Park and Ride facility is located approximately 0.7 mile northwest of the study area at North Broadway and E. Lincoln Parkway.

### Light-Rail Transit

The Escondido Transit Center is located at the intersection of N Quince Street and W Valley Parkway, approximately 1 mile east of the study area. The Escondido Transit Center provides a stop for the Sprinter which provides access to a variety of destinations in route to the Oceanside Transit Center, including Cal State San Marcos, Palomar College and the Vista Transit Center. Sprinter frequencies range from 30 to 60 minutes depending on the day and week.

### Bus Service

The Escondido Transit Center is located approximately 0.8 mile west of the Specific Plan Area and provides access to destinations like Downtown San Diego, Los Angeles, Las Vegas, San Francisco, Houston, Phoenix, and New Orleans via MTS bus lines 235, 280, and FlixBus.

As shown in Figure 3-2, Transit Services, NCTD bus lines 351/242 and 355/357 service the study area. 355/357 has multiple stops in the study area along East Valley Parkway, offering access to destinations like Palomar College, Escondido High School, YMCA, Kaiser/Senior Center, Downtown Escondido, and the Escondido Public Library. The 355/357 bus line has stops at the following East Valley Parkway intersections: Pennsylvania Avenue, Elm Street, Ash Street, and Harding Street. The 351/352 bus line services most of the study area. The Route runs between 5:00 AM and 5:30 PM with a frequency of 30 minutes.

The 351/352 bus line has stops along Grand Avenue at Fig Street, Date Street, Ash Street, and Ohio Avenue; and along E. Washington Avenue at Ash Street and Beech Street. Bus Line 388 has stops along East Valley Parkway at Pennsylvania Avenue, Elm Street, Ash Street, and Harding Street; which offers access to destinations in northeastern San Diego County. Lastly, FLEX Line 371 offers access

to Ramona via San Pasqual Valley Road. The Route runs between 5:00 AM and 5:30 PM with a frequency of 30 minutes.

## BICYCLE FACILITIES

As shown in Figure 3-3, Bicycle Facilities, there is one Class I Multi-Use bicycle facility within the study area: the Escondido Creek Trail. Phased implementation of a Class II bicycle facility is planned on segments of Valley Parkway, funded through SANDAG. However, all roadways in the study area have no bicycle facilities.

## PEDESTRIAN MOBILITY FACILITIES

The Resource Conservation Element identifies the Escondido Creek Trail as an urban trail, offering a multi-use path available to walkers and joggers. Other pedestrian facilities in the study area include sidewalks along all public roadways.

Traffic lights are the only opportunity for pedestrians to cross Valley Parkway. Therefore, the only opportunities to cross Valley Parkway are at N. Hickory Street, Fig Street, and Ash Street. East Grand Avenue provides pedestrian crossing facilities at the intersections of S. Fig Street, S. Date Street, and N. Ash Street. N. Ash Street is another 4-Lane Collector that only has pedestrian crossing facilities at intersections with traffic lights.

Blocks between Valley Parkway and Grand Avenue provide contiguous sidewalks offer connections between the two commercial-oriented roadways. Mid-block alleyways do not have sidewalks, however they offer additional, unofficial east-west access. Additionally, the current contiguous sidewalks along roadways in the study area do not have street trees offering shaded to pedestrians. The driveways within large commercial lots do not have sidewalks or uniform shade cover for pedestrians.

## INTER-JURISDICTIONAL CONNECTIVITY

The urban setting of the study area is not conducive to inter-jurisdictional connectivity. The Escondido Creek Trail offers off-site pedestrian connections to Grape Day Park, the Boy and Girls Club of Greater San Diego, and Downtown Escondido to the west; and Washington Park and Escondido Charter High School to the east. Sidewalks along Valley Parkway and Grand Avenue provide connections to offsite commercial, office, and residential uses to the east

and west.

### MOTORIZED/NON-MOTORIZED CONNECTIVITY

Vehicular connectivity to neighboring cities is provided via Valley Parkway, I-15, and SR-78/San Pasqual Valley Road. Valley Parkway provides interjurisdictional movement east to unincorporated areas like Valley Center via Valley Center Road, and west to I-15 which provides connection throughout San Diego County and beyond. SR-78 and San Pasqual Valley Road offer connection to the unincorporated area of Ramona.

### PARKING/CAPACITY

The commercial uses provided along Valley Parkway provide off-street parking. Parking lots of varying sizes and capacities are provided throughout the study area offering ample amounts of parking to its users. Valley Parkway and N. Ash Street do not provide on-street parking; while Grand Avenue provides on-street parking east of S. Date Street. On-street parking seems to be well utilized along the streets between Valley Parkway and Grand Avenue. Large trucks delivering commercial goods along Valley Parkway and Grand Avenue often park on the street.

The commercial shopping center west of N. Ash Street, in the study area, has relatively limited parking in comparison to the shopping centers east of N. Ash Street. However, given the “new normal” bringing a demand for drive-thru, pick-up and delivery services, the shopping center parking lot is rarely used to its full capacity. This shopping center also lacks interior pedestrian connections as well as connections to adjacent land uses.

### Issues/Constraints

Below are a number of issues and/or constraints identified in terms of the mobility throughout the study area:

- » Valley Parkway lacks bicycles facilities, however, it is currently operating at an LOS C and is not built to it’s General Plan classification, making the roadway not a strong candidate for traffic calming measures. In addition, the roadway contains a large amount of driveways making it more unsafe for bicycles.
- » The large amount of surface parking does

not provide a comfortable environment for bicyclists and pedestrians who benefit from “eyes on the street” for increased comfort and safety. In addition, the “new normal” intensified by COVID-19, has increased the demand for curbside pickups, drive-through pharmacies, and online shopping, thus reducing the need for ample parking supplies.

- » The long block sizes along Valley Parkway are not pedestrian-friendly and prioritize car usage over pedestrian trips. The long distances between street crossing opportunities at controlled intersections discourage pedestrians.
- » Valley Parkway and Grand Avenue lack painted pedestrian street crossings and traffic calming facilities. For example, the intersection of Grand Avenue and Ash Street does not have painted crosswalks and yet there is a school on the northeast corner.
- » Bus stops are located at intersections with no controlled pedestrian crossing (i.e. Valley Parkway and N. Elm Street), therefore pedestrians wishing to cross to the other side to access a bus stop must travel long distances to double-back.
- » NCTD does not identify any landmarks within the study area along bus routes.
- » Sidewalks in the study area are contiguous to the street, meaning there is no landscape buffer between pedestrians and the vehicles in the street, leading to a less comfortable pedestrian experience.
- » Curb cuts along the 4-Lane Collectors facilitate access to individual properties, however, they disrupt overall circulation flow.
- » Driveways within large commercial lots do not have sidewalks, leading pedestrians wishing to shop there to walk through the parking lot.
- » Entrances to the Escondido Creek Trail lack signage and wayfinding.

### Opportunities/Recommendations

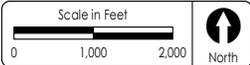
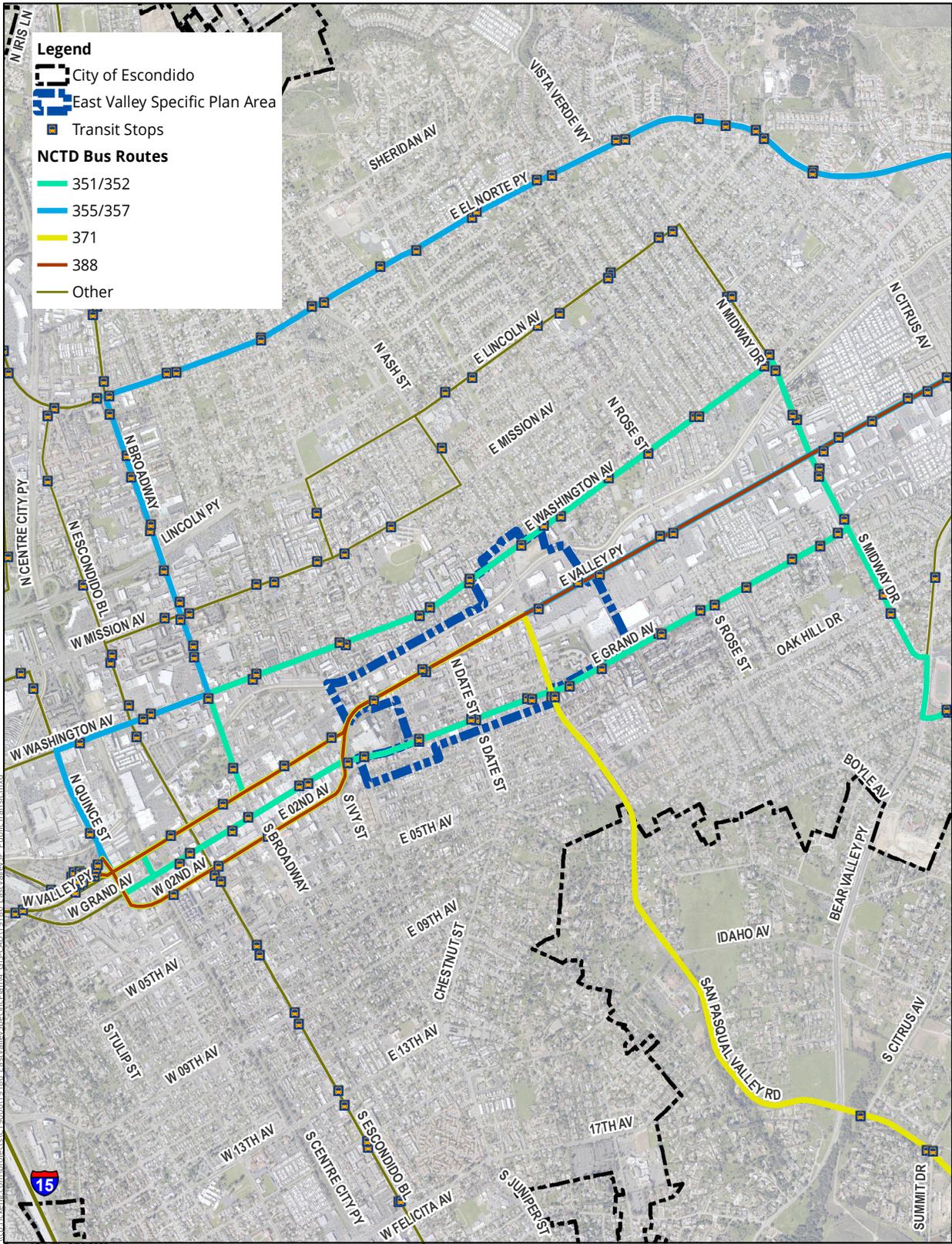
The following opportunities and recommendations have been identified for the study area:

- » The established gridded street system, with several entry points to the study area, provides the potential for numerous gateways

and wayfinding improvements to encourage walking, biking, and areas for parking. Consider providing gateway signage at points of entry in addition to wayfinding signage, and transit system maps and schedules, to attract and guide visitors.

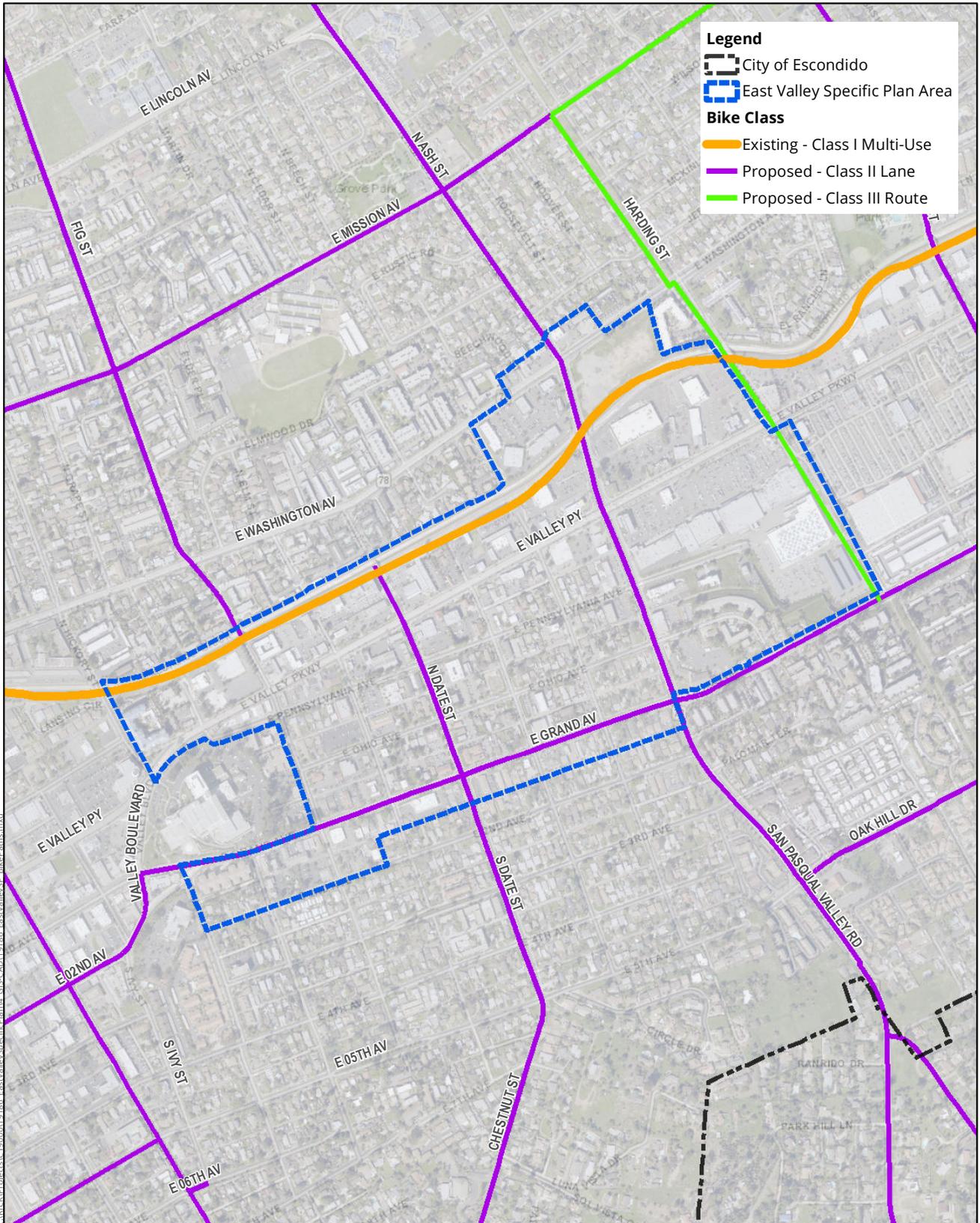
- The Escondido Creek Trail is a moderately-used, east-west pedestrian and bicycle connection for the study area, however, improved wayfinding signage to and from the trail will encourage usership of the trail.
- » Reevaluate parking and drive-thru standards for business types affected by the “new normal.” For example, pharmacies may benefit from drive-thru facilities to reduce human exposure; or large shopping centers may benefit from more curbside pickup facilities and less parking spaces.
- » “The existing right-of-way and traffic conditions along Grand Avenue and Pennsylvania Street could support more pedestrian and bicycle-oriented districts while supporting the City’s Complete Streets vision. Inclusion of bike lanes and painted or lit crosswalk facilities could make Grand Avenue a key bicycle and pedestrian corridor, that compliments the Escondido Creek Trail to the north.
- » There are opportunity areas proximate to transit stops which could fill the void of landmarks in the area. Consider concentrating redevelopment near transit stops to increase ridership and allow new uses to benefit from the additional foot traffic.
- » Establish policy that requires new development to install sidewalks with landscape buffers along roadways with speed limits of 30 mph or higher to improve pedestrian comfortability.
- » Consolidate driveways for uses along 4-Lane Collectors and utilize side streets as points of entry to avoid unnecessary traffic flow disruptions
- » Coordinate with MTS and NCTD to review potential bus stop locations as the study area redevelops.





### North County Transit District

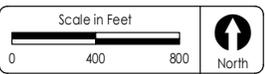
FIGURE 3-2



Date of Exhibit: 7/27/2020  
 ESRI Basemap / City of Escondido Bike Paths

FIGURE 3-3





### Existing and Proposed Bike Paths



## SECTION 4: INFRASTRUCTURE

### Introduction

A review was completed of the existing infrastructure in the East Valley area of Escondido. The review includes an analysis of Wastewater Service, Water Service, Stormwater Management & Drainage, and Utilities.

### Methodology/Sources

RICK has compiled the information and reached conclusions outlined in this Existing Conditions Report based upon publicly available information from the City of Escondido and other public agencies. RICK has also used data from an existing MSR/SOI study for the City of Escondido, periodical research, website analysis, and discussions with public agency representatives.

The information contained in this Infrastructure Study presents a picture of where the City of Escondido and East Valley is today. While projections can and usually do change, the patterns and conclusions identified in this study provide a foundation of information to inform the creation of the East Valley Specific Plan.

### WASTEWATER SERVICE

This section discusses the existing regulatory setting, existing conditions and opportunities and

constraints as it relates to wastewater Service in the study area. The information contained within this section was derived from various sources; including the City of Escondido General Plan, City of Escondido Wastewater Master Plan, and the City of Escondido MSR/SOI Study.

### Regulatory Setting

#### FEDERAL

##### The Clean Water Act (CWA)

The Clean Water Act (CWA) establishes the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters. The basis of the CWA was enacted in 1948 and was called the Federal Water Pollution Control Act, but the Act was significantly reorganized and expanded in 1972. “Clean Water Act” became the Act’s common name with amendments in 1972.

#### STATE

##### The Porter-Cologne Act

The Porter-Cologne Act is the principal law governing water quality regulation in California. It establishes a comprehensive program to protect water quality and the beneficial uses of water. The Porter-Cologne Act applies to surface waters, wetlands, and ground water and to both point and nonpoint sources of pollution. Pursuant to the Porter-Cologne Act (California Water Code section 13000 et seq.), the policy of the State is as follows:

- That the quality of all the waters of the State shall be protected;
- That all activities and factors affecting the quality of water shall be regulated to attain the highest water quality within reason; and
- That the State must be prepared to exercise its full power and jurisdiction to protect the quality of water in the State from degradation.

## REGIONAL/LOCAL

### City of Escondido General Plan (2012)

The City's General Plan identifies the following Quality of Life standard for providing wastewater services: The city wastewater system shall have adequate conveyance pipelines, pumping, outfall, and secondary treatment capacities to meet both normal and peak demands to avoid wastewater spills affecting stream courses and reservoirs. Capacity to treat a minimum of 250 gallons per day for each residence on said system or as established in the city's Wastewater Master Plan shall be provided.

### City of Escondido Wastewater Master Plan (2012)

The 2012 Water Master Plan discusses the City's aging water distribution system and remaining service, and the ability to support future growth and redevelopment. The Water Master Plan Update also addresses the City's General Plan, which includes redevelopment areas that may require significant upgrades to the water system. The plan identifies areas of concern to analyze proposed operational changes and/or future facilities. The master plan also identifies a list of capital improvement projects to maintain an efficient and reliable water supply and distribution system at buildout conditions.

## Existing Conditions

### WASTEWATER SERVICE PROVIDER

#### City of Escondido Utilities Department Wastewater Division

The Wastewater Division of the City of Escondido Utilities Department provides wastewater treatment facilities and services. The City's wastewater service area is generally aligned with the City's incorporated boundary.

## OVERALL WASTEWATER SERVICE SYSTEM & CAPACITIES

### WASTEWATER TREATMENT SUPPLY

The City owns and operates the Hale Avenue Resource Recovery Facility (HARRF) located at 1521 South Hale Avenue. The City's Wastewater Division maintains existing facilities related to:

- » Wastewater Collection: The wastewater collection system that delivers flow to the HARRF is comprised of approximately 380 miles of pipelines, 7,500 manholes, and 14 lift stations.
- » Wastewater Treatment: This HARRF treats and disposes of wastewater collected within the Escondido wastewater service area, plus flows from a portion of the Rancho Bernardo community in the City of San Diego. This facility treats wastewater flows to a secondary level of treatment, and a portion of the wastewater flow is further treated at the tertiary level for use as recycled water.
- » Wastewater Outfall Conveyance: Wastewater that is not reused is conveyed from the HARRF to the San Elijo Ocean Outfall through the 14-mile long Escondido Land Outfall (ELO) pipeline.

### Wastewater Treatment Demand

In 2017, wastewater flows to the HARRF averaged approximately 12.1 MGD<sup>1</sup>. The overall reduction in wastewater flows during this period can be attributed primarily to the effects of water conservation programs (low-flow toilets, shower heads, washing machines, etc.) and a combination of factors, including the economic recession, rising water rates, and drought conditions. While wastewater treatment demand is discussed in "average annual" wastewater flow, actual demand can vary well below or far greater than "average" due to typical patterns in water usage during the day and storm water inflow and infiltration into the wastewater system.

For greater context of the demand for wastewater treatment, Table 4-1 below identifies the average gallon flows over each of the last five completed years with respect to annual average day, average dry-weather day, average wet-weather, and peak day flows.

While the Quality of Life Standard established in

**TABLE 4-1  
AVERAGE WASTEWATER FLOWS (IN MGD)**

YEAR	ANNUAL AVERAGE FLOWS RB	ANNUAL AVERAGE FLOWS ESC	TOTAL ANNUAL AVERAGE FLOWS	AVERAGE DRY-WEATHER FLOWS	AVERAGE WET-WEATHER FLOWS	ANNUAL AVERAGE PEAK FLOWS
2014	2.5	9.4	11.90	11.98	11.85	22.90
2015	2.4	9.3	11.70	11.68	11.70	22.70
2016	2.9	9.0	11.90	11.96	11.92	26.10
2017	2.8	10.0	12.80	12.56	12.98	26.00
2018	2.5	9.9	12.40	12.42	12.45	25.00

<sup>1</sup> Based on HARRF monthly inflow data from February 2016 to January 2017.

the General Plan specifies that the City maintain a minimum capacity to treat 250 gallons per day per each residence connected to the wastewater system, a variety of factors affect wastewater generation and treatment demand. The wastewater generation rates developed for planning purposes in the 2012 Wastewater Master Plan specify 55 gallons per capita per day (gpcd) for residential population, and 38 gpcd for employment population. The 2012 Wastewater Master Plan accounts for these various demand generation factors and identifies required improvements for maintaining adequate service through the anticipated build-out within the City's service area.

By 2030, overall demands on the wastewater system and the physical service area are anticipated to increase due to projected population and employment growth, new development, and the addition of approximately 3,600 parcels that are currently served by septic systems to the City's wastewater collection system. By 2030, the projected average daily wastewater flow for the City is approximately 14.4 MGD, which represents an increase of approximately 42 percent over the 2011 metered flows. Approximately 50 percent of the increase in flow can be attributed to the possible future conversions of existing septic systems to public sewer, many of which are primarily low-density rural and residential estate land use that will require annexation for wastewater services.

Section 2.6 of the City of Escondido 2012 Wastewater Master Plan describes how future average daily wastewater flows were projected to 2030. Flows for 2020 and 2025 were not specifically listed, therefore

the information has been estimated using Figure 2-10 from the Wastewater Master Plan. The 2020 and 2025 peak day flows were calculated using these flows multiplied by the peaking factor from Table 3-1 in the Wastewater Master Plan. As such, the projected average day and peak day flows are listed below:

#### Average Day Flows

- » 2020 estimated projected average daily flow: 12.3 MGD
- » 2025 estimated projected average daily flow: 13.4 MGD

#### Peak-Day Flows

- » 2020 estimated projected peak day flow: 25.1 MGD
- » 2025 estimated projected peak day flow: 27.3 MGD

In regards to the number of wastewater connections to the Escondido wastewater system, Table 4-2 below identifies the total number of connections both inside and outside of the City between 2014-2018.

**TABLE 4-2**  
**WASTEWATER CONNECTIONS**

YEAR	COUNT WITHIN CITY LIMITS	COUNT OUTSIDE OF CITY LIMITS
2014	26,175	44
2015	26,211	45
2016	26,249	45
2017	26,309	45
2018	26,436	45

Of the 45 connections located outside of City limits (categorized as follows: 39 single family residential, 4 commercial, 1 residential agriculture, and 1 industrial) the percentage of average day wastewater demand generated from these unincorporated connections is approximately 0.13%.

## WASTEWATER SERVICE INFRASTRUCTURE

### Existing Infrastructure

The HARRF, which has undergone several phases of capacity expansion since 1965, is currently permitted to provide 18.0 MGD of secondary wastewater treatment and of which 9.0 MGD is treated to tertiary standards. The City of San Diego has contracted for treatment of up to 5.5 MGD of wastewater from Rancho Bernardo. During severe wet weather conditions, peak flows to the HARRF can exceed the permitted capacity. The City implements several flow management strategies to handle excess storm water flows, including on-site and off-site storage in designated reservoirs. The HARRF is designed to handle an instantaneous flow of 36 MGD, which is two times the rated capacity. Under extreme wet weather conditions, up to 9 MGD of tertiary treated wastewater can also be discharged to Escondido Creek. The Regional Water Quality Control Board allows for short term exceedance for wet weather conditions.

For those areas that are within the City boundary but are not currently connected to the City's wastewater collection system, there are septic

systems that currently serve them. According to the 2012 Wastewater Master Plan, the 2030 wastewater service area will be appreciably larger than the existing service area due to expansions of the collection system to serve new development areas and those that are currently served by septic systems.

### Proposed Infrastructure Improvements

In order to accommodate the increase in non-potable and potable reuse as planned under the Potable Reuse Program, the City intends to expand the HARRF to a capacity of 27 MGD for secondary wastewater treatment and 20 mgd for tertiary treatment. The City expected future water supply projects can be found in Table 4-3 below:

**TABLE 4-3  
EXPECTED FUTURE WATER SUPPLY PROJECTS OR PROGRAMS**

NAME OF FUTURE PROJECTS OR PROGRAMS	JOINT PROJECT W/ OTHER AGENCIES?	PLANNED IMPLEMENTATION YEAR	PLANNED FOR USE IN YEAR TYPE	EXPECTED INCREASE IN WATER SUPPLY TO AGENCY (AF)
HARRF Expansion for Recycled Water (Phase I)	No	2020	Average Year	2,500
HARRF Expansion for Recycled Water (Phase II)	No	2025	Average Year	650
HARRF Expansion for Recycled Water (Phase III)	No	2030	Average Year	750
Potable Reuse Program (Phase I)	No	2030	Average Year	4,000
Potable Reuse Program (Phase II)	No	2035	Average Year	1,000

Source: City of Escondido 2012 Wastewater Master Plan

Treated wastewater is disposed via the Escondido Land Outfall, a 14-mile long pipeline that connects to the San Elijo Ocean Outfall pipeline. The Escondido Land Outfall is owned by the City and consists of pipelines that vary from 30 to 36 inches in diameter that roughly parallel Escondido Creek. The hydraulic design capacity of the Escondido Land Outfall is reported at 27.6 MGD, but discharge is limited by the downstream San Elijo Ocean Outfall. The San Elijo Ocean Outfall is owned by the San Elijo Joint Powers Authority (SEJPA) and has a capacity of 25.5 MGD. Of this, 19.2 MGD or 79 percent of the outfall capacity is leased to the City.

Both the land and ocean outfalls are approaching their capacity limits. The City is considering several options for upgrading the Escondido Land Outfall including: replacement with larger pipe in the existing alignment; installation of a parallel outfall in the existing alignment, installation of a larger outfall in an alternative location; and pressurization of the existing outfall. The City is investigating future options to reduce flow to the outfalls, as well, including an increase in recycled water production. The City is also investigating indirect potable reuse, which would significantly reduce the use of the outfalls for the disposal of treated wastewater. The City's 2011 Recycled Water Master Plan provides the framework for expanding the City's recycled water program.

### Shared Facilities and Cooperative Agreements

The City of Escondido has a cooperative agreement in place with the Vallecitos Water District (VWD), which treats a portion of the wastewater flows in the northwestern area of the City and portions within its SOI.

In addition, the City has a cooperative agreement with the City of San Diego to treat a portion of the wastewater flows from the Rancho Bernardo Community and receive reimbursement. The City also has a cooperative agreement in place with the San Elijo Joint Powers Authority to use the San Elijo Ocean Outfall.

### CAPITAL IMPROVEMENT PROGRAM (CIP)

In order to address the 42% anticipated increase in wastewater flows by the time of the General Plan build-out, the 2012 Wastewater Master Plan recommends a capital improvement program (CIP) of facility improvements to accommodate future growth and development projects projected for 2030. The CIP proposes \$35.7 million in infrastructure improvements through 2030, phased over three periods: Phase 1 from 2012-2015, Phase 2 from 2016-2020, and Phase 3 from 2021-2030. The most immediate needed improvements include:

- » The replacement of 30,767 linear feet of undersized pipes in various locations throughout the City that exhibit a high risk of potential sanitary sewer overflows and require upgrading to handle increased future flows.
- » Two lift station upgrades and consolidation projects that will significantly increase capacity of the wastewater collection system.

In addition to these improvements, the 2012 Wastewater Master Plan estimates that \$41.5 million is needed through 2030 for rehabilitation and repair of pipelines projected to near the end of their useful life, based on pipe age, size, and material.

In addition to the HAARF, the Escondido City Council adopted Resolution No. 2017-07, approving a Condition Use Permit for the development of a Membrane Filtration/Reverse Osmosis facility located at 1201 E. Washington Avenue. The facility would provide advanced treatment for recycled water generated by the HARRF, and would be sized for a total production capacity of 2 MGD.

As part of the City of Escondido's 2012 Wastewater Master Plan, a capacity evaluation of the existing wastewater collection system with future 2030 wet weather flow projections was completed; this incorporated data from the May 2010 Sewer Lift Station Evaluation Report which included pump test data and an evaluation of the lift station capacities. See Table 4-4 below for the 2030 wastewater flow projections analysis.

**TABLE 4-4**  
**LIFT STATION PUMPING CAPACITY ANALYSIS**

LIFT STATION				EXISTING			2030		
	AVERAGE DRY WEATHER FLOW <sup>(1)</sup> (GPM)	RATED PUMP CAPACITY <sup>(2)</sup> (GPM)	FIRM PUMPING CAPACITY <sup>(3)</sup> (GPM)	PEAK WET WEATHER FLOW <sup>(1)</sup> (GPM)	SURPLUS OR DEFICIT (GPM)	CAPACITY STATUS (GPM)	PEAK WET WEATHER FLOW <sup>(1)</sup> (GPM)	SURPLUS OR DEFICIT (GPM)	CAPACITY STATUS (GPM)
LS-1	383	1,100	1,040	1,356	-316	Deficient	2,347	-1,307	Deficient
LS-2	29	215	150	50	100	OK	420	-270	Deficient
LS-3	653	2,050	2,120	2,252	-132	Deficient	3,703	-1,583	Deficient
LS-4	159	500	--	452	--	OK	468	--	OK
LS-5	5	225	240	24	216	OK	24	216	OK
LS-6	12	120	80	39	41	OK	174	-94	Deficient
LS-7	-	160	60	--	--	OK	163	-103	Deficient
LS-8	18	200	160	84	76	OK	17	-16	Deficient
LS-9	69	250	510	330	180	OK	591	-81	Deficient
LS-10	9	230	160	53	107	OK	121	39	OK
LS-11	23	200	150	121	29	OK	268	-118	Deficient
LS-12	9	150	70	49	21	OK	85	-15	Deficient
LS-13	71	340	200	229	-29	Deficient	188	12	OK
LS-14	6	140	155	8	147	OK	16	139	OK

As stated in the 2012 Wastewater Master Plan, it appears that with the 2030 wastewater flow projections, most of the lift stations lack pumping capacity to handle peak wet weather flow conditions. Since the flow metering was done during dry conditions, it is recommended that the City consider metering inflow to some of the lift stations during a wet weather event. Since Lift Station 3 is being recommended for decommissioning (described in the next section) and Lift Station 1 will receive new pumps as part of that project, they can be excluded from the wet weather metering at this time.

In regards to Lift Station 13 which is currently deficient, offsite sewer improvements associated with the proposed Safari Highlands Ranch project will include new parallel sewer pipelines between the project and Sewer Lift Station #13 and upgrades to Sewer Lift Station #13. Sewer connection fees for the project will go towards any needed sewer upgrades downstream of Sewer Lift Station #13.

## Issues/Constraints

Below are a number of wastewater service issues and/or constraints identified throughout the study area:

- » All sewer needs to be treated within the HARRF which is west of the existing East Valley Planning Area. Today within the project area, all sewer gravity flows towards the existing 21" trunk sewer main and heads west to the treatment facility. The constraint for the delineated project boundary is the capacity of the 21-inch sewer main as well as the tributary area upstream prior to this point. This will define the maximum amount of flow and build-out of this region.
- » The zoning change within the project boundary may cause an increase in discharge to the existing wastewater system. Within the East Valley Planning Area the majority of the existing sewer mains are relatively small (4" and 6" in size) and cannot handle high-density residential development. As it stands today if a new redevelopment project comes in for permits within this planning area, the City of Escondido would require an individual project to perform a high level analysis of the existing system and then require the new development to upgrade the existing infrastructure if there is not enough capacity within the existing wastewater system for the proposed development. This could deter developers from being the first to redeveloped within this area due to the increase in costs depending on the limits of upgrading the system from there development down to the existing sewer trunk main. Or this could cause numerous upgrades over time to the same system as more and more projects are permitted.

## Opportunities

The following opportunities have been identified for the study area:

- » To conform to the City of Escondido Utility Department sewer design guidelines, for the depth of flow, a sewer flowing over half-full is required to be replaced. This would give the City of Escondido the opportunity as future projects come online to have financial contributions made to these future Capital

Improvement Project in order to finance the upgrade to the existing wastewater system if required.

## Recommendations

The following recommendations have been identified for the study area:

- » An overall sewer analysis should be conducted by the City of Escondido for the overall capacity of the existing wastewater system within the East Valley planning area. This will determine if any of the existing infrastructure needs to be upsized, repaired or has additional capacity in the future. A sewer study would be prepared with the anticipated flow modelling based on the current zoning. For a more accurate analysis, a sewer flow test should be conducted within the existing system from the highest point in the planning area down to the existing tie in connection to the 21" trunk sewer as this will be the control point for the additional EDU to the system. From that point, additional recommendations would be given where additional flow to the overall system is currently feasible or another sewer study would be prepared with the maximum build out due to the change in zoning and this study would illustrate which existing wastewater pipes would need to be upsized for the ultimate expansion of this area.

As future projects come into the City of Escondido for review, City staff would be able to guide future projects with these recommendations on upgrades requirements to incorporate into the specific project conditions of approval or incorporate these recommendations into future Capital Improvement Projects to not burden future developers with the additional cost. It would also allow the Wastewater Division more current data and provide information for field issues or plan check reviews so staff are not re-analyzing the same area on a project-by-project basis.

A current model for the City of Escondido can then be updated over time so staff has easy access to this information, is kept up to date, and does not need to perform this type of analysis so frequently.

## WATER SERVICE

This section discusses the existing regulatory setting, existing conditions and opportunities and constraints as it relates to Water Service in the City of Escondido and the study area. The information contained within this section was derived from various sources; including the City of Escondido General Plan, City of Escondido Water Master Plan, the City of Escondido Urban Water Management Plan (UWMP) and the City of Escondido MSR/SOI Study.

## Regulatory Setting

### FEDERAL

#### The Federal Safe Drinking Water Act of 1974

The Safe Drinking Water Act (SDWA) was established to protect the quality of drinking water in the U.S. This law focuses on all waters actually or potentially designed for drinking use, whether from above ground or underground sources.

The Act was originally passed by Congress in 1974 to protect public health by regulating the nation's public drinking water supply. The law was amended in 1986 and 1996 and requires many actions to protect drinking water and its sources— rivers, lakes, reservoirs, springs, and ground water wells. (SDWA does not regulate private wells which serve fewer than 25 individuals.) SDWA authorizes the United States Environmental Protection Agency (US EPA) to set national health based standards for drinking water to protect against both naturally-occurring and man-made contaminants that may be found in drinking water. US EPA, states, and water systems then work together to make sure that these standards are met.

### STATE

#### The Porter-Cologne Act

The Porter-Cologne Act is the principal law governing water quality regulation in California. It establishes a comprehensive program to protect water quality and the beneficial uses of water. The Porter-Cologne Act applies to surface waters, wetlands, and ground water and to both point and nonpoint sources of pollution. Pursuant to the Porter-Cologne Act (California Water Code section 13000 et seq.), the policy of the State is as follows:

- » That the quality of all the waters of the State shall be protected,
- » That all activities and factors affecting the quality of water shall be regulated to attain the highest water quality within reason, and
- » That the State must be prepared to exercise its full power and jurisdiction to protect the quality of water in the State from degradation

#### Water Conservation Act of 2009

California state law that requires the state to reduce urban water consumption by 20% by 2020

### REGIONAL/LOCAL

#### The County of San Diego Water Authority (SDCWA)

The County of San Diego Water Authority (SDCWA) is a wholesale water supplier that was established in 1944 by the California state legislature to administer the San Diego region's water imports and supply. The SDCWA's Board of Directors consists of 24 member agencies, including the City of Escondido. The SDCWA service area boundary encompasses approximately 951,000 acres. Areas that are outside of the SDCWA but desire public water service must annex into the service area boundary, as well as the Metropolitan Water District of Southern California (MET), per the procedures outlined in the County Water Authority Act, California Water Code-Appendix, Section 45-10. These procedures allow for the concurrent annexation of a property into the local water agency, the SDCWA, and MWD of Southern California.

Approximately 57% of the SDCWA water supply is imported from the MWD of Southern California, of which the CWA is a member. The MWD of Southern California is a wholesale water supplier that delivers water to 26 public member agencies throughout Southern California, including the CWA. The MWD of Southern California service area boundary encompasses approximately 3,328,000 acres and is one of the largest distributors of drinking water in the United States. The MWD of Southern California imports water from two main sources: the Sacramento and San Joaquin Rivers through the State Water Project and the Colorado River via the Colorado River Aqueduct.

#### City of Escondido General Plan (2012)

The City's General Plan identifies the following

Quality of Life standard for providing water services: The city shall maintain provisions for an adequate water supply, pipeline capacity and storage capacity to meet normal and emergency situations and shall have the capacity to provide a minimum of 540 gallons per day per household or as established by the city's Water Master Plan. Federal and state drinking water quality standards shall be maintained. The city shall continue efforts to implement water reclamation and water conservation programs.

#### City of Escondido Water Master Plan (2012)

The City's 2012 Water Master Plan identifies and complies with the City's Quality of Life Standard.

#### City of Escondido Urban Water Management Plan (UWMP) (2015)

Ensures the reliability of water service to meet user needs during normal, single dry-year, and multiple dry-year conditions.

## Existing Conditions

### WATER SERVICE PROVIDER

#### City of Escondido Water Division

The City of Escondido is a municipal water retailer that delivers the water supplied by Metropolitan Water District of Southern California (MET) and the County of San Diego Water Authority (SDCWA) to its customers and residents. The Water Division of the City of Escondido Utilities Department operates water treatment facilities and distribution system to ensure that high-quality water is delivered at the most economical costs. It is important to note that the City's water service area is not aligned with the City's incorporated boundary. The service area includes 22 square miles within the 37.5 square mile incorporated area, plus 9 square miles outside of the incorporated area. Several special districts provide retail water service to customers within the City of Escondido Sphere of Influence:

- » Valley Center MWD
- » Rincon Del Diablo MWD
- » Vallecitos Water District
- » Vista Irrigation District

## OVERALL WATER SYSTEM & CAPACITIES

### Water Supply

The City's 2015 Urban Water Management Plan (UWMP) ensures the reliability of water service to meet user needs during normal, single dry-year, and multiple dry-year conditions through 2040. Local water provides approximately 20 percent of Escondido's water demand and imported water through MET and SDCWA provides the remaining 80 percent.

1. **Raw Water Sources:** Raw water is supplied from a variety of sources. Local sources, such as precipitation from the San Luis Rey River Watershed, provide approximately 20 percent of Escondido's average water demand. The remaining approximately 80 percent is imported raw water that is purchased from the Colorado River and northern California via the State Water Project through the MET and SDCWA.
2. **Raw Water Storage:** Water is stored at Lake Wohlford (after being transferred via open canal from Lake Henshaw within the Vista Irrigation District) and Dixon Lake. These two lakes and their associated dams are also operated and maintained by the City of Escondido.
3. **Treatment and Distribution:** The Water Division operates and maintains a distribution system of approximately 440 miles of pipe, eleven water reservoirs, five pump stations, two dams and associated lakes, and the Escondido-Vista Water Treatment Plant (WTP) located at 3340 East Valley Parkway with a permitted capacity of 75 million gallons per day (MGD). However, it should be noted that the City owns 80% of the total treatment capacity of the Escondido-Vista Water Treatment Plant, with the City of Vista owning the remaining 20% capacity. Raw water is treated to meet the requirements of the Federal Safe Drinking Water Act of 1974 (as amended). After treatment, potable water is delivered to approximately 26,500 residential, commercial, industrial, and agricultural meters serving 137,941 connections.

### Water Demand

According to the City's 2015 UWMP, over the past

several years, the City's peak historic annual water usage was recorded in 2004 at 251 gallons per capita daily (GPCD). Since that period, water use per capita has decreased, which can be partially attributed to a reduction in agriculture demands and lasting effects of water conservation programs (low-flow toilets and shower heads, drip irrigation systems, etc.), both of which are also promoted by continually rising water costs. Since 2004, water demands have decreased from a gross use of 35,171 acre-feet (AF) per year to 22,455 AF in 2015, a decline in 36 percent. This decline is attributed to a combination of factors, most notably the economic recession, rising water rates, and drought conditions. Since a portion of the recent reduction in water demands was due to mandatory water use restrictions, and demands are expected to increase with improving economic conditions, the projected demand for water use is expected to increase from 22,455 AF in 2015 to 26,328 in 2040 as the projected population is expected to increase from 137,941 to 160,388 (16 percent) over the same period. In addition, due to conservation efforts and water recycling, the projected water use per capita will also increase from 142 GPCD in 2015 to 147 GPCD in 2040, although down significantly from its peak of 251 GPCD in 2004.

Generally, residential water use comprises a majority of the water demand, followed by agriculture. In 2015, these uses comprised 60 percent and 14 percent of the total water demand, respectively. According to 2015 data, average water use for the approximately 26,565 municipal connections was 142 GPCD. While the Quality of Life standard identified in the General Plan specifies the provision of a minimum of 540 gallons of water per day per household, the demand generated by each unit can vary depending on its household size, location within an urban, suburban, estate, or rural area and accompanying lot size.

As a part of the preparation of the UWMP, urban water suppliers are required to establish a per capita water use target for 2020. The Water Conservation Act of 2009 also sets a statewide goal of achieving a 20% reduction in urban per capita water use statewide by 2020. The City's baseline water use, calculated from the average per capita water usage within the 10 year period from 1999 to 2008, is 227 GPCD. The City's selected target for 2020 is 182 GPCD, and an interim target for 2015 of 204 GPCD. As previously discussed, the actual usage in 2015

was 142 GPCD, which demonstrates that the City is in compliance with its interim target, as well as below its 2020 target.

Overall, water conservation efforts and landscape restrictions have played a major role in reducing unit water demands and will in the future. The City will continue to implement demand management measures to increase water use efficiency. In addition to the UWMP, the 2012 Water Master Plan identifies various demand generation factors and associated infrastructure improvements required for maintaining adequate service through the anticipated build-out within the City's service area.

As part of the City's UWMP, the State's Department of Water Resources (DWR) encourages the use of data that will determine demand projections based on land use data. The City obtained such data from SANDAG (San Diego Association of Regional Governments) to employ a land-use based methodology for projecting future water demands for the majority of its water use sectors. A secondary methodology was also employed, because land use data was not available for all of the water use sectors.

The data provided from SANDAG included projections of the anticipated acreage for a variety of land uses within the City's water service area from 2012-2040. Once the SANDAG data was obtained (based on SANDAG's Series 13 Growth Forecast), the City reconciled land use types provided by SANDAG with water use types commonly used by the City. Please note that SANDAG land use data did not account for the use categories of agricultural, sales/transfers/exchanges to other agencies (sales to Rincon customers), or water losses. Therefore, projections for these three use categories were calculated separately and combined.

Listed below in Table 4-5 are the total projected water demands through 2040 according to the City's UWMP.

**TABLE 4-5  
DEMANDS FOR POTABLE AND RAW WATER – PROJECTED**

USE TYPE	ADDITIONAL DESCRIPTION	PROJECTED WATER USE (ACRE FEET)				
		2020	2025	2030	2035	2040
Single Family	-	10,220	10,577	10,793	10,927	11,084
Multi-Family	-	3,994	4,203	4,119	4,166	4,184
Commercial	-	1,980	1,992	2,004	2,019	2,020
Industrial	-	221	219	216	217	217
Institutional/Governmental	-	724	726	728	731	731
Landscape Irrigation	-	536	536	536	536	536
Agricultural Irrigation	-	2,845	1,917	1,235	1,237	1,313
Losses	-	1,245	1,271	1,292	1,305	1,316
Sales/Transfers/Exchanges to other agencies	Deliveries to Rincon customers	498	508	517	522	527
<b>Total</b>		<b>21,903</b>	<b>21,769</b>	<b>21,440</b>	<b>21,699</b>	<b>21,928</b>

### Potable Water

The City's current potable water system currently utilizes water from two sources: local surface water and water purchased from SDCWA. As previously mentioned, local water sources from Lake Dixon, Lake Henshaw, and Lake Wohlford supply approximately 20% of the City's overall average potable water demand; however, the amount of available local surface water available varies year to year with hydrologic patterns; in wet years, local surface water can provide up to 30% of the City's total supplies. Given that climate change is anticipated to result in variable hydrological patterns, local supply reliability will continue to vary, and could become more unreliable due to climate change.

In order to diversify its supplies and increase local supply reliability, the City of Escondido is implementing a long-term potable reuse project that will provide an additional source of potable water in the City of Escondido's water service area.

Summarized in Table 4-6 below are the projected potable water demands through 2040:

**TABLE 4-6  
PROJECTED POTABLE WATER DEMANDS BY YEAR (ACRE FEET)**

2020	2025	2030	2035	2040
21,903	21,769	21,440	21,699	21,928

### Potable Reuse

The City is working closely with the SDCWA, the State's Resource Control Board, and the County Department of Health Services in order to develop a Potable Reuse Program. The City recently completed a Feasibility Study for the program in order to outline a plan to deliver treated wastewater via indirect potable reuse and/or direct potable reuse. Once designed and implemented, the City intends to pursue potable reuse and deliver water to Dixon Reservoir to reduce treated effluent flow to the ocean. The City's Potable Reuse Program includes potable reuse (either direct or indirect), expansion of the recycled water system, and

additional off-site storage volume for the peak wet-weather effluent disposal management as well as for generating new water resources supply.

### Recycled Water

The City of Escondido (City) owns and operates the Hale Avenue Resource Recovery Facility (HARRF) to serve the City, as well as a portion of the community of Rancho Bernardo within the City of San Diego. The facility is capable of treating all wastewater flows received to a secondary level of treatment, and a portion of the wastewater flow to a tertiary level for use as recycled water. Tertiary treatment occurs through chemical coagulation and flocculation, monomedia continuous backwash upflow filtration and chlorination disinfection.

The City's recycled water distribution system serves approximately 145 meters with 35 in the limits of the City of Escondido water service area and 110 meters within the Rincon del Diablo Municipal Water District (District). These customers, coupled with recycled water use within the reclamation facility, account for approximately 4 million gallons per day (MGD) annual average, of beneficial reuse.

The HARRF and the Harmony Grove Village Water Reclamation Facility (HGVWRF) are the sole sources of recycled water for the City and District. The existing HARRF facility is capable of treating 18 MGD of wastewater to secondary levels of treatment, and 9 MGD of the 18 MGD to tertiary levels of treatment, the HARRF's current process equipment limits the peak production to 7.65 MGD. The HGVWRF is currently running at .065 MGD and is rated at a max of .180 MGD, the plant is designed for full reclamation.

### Groundwater

Minimal groundwater resources are found throughout the City's service area. Groundwater wells located throughout the City's service area are privately owned and maintained. The City does not participate in any groundwater withdrawal, storage, or replenishment programs.

## WATER INFRASTRUCTURE

### Existing Infrastructure

The study area is located within the City of Escondido's Lindley Zone, which is supplied by the Lindley Reservoir and regulated by a Pressure reducing station.

Additionally, the majority of the existing potable water mains are relatively small (4" and 6" in size) and are made of Asbestos Cement (AC) material.

Water mains are installed throughout the study area and along the major roads, as shown in Figure 4-1.

Furthermore, the current City of Escondido Water standard is a minimum 8 inch main for single family development and 12 inches for multifamily development.

### CAPITAL IMPROVEMENT PROGRAMS (CIP)

The City's 2012 Water Master Plan recommends a Capital Improvement Program (CIP) of facility improvements to meet existing demands, accommodate future growth and development projected for 2030. The CIP proposes \$34.8 million in infrastructure improvements through 2030, phased over three periods: Phase 1 from 2012-2015, Phase 2 from 2016-2020, and Phase 3 from 2021-2030. The most immediate needed improvements to serve existing demands include, but are not limited to:

- » Twenty pipeline projects to provide minimum fire flows in residential and commercial areas. Most of these projects replace 4-inch and 6-inch diameter pipelines serving fire hydrants with 8-inch diameter pipelines.
- » Three projects to provide an emergency treated water supply from the SDCWA. These would reduce dependency on the Rincon Municipal Water District for an emergency supply of treated water from the SDCWA.
- » The replacement of approximately 1.5 miles of transmission main constructed in 1948, which is in very poor condition.
- » Projects to rehabilitate and/or replace aging reservoir tanks, including the Lindley and Vista Verde Reservoirs.

Future CIP projects to serve projected growth include, but are not limited to:

- » Construction of a new 5-10 million gallons (MG) clearwell at the WTP
- » Continuing to upgrade and replace old water mains, rehabilitating and/or replacing existing reservoirs
- » Removing one reservoir after replacing existing pipelines to handle the increased service pressure

## Issues/Constraints

Below are a number of water service issues and/or constraints identified throughout the study area:

- » A proposed zoning change will cause an increase in demand from the existing system that the Lindley Reservoir may not be able to supply in terms of the amount of water or the existing pressure reducing station might not be able to handle. Therefore, further analysis will be required to the extent of any possible future issues with this expansion.
- » The majority of the existing potable water mains are relatively small and are AC material.
- » The existing potable water mains cannot handle current fire flow pressure requirements or demand as well as pressure and flow requirements for high-density residential development. Given the latest standards, potable water mains will need to be upgraded.

## Opportunities

The following opportunities have been identified for the study area:

- » The City of Escondido is currently in the process of constructing a recycled water system running adjacent to the existing sewer trunk main to serve the farming areas east of the East Valley planning area. The opportunity for future expansion of the current Recycled Water system is an investment option for the City of Escondido to start utilizing in the future to decrease the demand and use of potable water within the City limits. This is an opportunity for both future Capital Improvement Projects or new development projects to require the utilization of Recycled Water for irrigation purposes in lieu of potable water within the public right of way and on private property.
- » Conformance with the City of Escondido Utility Department Water Guidelines for the increase in water main sizing would give the City of Escondido the opportunity to have financial contributions made to future Capital Improvement Projects. Contributions can be made as future projects come online in order to finance the upgrade to the existing water system and not burden future developers

within the increase in additional costs upgrade costs.

## Recommendations

The following recommendations have been identified for the study area:

- » An overall flow analysis should be conducted by the City of Escondido for the overall capacity of the existing potable water system within the project boundary and/or Lindley Reservoir. The hydraulic analysis will further determine whether the existing infrastructure needs to be upsized or has to be upgraded to meet current City of Escondido design requirements. This study would provide future projects an overall analysis for City staff to guide future projects with recommendations on upgrade requirements to incorporate into the specific project conditions of approval or incorporate recommendations into future Capital Improvement Projects. It would also provide information for future water reviews, so staff are not re-analyzing the same area on a project by project basis.

## STORM WATER MANAGEMENT & DRAINAGE

This section discusses the existing regulatory setting, existing conditions and opportunities and constraints as it relates to Storm Water Management & Drainage within the study area. The information contained within this section was derived from various sources; including the City of Escondido General Plan, the City of Escondido Storm Water Design Manual, the City of Escondido Jurisdictional Runoff Management Program, and the City of Escondido MSR/SOI Study.

### Regulatory Setting

#### FEDERAL

##### The Clean Water Act (CWA)

The Clean Water Act (CWA) establishes the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters. The basis of the CWA was enacted in 1948 and was called the Federal Water Pollution Control Act, but the Act was significantly reorganized and expanded in 1972. “Clean Water Act” became the Act’s common name with amendments in 1972.

#### STATE

##### CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD

The City of Escondido is required to comply with the California Regional Water Quality Control Board Order No. R9-2013-0001 (as amended): National Pollutant Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements for Discharges from the Municipal Separate Storm Sewer Systems (MS4s) Draining the Watersheds within the San Diego Region (MS4 Permit). A number of documents implement the provisions of the MS4 Permit, including the 2015 Jurisdictional Runoff Management Plan (JRMP), 2015 San Dieguito Water Quality Improvement Plan (San Dieguito WQIP), 2015 Carlsbad Water Quality Improvement Plan (Carlsbad WQIP), and 2016 Best Management Practice (BMP) Design Manual.

#### REGIONAL/LOCAL

##### City of Escondido Storm Water Design Manual (2016)

The Storm Water Design Manual addresses updated onsite post-construction storm water requirements for Standard Projects and Priority Development Projects (PDPs), and provides updated procedures for planning, preliminary design, selection, and design of permanent storm water BMPs based on the performance standards presented in the MS4 Permit. This manual is intended to be used as the basis for the Escondido-specific storm water BMP designs.

##### City of Escondido Jurisdictional Runoff Management Program (JRMP) (2015)

The overall goal of the JRMP is to improve the quality of runoff so that local waterbodies (e.g., Escondido Creek, Reidy Creek, and Lake Hodges) are protected. The JRMP presents strategies to reduce the discharge of pollutants from the MS4 to the maximum extent practicable (MEP) and to effectively prohibit non storm water discharges from the City’s MS4. These strategies involve improving upon existing programs and developing new programs to minimize or eliminate the effects of runoff from the City to receiving waters including Escondido and Reidy Creeks in the Carlsbad WMA and Kit Carson and Felicita Creeks in the San Dieguito River WMA.

### Existing Conditions

#### STORMWATER MANAGEMENT SERVICE PROVIDER

The Escondido Utilities and Public Works Departments provide storm water management and drainage maintenance services within the City’s corporate boundaries.

#### OVERALL WATER SYSTEM & CAPACITIES

##### Stormwater Management & Drainage System

The Utilities Department leads the coordination of City programs to comply with Order No. R9-2013-0001 (as amended). The City’s storm drain system consists of a network of natural creeks and streams, retention areas, curbs/gutters, inlets, catch basins, pipes, culverts, and concrete channels. Maintenance responsibilities for the storm drain system are shared with the Public Works Department, which

maintains approximately 1,500 gutter miles of the drainage system that is co-located along City streets. Annual inspections are conducted at approximately 4,500 points of the system and a Storm Water Hotline is available for reporting illegal connections and/or illegal discharges to the system.

#### **Stormwater Management & Drainage Demand**

The City implements a number of storm water management best practices, such as routine visual inspections, storm drain cleaning, street sweeping, etc. The City also coordinates education and enforcement programs for preventing illicit discharge into the system from industrial, commercial, and residential uses and construction activities. These best management practices and programs are summarized in the 2015 Jurisdictional Runoff Management Program (JRMP).

#### **Cooperative Agreements**

As a copermittee of the San Diego Region's MS4 permit, the City engages in collaborative storm water management and storm drainage planning efforts with other copermittees. The City has collaborated with other jurisdictions on the development of Water Quality Implementation Plans (WQIPs) for its two applicable watersheds: Carlsbad and San Dieguito.

### **STORMWATER INFRASTRUCTURE**

#### **Existing Infrastructure**

As mentioned above, the City's storm drain system consists of a network of natural creeks and streams, retention areas, curbs/gutters, inlets, catch basins, pipes, culverts, and concrete channels. This system is maintained by the Public Works Department, which maintains approximately 1,500 gutter miles of the drainage system that is co-located along City streets.

#### **Proposed Infrastructure**

The City has identified a need to: (1) retrofit areas of existing development that do not have water quality treatment measures incorporated into their designs and (2) rehabilitate streams, channels, and habitats within City boundaries. Strategies to retrofit areas of existing development include incorporating water quality benefits into retrofits of municipal property, requiring trash enclosures for certain tenant improvement projects, and encouraging landscape retrofits to reduce non-storm water flows. To identify

rehabilitation measures for streams, channels, and habitats, the City is conducting a hydraulic analysis of potential project areas within select concrete and earthen-lined creeks within the City's jurisdiction, including Escondido, Reidy, Kit Carson, and Felicita Creeks and tributaries. An interim strategy, based on recurring issues and known challenges, has been identified involving improvements to the Spruce Street Channel, Escondido Creek Flood Control Channel, Kit Carson Creek, and Felicita Creek, and increasing public access to Escondido Creek at Harmony Grove.

Certain forms of new construction are required to incorporate source control and site design, storm water pollutant Best Management Practices (BMPs) and hydromodification BMPs, as described in the 2016 BMP Design Manual. Priority development projects (PDPs) are required to retain the design storm onsite. If this is not feasible, then the portion that cannot be retained onsite is to be treated using biofiltration. Any excess runoff that cannot be treated through biofiltration should be treated by a flow-through BMP. For developers that are unable to meet the full retention requirements, an alternative compliance program is in the process of being developed.

### **CAPITAL IMPROVEMENT PROGRAM (CIP)**

The City's Annual Operating Budget allocates funds for roadway maintenance and operations and this allocation also includes maintenance activities for the City's storm drain system.

The City's Five-Year Capital Improvement Program (CIP) and Budget for Fiscal Years 2016/17 - 2020/21 designates projected revenues of \$787,435, primarily from customer fees from the wastewater enterprise fund and storm drain fees paid by new development projects, for storm drain improvement maintenance and rehabilitation projects during FY 2016/17. Funds are programmed towards projects that include citywide inspections and maintenance for the storm drain system and a master drainage facility condition assessment. Refer to the Five-Year CIP<sup>2</sup> and Budget<sup>3</sup> for a full list of programmed projects.

### **Issues/Constraints**

Below are a number of stormwater service issues and/or constraints identified throughout the study

area:

- » Consideration of perimeter drainage and existing drainage patterns. Avoid drainage diversion and impacts to adjacent systems.
- » Corrugated Metal Pipe (CMP) is prone to corrosion and is not the preferred material to be used for storm drain systems. Several sections of CMP exist and may need to be replaced or rehabilitated.
- » According to the Drainage Master Plan for the City of Escondido, many backbone systems are undersized when analyzing the larger storm events.

## Opportunities/Recommendations

The following opportunities and recommendations have been identified for the study area:

- » Opportunity to revitalize a portion of the Escondido Creek concrete channel by replacing the concrete section with a more naturally stabilized section.
- » With increased housing density, may increase flooding issues and require more storm drain inlets and lateral systems.
- » Examine storm drain inventory and consider replacing/rehabilitating damaged and undersized pipes.

## UTILITIES

This section discusses the existing conditions as it relates to Electric, Gas and Telecommunications Service within the study area.

### Introduction

The City of Escondido is served by a number of utility companies providing gas, electric and telecommunications. The City of Escondido is considering the possibility of an underground utilities district for the area.

## Existing Conditions

### ELECTRIC

#### San Diego Gas and Electric (SDG&E)

SDG&E provides Gas and Electric Services to the

Escondido area.

### GAS

#### San Diego Gas and Electric (SDG&E)

SDG&E provides Natural Gas to the City of Escondido. There are multiple Natural Gas Transmission Pipelines that run throughout Escondido, none of which run through the East Valley area.

### TELECOMMUNICATIONS

The City of Escondido receives telecommunication services including cable and telephone through a number of providers; including but not limited to Cox Communications and AT&T.

### CITY OF ESCONDIDO UNDERGROUND UTILITY CONVERSION DISTRICT

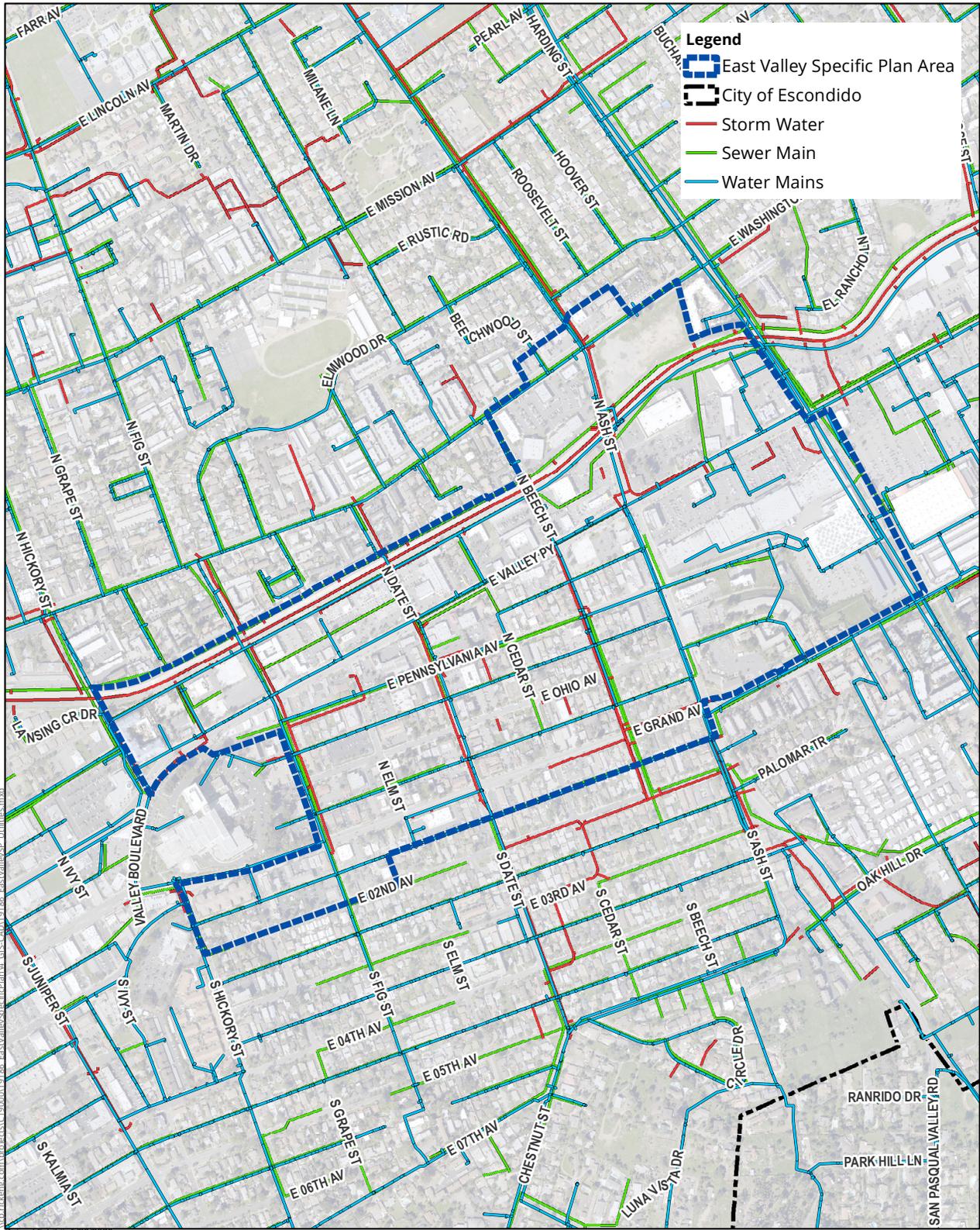
In 2001 the City of Escondido adopted Resolution No. 2001-101 that established an Underground Utility Conversion District. The City Council determined that the removal of the poles, overhead wires, and associated overhead ties would be beneficial in ensuring the public health, safety and general welfare. The Underground District includes both electric and telephone facilities on Bear Valley Parkway and East Valley Parkway, Citrus Avenue to Lake Wohlford Road.

The Underground District is located just east of the study area as shown on figure 4-3.

## Opportunities/Recommendations

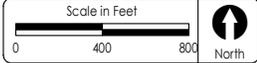
The following opportunities and recommendations for utilities exist within the study area:

- » As discussed above, there is an underground utility district located just east of the study area on East Valley Parkway. There could be opportunities to expand on this district which could include the East Valley Specific Plan Area. This would be beneficial for new development, particularly new residential development.

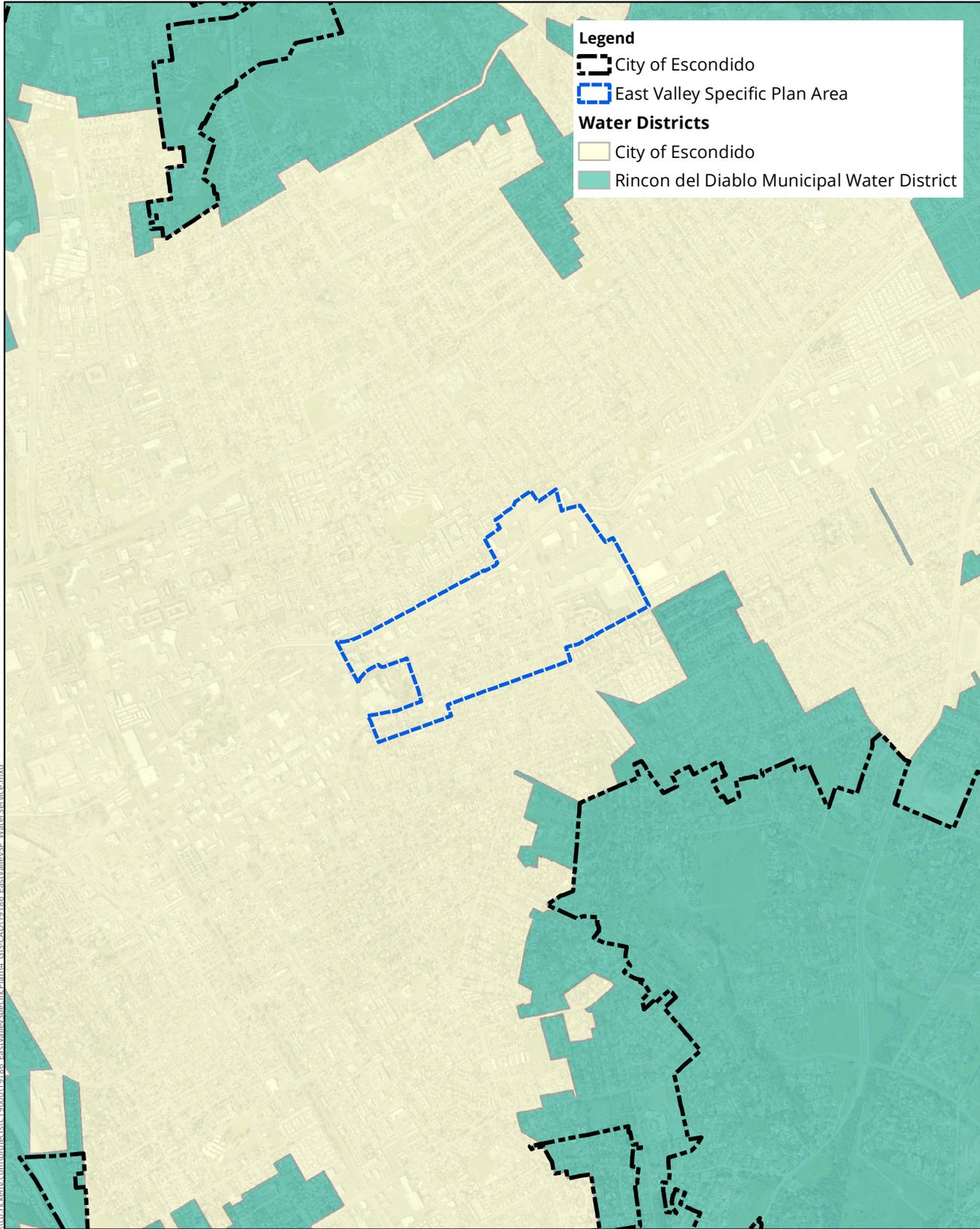


Date of Exhibit: 6/30/2020  
 ESRI Basemap

FIGURE 4-1



**City of Escondido**  
**Storm Water, Sewer and Water Lines**

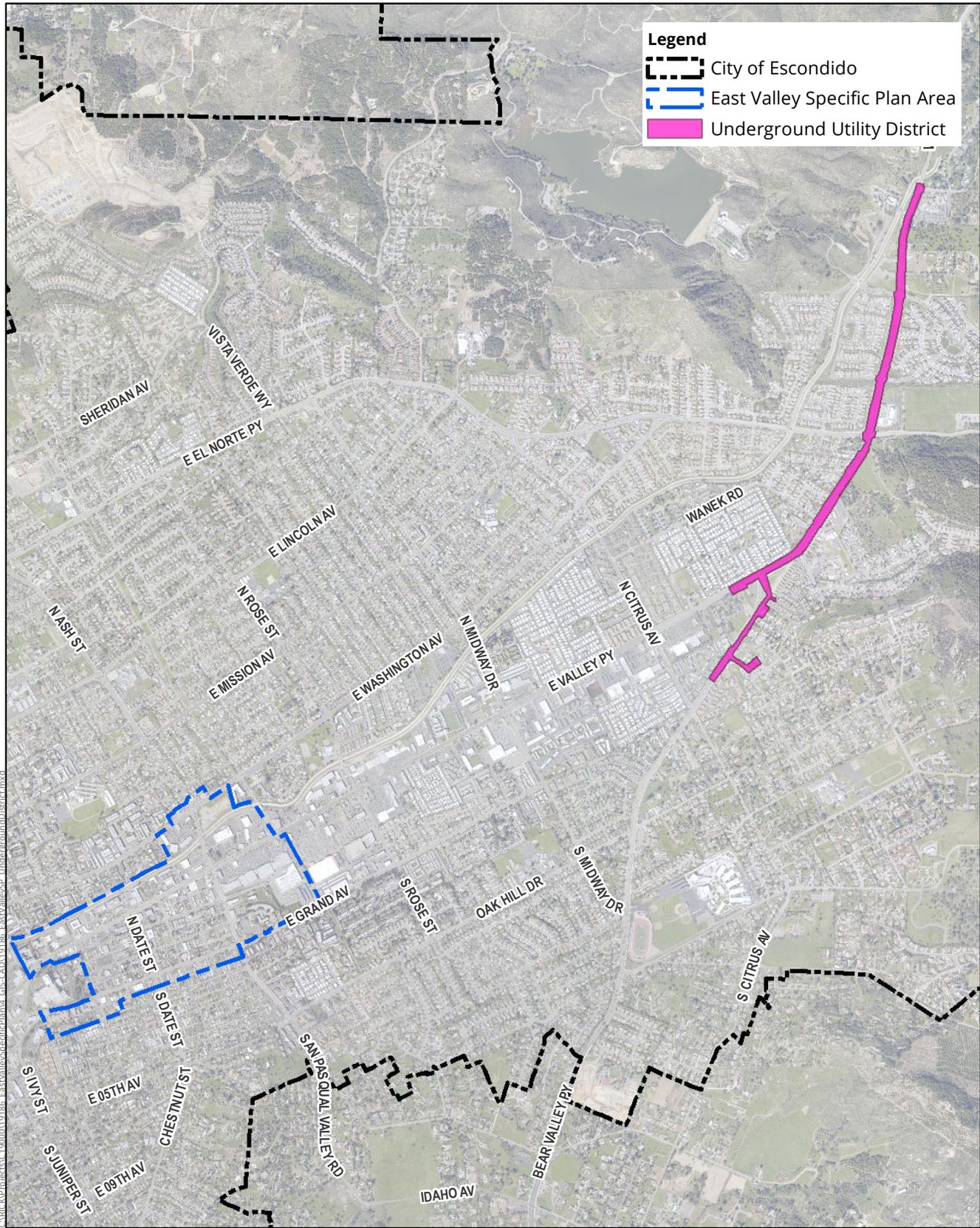


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Date of Exhibit: 6/30/2020  
ESRI Basemap

FIGURE 4-2

### Water Service Districts



**Legend**

-  City of Escondido
-  East Valley Specific Plan Area
-  Underground Utility District

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Date of Exhibit: 6/30/2020

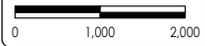
ESRI Basemap

FIGURE 4-3

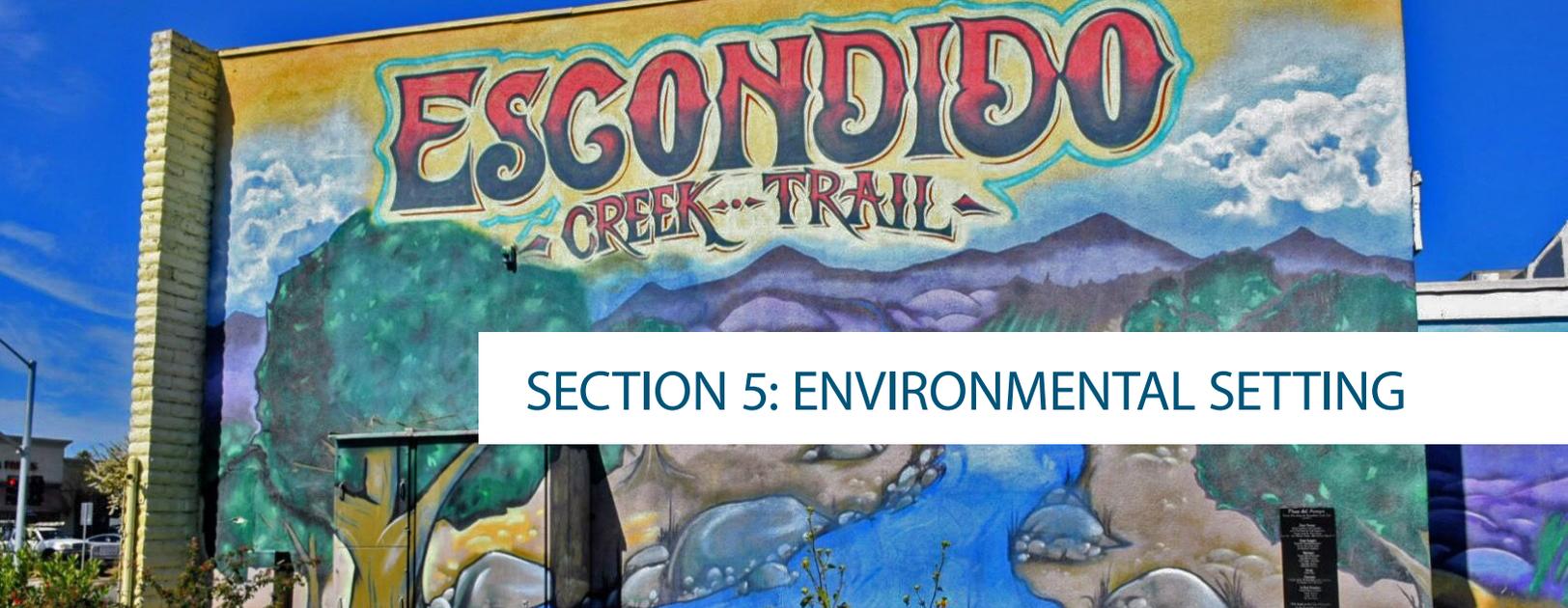
### Underground Utility District



Scale in Feet




North



# ESCONDIDO

## CREEK TRAIL

## SECTION 5: ENVIRONMENTAL SETTING

### Introduction

This section contains a discussion of the potential environmental issues that may be of concern to the City of Escondido in regards to developing and implementing the East Valley Specific Plan (EVSP).

The environmental topics discussed below include:

- » Air Quality
- » Biological Resources
- » Cultural Resources
- » Geologic Conditions
- » Hazardous Materials
- » Hydrology and Flooding
- » Noise

A discussion of the regulatory environment and existing conditions of each topic is followed by an analysis of the opportunities and constraints these conditions pose towards smart growth development within the updated East Valley area for the City of Escondido.

### AIR QUALITY

This section summarizes and evaluates existing air quality conditions within the SPA.

### Regulatory Setting

#### FEDERAL

##### Clean Air Act

The Clean Air Act (CAA) of 1970 and the CAA Amendments of 1971 required the US Environmental Protection Agency (EPA) to establish NAAQS, with states retaining the option to adopt more stringent standards or to include other specific pollutants. On April 2, 2007, the Supreme Court found that carbon dioxide is an air pollutant covered by the CAA; however, no NAAQS have been established for carbon dioxide. These standards are the levels of air quality considered safe, with an adequate margin of safety, to protect the public health and welfare. They are designed to protect those “sensitive receptors” most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed. The EPA has classified air basins (or portions thereof) as being in attainment, nonattainment, or unclassified for each criteria air pollutant, based on whether or not the NAAQS have been achieved. If an area is designated unclassified, it is because inadequate air quality data were available as a basis for a nonattainment or attainment designation.

##### National Emissions Standards for Hazardous Air Pollutants Program

Under federal law, 188 substances are listed as

hazardous air pollutants (HAPs). Major sources of specific HAPs are subject to the requirements of the National Emissions Standards for Hazardous Air Pollutants program. The EPA is establishing regulatory schemes for specific source categories and requires implementation of Maximum Achievable Control Technologies for major sources of HAPs in each source category. State law has established the framework for California's TAC identification and control program, which is generally more stringent than the federal program and is aimed at HAPs that are a problem in California. The State has formally identified more than 200 substances as TACs and is adopting appropriate control measures for each. Once adopted at the state level, each air district will be required to adopt a measure that is equally or more stringent.

## STATE

### California Clean Air Act

The EPA allows states to adopt different ambient air quality standards and other regulations provided that they are at least as stringent as federal standards. Through the California Clean Air Act, signed into law in 1988, CARB has generally set more aggressive limits on criteria pollutants. CARB, a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both federal and state air pollution control programs in the state, including setting the California ambient air quality standards. CARB also conducts research, compiles emission inventories, develops suggested control measures, and oversees local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. CARB has primary responsibility for the development of California's State Implementation Plan (SIP), for which it works closely with the federal government and the local air districts.

In addition to standards set for the six criteria pollutants, the State has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety. In addition to primary and secondary ambient air quality standards, the

State has established a set of episode criteria for ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, and particulate matter. These criteria refer to episode levels representing periods of short-term exposure to air pollutants that actually threaten public health.

### California State Implementation Plan

The federal Clean Air Act (and its subsequent amendments) requires each state to prepare an air quality control plan referred to as the SIP. The SIP is a living document that is periodically modified to reflect the latest emissions inventories, plans, and rules and regulations of air basins as reported by the agencies with jurisdiction over them. The CAA Amendments dictate that states containing areas violating the national ambient air quality standards revise their SIPs to include extra control measures to reduce air pollution. The SIP includes strategies and control measures to attain the NAAQS by deadlines established by the Clean Air Act. The SDAPCD is responsible for preparing and implementing the portion of the SIP applicable to the San Diego Air Basin. The EPA has the responsibility to review all State Implementation Plans to determine whether they conform to the requirements of the CAA.

The most recent version of the SIP for San Diego County is the Eight-Hour Ozone Attainment Plan, adopted in May 2007, which incorporates plans for attaining and maintaining the 8-hour NAAQS for ozone. This plan accommodates emissions from all sources, including natural sources, through implementation of control measures, where feasible, on stationary sources to attain the standards. Mobile sources are regulated by the EPA and CARB, and the emissions and reduction strategies related to mobile sources are considered in the plan. The SIP does not address impacts from sources of PM10 or PM2.5, although it does include control measures (rules) to regulate stationary source emissions of those pollutants. The original SIP for carbon monoxide, adopted in 1996 and revised in 2004, demonstrates how the SDAB would continue to maintain compliance with federal carbon monoxide standards.

### California Air Toxics "Hot Spots" Information and Assessment Act (AB 2588)

The California Air Toxics "Hot Spots" Information and Assessment Act (Assembly Bill [AB] 2588) is a statewide program enacted in 1987. AB 2588

requires facilities that exceed recommended Office of Environmental Health Hazard Assessment levels to reduce risks to acceptable levels. AB 2588 requires hundreds of facilities in San Diego County to quantify the emissions of TACs, and in some cases conduct a health risk assessment, and notify the public, while developing risk reduction strategies.

Typically, land development projects generate diesel emissions from construction vehicles during the construction phase, as well as some diesel emissions from small trucks during the operational phase. Diesel exhaust is mainly composed of particulate matter and gases, which contain potential cancer-causing substances. Emissions from diesel engines currently include over 40 substances that are listed by the EPA as hazardous air pollutants and by CARB as toxic air contaminants. On August 27, 1998, CARB identified particulate matter in diesel exhaust as a TAC, based on data linking diesel particulate emissions to increased risks of lung cancer and respiratory disease. In September 2000, CARB adopted a comprehensive diesel risk reduction plan to reduce emissions from both new and existing diesel-fueled engines and vehicles. The goal of the plan is to reduce diesel PM emissions and the associated health risk by 75 percent in 2010 and by 85 percent by 2020. As part of this plan, CARB identified Airborne Toxic Control Measures (ATCM) for mobile and stationary emissions sources. Each ATCM is codified in the California Code of Regulations, including the ATCM to limit diesel-fueled commercial motor vehicle idling, which puts limits on idling time for large diesel engines (13 California Code of Regulations Chapter 10, Section 2485).

#### **California Air Resources Board Air Quality and Land Use Handbook**

CARB's Handbook makes recommendations regarding the siting of new sensitive land uses near air pollution sources as shown in Table 5-1. Common air pollution sources include high traffic freeways and roads, distribution centers, rail yards, dry cleaners, and gasoline dispensing facilities. The project site consists of various residential and commercial uses, and there are numerous instances where sensitive receptors are located adjacent to or relatively close to commercial land uses.

**TABLE 5-1**  
**CARB POLLUTION SOURCE RECOMMENDATIONS**

SOURCE CATEGORY	ADVISORY RECOMMENDATIONS
Freeways and High-Traffic Roads	Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.
Distribution Centers	Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week). Take into account the configuration of existing distribution centers and avoid locating residences and other new sensitive land uses near entry and exit points.
Rail Yards	Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard. Within one mile of a rail yard, consider possible siting limitations and mitigation approaches.
Chrome Platers	Avoid siting new sensitive land uses within 1,000 feet of a chrome plater.
Dry Cleaners Using Perchloroethylene	Avoid siting new sensitive land uses within 300 feet of any dry cleaning operation. For operations with two or more machines, provide 500 feet. For operations with 3 or more machines, consult with the local air district. Do not site new sensitive land uses in the same building with perc dry cleaning operations.
Gasoline Dispensing Facilities	Avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50 foot separation is recommended for typical gas dispensing facilities.

Source: CARB 2005

Odors and dust are air pollutants that can have negative health impacts, and while almost any source may emit objectionable odors, some land uses are more likely to produce odors or dust as a result of their operation. Assessing potential impacts depends on a number of variables such as wind speed and direction, design features of the facility such as stack height, and the physical distance from the source and the sensitive receptors (SCAQMD 2005). Ideally, potential odor and dust emissions from projects should be identified and evaluated while the project is still in its initial design phase.

The impact of traffic emissions is on a gradient that at some point becomes indistinguishable from the regional air pollution problem. Therefore, the following recommendation has been made: avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.

### California Health and Safety Code

California Health and Safety Code Section 41700 states that, except as otherwise provided in Section 41705, no person shall discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

Section 41705 states that Section 41700 does not apply to odors emanating from (1) agricultural operations necessary for the growing of crops or the raising of fowl or animals; (2) operations that produce, manufacture, or handle compost if the odors emanate directly from the compost facility or operations; or (3) operations that compost green material or animal waste products derived from agricultural operations, and that return similar amounts of the compost produced to that same agricultural operations source, or to an agricultural operations source owned or leased by the owner, parent company, or subsidiary conducting the composting operation.

### California Global Warming Solutions Act (Assembly Bill 32)

The primary acts that have driven GHG regulation and analysis in California include the California Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32) (Health and Safety Code Sections 38500, 38501, 28510, 38530, 38550, 38560, 38561–38565, 38570, 38571, 38574, 38580, 38590, 38592–38599), which instructs the California Air Resources Board (CARB) to develop and enforce regulations for the reporting and verifying of statewide GHG emissions. The act directed CARB to set a GHG emissions limit based on 1990 levels, to be achieved by 2020. The bill set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner. The heart of the bill is the requirement that statewide GHG emissions be reduced to 1990 levels by 2020.

## LOCAL

### San Diego County Regional Air Quality Strategy

The SDAPCD is the local agency responsible for the administration and enforcement of air quality

regulations in San Diego County. The air district regulates most air pollutant sources, except for motor vehicles, marine vessels, aircraft, and agricultural equipment, which are regulated by CARB or the EPA. State and local government projects, as well as projects proposed by the private sector, are subject to SDAPCD requirements if the sources are regulated by the district. Additionally, the SDAPCD, along with CARB, maintains and operates ambient air quality monitoring stations at numerous locations throughout San Diego County, including one in Escondido. These stations are used to measure and monitor criteria and toxic air pollutant levels in the ambient air.

The SDAPCD and the San Diego Association of Governments (SANDAG) are responsible for developing and implementing the clean air plan for attainment and maintenance of the ambient air quality standards in the San Diego Air Basin. The San Diego County Regional Air Quality Strategy (RAQS) was initially adopted in 1992 and last updated in 2016. The RAQS outlines the SDAPCD's plans and control measures designed to attain the state air quality standards for ozone. The SDAPCD has also developed input to the State Implementation Plan, which is required under the federal Clean Air Act for pollutants that are designated as being in nonattainment of the NAAQS for the basin.

The Regional Air Quality Strategy relies on information from CARB and SANDAG, including mobile and area source emissions, as well as information regarding projected growth, to project future emissions and establish the strategies necessary for the reduction of emissions through regulatory controls. The RAQS and the SIP used the 2030 Regional Transportation Plan prepared by the San Diego Association of Governments to project future growth in the air basin. As such, projects that propose development that is consistent with the growth anticipated by the Regional Transportation Plan would be consistent with the RAQS.

### Escondido Climate Action Plan

The 2013 Escondido Climate Action Plan (CAP) provides a roadmap for reducing greenhouse gas emissions ("GHGs") through the implementation of various strategies, goals, actions and supporting measures. In June 2020, the City released a draft update to the CAP for public comment. Escondido's emissions reduction efforts coordinate with state strategies in order to accomplish emissions

reductions in an efficient and cost-effective manner.

In an effort to combat climate change, the Draft CAP sets GHG reduction targets and proposes achievable, locally-based strategies to reduce GHG. In 2016, Governor Brown signed Senate Bill (“SB”) 32 into law, which established a new mid-term GHG reduction target of 40 percent below 1990 levels by 2030, aligned with leading international governments, such as the European Union. The 2030 target set under SB 32 places California on a trajectory towards meeting its longer-term goal, which is to bring emissions down to 80 percent below 1990 levels by 2050.

Project compliance with the Draft CAP reduction goals and measures establishes project compliance not only with statewide GHG-reduction goals for the year 2020 associated with AB 32 but also with statewide GHG-reduction goals for the years beyond 2030.

## Existing Conditions

### CLIMATE AND CLIMATOLOGY

The average seasonal precipitation along the coast is approximately 10 inches; the amount increases with elevation as moist air is lifted over the mountains. The climate of the SDAB is dominated by a semi-permanent high pressure cell located over the Pacific Ocean. This cell influences the direction of prevailing winds (westerly to northwesterly) and maintains clear skies for much of the year. Escondido residents recognize healthy air as a quality of life. The average temperature ranges (in degree Fahrenheit (°F)) from the mid 40s to the high 90s. Most of the region’s precipitation falls from November to April, with infrequent (approximately 10%) precipitation during the summer. The Basin experiences frequent temperature inversions which can trap pollutants. As the pollutants become more concentrated in the atmosphere, photochemical reactions occur that produce ozone, commonly known as smog.

Escondido and surrounding areas are located in the San Diego Air Basin (SDAB). is subject to the Air Pollution Control District County of San Diego (SDAPCD) guidelines and regulations. The SDAB is one of fifteen air basins that geographically divide the State of California. The federal and state standards have been set, with an adequate margin of safety, at levels above which concentrations

could be harmful to human health and welfare. These standards are designed to protect the most sensitive persons from illness or discomfort. Pollutants of primary concern include O<sub>3</sub>, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. The SDAB is currently classified as a federal nonattainment area for ozone (O<sub>3</sub>) and a state nonattainment area for particulate matter less than 10 microns (PM<sub>10</sub>), particulate matter less than 2.5 microns (PM<sub>2.5</sub>), and O<sub>3</sub>.

### SENSITIVE RECEPTORS

Air quality varies as a direct function of the amount of pollutants emitted into the atmosphere, the size and topography of the air basin, and the prevailing meteorological conditions. Air quality problems arise when the rate of pollutant emissions exceeds the rate of dispersion. People most likely to be affected by air pollution, as identified by the California Air Resources Board (CARB), include children, the elderly, athletes, and people with cardiovascular and chronic respiratory diseases. Sensitive receptors include residences, schools, playgrounds, child care centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. Unlike industrial and other stationary sources of air pollution, the siting of new homes or day care centers does not require an air quality permit.

Figure 5-1, Pollutant Sources and Sensitive Receptors, indicates several potential pollutant sources located within the study area. However, true pollutant sources can only be determined after site-specific study has been conducted. As such, the proximity of these facilities should be considered when making future land use decisions to avoid the potential for future nuisances.

There are currently no urban roads within the study area that carry over 100,000 vehicles/day, nor is it anticipated that at the horizon year urban roadways would carry over 100,000 vehicles/day. The California Department of Transportation (Caltrans) does not identify Valley Parkway west of N. Ash Street a truck route.

### Issues/Constraints

Below are a number of air quality and GHG issues and/or constraints identified throughout the study area:

- » The siting of new homes or day care centers does not require an air quality permit,

therefore land use decisions must consider the potential air pollution impacts.

- » There are multiple potential pollutant source locations such as automobile repair services and dry cleaners.

## Opportunities/Recommendations

The following opportunities and recommendations have been identified for the study area:

- » Protect the public from the potential for facility breakdowns that may result in a dangerous release of air toxins.
- » Avoid locating new residential uses at distances equal or greater to those recommended in the 2005 CARB Handbook.
- » Establish development controls and incentives such as electric-vehicle (EV) parking and secured bicycle parking requirements for multi-family developments that encourage GHG reductions.
- » Implementing transitional land uses such as office uses along Valley Parkway and Ash Street would act as a pollutant barrier for adjacent residential uses.
- » Create air quality policies to prevent or reduce trips and travel, and thus vehicle emissions.

## BIOLOGY

### Introduction

This section discusses the existing regulatory setting, existing conditions and opportunities and constraints as it relates to biological resources in the study area. The information contained within this section was derived from various sources; including the City of Escondido General Plan and the North County Multiple Habitat Conservation Plan (MHCP).

### Regulatory Setting

#### FEDERAL

##### Endangered Species Act

The Federal Endangered Species Act (ESA) provides the regulatory oversight of designated threatened or endangered plant and animal species, as well as the habitats in which they are found. The primary federal agency in charge of implementing the ESA is the Fish and Wildlife Service, which maintains a worldwide list of all threatened or endangered species. The ESA makes it illegal to take, possess, import, or export any listed species. The Act requires any federal agency to ensure that any action they take, fund, or authorize will not likely threaten the continued existence of any listed species.

##### Clean Water Act

Section 404 of the Federal Clean Water Act (CWA) provides for the protection of “waters of the United States.” Any project that involves the dredging or filling of any jurisdictional water or wetland must receive a Section 404 permit in order to comply with the Act. Permits are issued by the U.S. Army Corps of Engineers, who review the applications in light of the public interest.

“Waters of the United States” are defined as:

“all waters that have, are or may be used in interstate or foreign commerce...wetlands, all waters such as interstate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds...all tributaries of waters mentioned above, territorial seas, and all wetlands adjacent to the waters mentioned above.”

Wetlands generally include swamps, marshes, bogs,

or other areas that are saturated and/or inundated by surface or groundwater at a frequency and duration that normally does, or could, support vegetation that is generally found to live in such conditions.

##### Migratory Bird Treaty Act

All migratory bird species that are native to the United States or its territories are protected under the federal Migratory Bird Treaty Act (MBTA), as amended under the Migratory Bird Treaty Reform Act of 2004 (Senate Bill 2547). The MBTA is generally protective of migratory birds but does not actually stipulate the type of protection required. In common practice, the MBTA is now used to place restrictions on disturbance of active bird nests during the nesting season (generally February 1 to August 31). In addition, USFWS commonly places restrictions on disturbances allowed near active raptor nests.

#### STATE

##### California Endangered Species Act

Much like its federal equivalent, California Endangered Species Act (CESA) provides the regulatory oversight for rare, threatened, and endangered species, and prohibits the taking, sale, or possession of any such species. The Act requires any State agency to consult with the California Department of Fish and Wildlife when a proposed project may be subject to the provisions of the CESA.

##### California Environmental Quality Act

The California Environmental Quality Act (CEQA) Guidelines Section 15380(b) provides that a species not listed on the Federal or State list of protected species may be considered rare or endangered if it can be shown that the species meets certain specified criteria. Section 15380(b) requires public agencies to determine if a project would result in significant effects on species not listed by either the FWS or the California Department of Fish and Wildlife. Through this process, agencies are provided with the authority to protect additional species from the potential impacts of a project until the appropriate government agencies have an opportunity to designate the species as protected, if deemed appropriate.

##### State Water Resources Control Board/Regional

### Water Quality Control Board

For waters of the State that are federally regulated under the CWA, the State Water Resources Control Board (SWRCB) [through its RWQCBs] must provide state water quality certification pursuant to section 401 of the CWA for activities requiring a federal permit or license that may result in discharge of pollutants into waters of the U.S. Where no federal jurisdiction exists over waters of the State, the SWRCB (through its RWQCBs) retains regulatory authority to protect water quality through provisions of the Porter-Cologne Water Quality Control Act through application for or waiver of waste discharge requirements.

### California Fish and Wildlife

#### 1. Natural Community Conservation Planning (NCCP) program

The Natural Community Conservation Planning Act of 1991 provides a framework for state and local government, as well as private interest efforts for the protection of regional biodiversity and the ecosystems upon which they depend. Natural community conservation plans allow for the appropriate, compatible economic activity to occur while ensuring the long-term conservation of multiple species. As a result of this act, the Carlsbad Habitat Management Plan was prepared under the MHCP.

#### 2. MHCP

The MHCP is a comprehensive, long-term regional habitat conservation plan established to protect sensitive species and habitats in northern San Diego County. The MHCP is one of three large multiple-jurisdictional habitat planning efforts in San Diego County, those being the South County Plan, the North County Plan, and the East County Plan. Each of these constitutes a subregional plan under the State of California's Natural Community Conservation Planning Act of 1991. The MHCP encompasses the cities of Carlsbad, Encinitas, Escondido, Oceanside, San Marcos, Solana Beach, and Vista. The program goals are to conserve approximately 19,000 acres of habitat, of which roughly 8,800 acres (46%) are already in public ownership and contribute toward the habitat preserve system for the protection of more than 80 rare, threatened, or endangered species (SANDAG 2003). The MHCP sets forth general and subarea conditions of coverage that must be met for each

covered species in order for the cities to obtain take authorization.

### Porter-Cologne Water Quality Control Act

The Porter-Cologne Act defines waters of the state as "any surface water or groundwater, including saline waters, within the boundaries of the state." The RWQCB protects all waters in its regulatory scope, but has special responsibility for isolated wetlands and headwaters. These water bodies have high resource value, are vulnerable to filling, and may not be regulated by other programs, such as CWA Section 404. The RWQCB regulates waters of the state under the Water Quality Certification Program, which regulates discharges of dredged and fill material under CWA Section 401 and the Porter-Cologne Water Quality Control Act.

Projects that require a USACOE permit, or fall under other federal jurisdiction, and have the potential to impact waters of the state are required to comply with the terms of the Water Quality Certification Program. If a proposed project does not require a federal license or permit, but involves activities that may result in a discharge of harmful substances to waters of the State, the RWQCB has the option to regulate such activities under its state authority in the form of waste discharge requirements or certification of waste discharge requirements.

### Lake and Streambed Alteration Program

FGC Section 1602 requires any person, state, or local governmental agency to notify the CDFW prior to initiating any activity that would: (1) divert or obstruct the natural flow of or substantially change or remove material from the bed, channel, or bank of any river, stream, or lake; or (2) result in the disposal or deposition of debris, waste, or other material into any river, stream, or lake. The state definition of "lakes, rivers, and streams" includes all rivers or streams that flow at least periodically or permanently through a well-defined bed or channel with banks that support fish or other aquatic life, and watercourses with surface or subsurface flows that support or have supported riparian vegetation.

### Natural Community Conservation Planning Act of 1991

The Natural Community Conservation Planning Act is aimed at conservation of natural communities at the ecosystem scale while allowing for compatible land uses. The CDFW is primarily responsible for

implementation of the act, which is intended to allow comprehensive protection and management of wildlife species and provides for regional protection of natural wildlife diversity while allowing appropriate land development.

## LOCAL

### County Subarea Plan and Biological Mitigation Ordinance

The County of San Diego has an adopted South County MSCP Subarea Plan dated October 22, 1997 that implements the MSCP within three identified segments of the unincorporated areas of San Diego. The County is also in the process of preparing a draft North County MSCP Subarea Plan to implement the MSCP in the northern portions of San Diego County.

The adopted MSCP is regulated by the County Biological Mitigation Ordinance (BMO). It is expected that if the draft North County MSCP is adopted, it will also be regulated by the BMO which outlines the specific criteria (e.g., project design, impact allowances, and mitigation requirements) for projects within the MSCP boundary. The adopted and draft County MSCP Subareas include identified Pre-Approved Mitigation Areas (PAMAs) within which conservation efforts are to be concentrated and a preserve can be assembled. The MSCP generally provides incentives for development to occur outside of a PAMA but does allow for development that meets criteria within a PAMA.

### North County Multiple Habitat Conservation Plan (MHCP)

The MHCP is a comprehensive, long-term regional habitat conservation plan established to protect sensitive species and habitats in northern San Diego County. The MHCP is one of three large multiple-jurisdictional habitat planning efforts in San Diego County, those being the South County Plan, the North County Plan, and the East County Plan. Each of these constitutes a subregional plan under the State of California's Natural Community Conservation Planning Act of 1991. The MHCP sets forth general and subarea conditions of coverage that must be met for each covered species in order for the cities to obtain take authorization.

### City of Escondido Draft MHCP Subarea Plan

The City of Escondido has an unadopted draft MHCP Subarea Plan dated June 2001 and does not

have an Implementing Agreement or incidental take permit. Therefore, this draft Subarea Plan is not specifically applicable to any potential projects under discretionary review, although it may be referred to as a guideline. Further, based on the 2007 USFWS letter regarding nonconcurrence of NCCP 4(d) rule Habitat Loss Permits, the City of Escondido has not progressed on actively developing their draft Subarea Plan and therefore, the USFWS will not concur on interim incidental take of coastal California gnatcatcher through the Habitat Loss Permit process, thus rendering the Subarea Plan ineffective to address gnatcatcher and coastal sage scrub impacts. Notwithstanding, the regulatory function of the unadopted draft City of Escondido MHCP Subarea Plan has been used as one tool for assessment of conservation design in this document.

The City of Escondido draft Subarea Plan specifies in Section 6.6 for Annexations that future annexations of land to the City of Escondido must be covered by the requirements of an NCCP Subarea Plan. It further states that if an approved County Subarea Plan and implementing agreement exists for the area being annexed, the approved County Subarea Plan applies. In the case of the Safari Highlands Ranch project site, the County's adopted South County MSCP Subarea Plan applies for the southern half of the project site. Within the northern portion of the project site that occurs in the unadopted North County MSCP Subarea, the City of Escondido would work cooperatively with the County and Wildlife Agencies to ensure consistency with the applicable provisions related to conservation design in both the City of Escondido's unadopted draft Subarea Plan and the County's adopted and unadopted MSCP Subarea Plans. Finally, the City of Escondido would be responsible for ensuring that any project level conservation plan is implemented following annexation to the City.

### City of Escondido – Mature and Protected Tree Ordinance

The City establishes regulations and standards for the preservation, protection, and selected removal of mature and protected trees. A City-issued vegetation removal permit is required before clearing, pruning, or destroying vegetation and before any encroachments by construction activities that disturb the root system within the dripline (i.e., the outer extent margin of a tree's

canopy) of any mature and protected trees. Issuance of a vegetation removal permit requires the submittal of a tree survey and, as applicable, a tree protection and/or replacement mitigation plan. Tree protection, removal, and replacement standards are outlined in the City's General Plan and in Chapter 33 (Zoning), Article 55 (Grading and Erosion Control) of the City's Municipal Code (Ordinance 2001- 21). The City's General Plan recognizes any oak tree species and other mature trees, as defined below, as significant aesthetic and ecological resources deserving protection within the boundaries of the City. Sections 33-1052 and 33-1068 of the City's Municipal Code set forth rules and standards for mature tree removal, protection, and replacement.

## Existing Conditions

### VEGETATION AND HABITATS

The study area is entirely developed with buildings and pavement. Within the North County MHCP, the site is situated in areas identified as Developed/ Disturbed Land, outside of areas targeted for conservation. The General Plan Resource Conservation Element identifies the vegetation communities within the study area to consist of Urban/Developed and ornamental planting.

The Escondido Creek runs along the northern boundary of the study area. The Escondido Creek is concrete-lined and provides relatively limited habitat for riparian species.

### MHCP SPECIES

No known wildlife corridors or linkage areas are mapped as occurring on or in the immediate vicinity of the Project site. None of the special-status animal species known to the region have a high potential to occur within the Project site due primarily to the lack of suitable habitat, isolation of the site from undeveloped habitat blocks in the region, and disturbances associated with the highly urbanized setting. The site does not support the constituent elements required by many of the special-status animals known to the region for nesting/breeding, foraging, dispersal, and other life history requirements. The site is surrounded by existing development and as a result does not by itself function as a wildlife corridor or linkage.

## Issues/Constraints

Below are a number of biological issues and/or constraints identified throughout the study area:

- » Potential constraints pertain to biological resources associated with Escondido Creek, which runs through the study area. If the creek needs to be altered, there will be a need to assess on an individual project basis if a CWA Section 404 permit is needed.
- » Constraints due to existing conditions would be present if any action taken by the City could impact any vegetative communities or sensitive habitats.

## Opportunities/Recommendations

The following opportunities and recommendations have been identified for the study area:

- » The existing regulatory setting and environmental conditions illustrate a need to continue the preservation of Escondido Creek and its ecological system. These features could serve as an additional opportunity to create a linear park system connected with the more intense development center.
- » The City of Escondido has been awarded \$8.5 million from the California Parks Department to fund the Escondido Creek Trail Expansion and Renovation Project which will include amenities, landscaping, and other design elements that improve the quality and condition of the Escondido Creek Trail, as well as include efforts to create, restore and preserve native wildlife habitat.
- » Consider additional restoration grant funded projects that naturalize the concrete flood channels in Escondido Creek and reduce sewage spills into the creek.
- » Include policies that implements strategies of the Escondido Creek and San Elijo Lagoon Watershed Preservation Area Cooperative Agreement.

## CULTURAL/HISTORICAL

### Introduction

This section summarizes and evaluates the existing cultural and historic resources within the study area; including the existing regulatory setting, existing conditions and discusses opportunities and constraints on these resources. The information contained within this section was derived from various sources; including the City of Escondido General Plan, the Escondido Historical Register.

### Regulatory Setting

#### FEDERAL

##### National Historic Preservation Act

Section 106 of the National Historic Preservation Act (NHPA) of 1966 requires a federal agency having jurisdiction over a proposed project, and the head of any Federal department or independent agency having authority to license any such project to take into account the effect of the project on any district, site, building, structure, or object that is included in or eligible for inclusion in the National Register of Historic Places. This consideration shall be taken prior to the approval of the expenditure of any Federal funds on the undertaking or prior to the issuance of any license.

##### National Register of Historic Places

The National Register of Historic Places (NRHP) lists properties that have been identified as those worthy of long-term protection. To be listed in the NRHP, or be eligible for listing, a property must meet certain criteria for historic or cultural significance. Cultural significance may be found in facets of American history, architectural design or theme, archaeology, engineering, or culture.

#### STATE

##### California Environmental Quality Act

At the state and local level, CEQA guides the evaluation of whether a cultural or historical resource is significant or not. Under Section 15064.5 of CEQA, a historical resource is one that:

- » Is listed in, or is determined to be eligible for listing in the California Register of Historical Resources

- » A resource included in a local register of historical resources as defined in the Public Resources Code
- » A lead agency determines to be historically significant provided that the lead agency's determination is supported by substantial evidence in light of the whole record.

Regarding archaeological resources, a lead agency must determine if the site is an historical resource as defined above. If human remains are discovered on any development site, no further excavation or disturbance of the site shall occur until a coroner determines the cause of death, and if the remains are determined to be that of a Native American, the coroner shall contact the Native American Heritage Commission before proceeding forward with the project construction.

Assembly Bill 52 (AB 52), signed into law in 2014, established a new requirement under CEQA. As of July 1, 2015, Lead Agencies are required to allow any Native American tribe with an interest in a cultural resource that may be impacted by a proposed development the opportunity to review and consult on CEQA documents. This procedure is meant to allow the tribes to actively participate in the regulatory process by which a cultural resource is deemed significant and provides an avenue for the tribes to work to protect any resources of importance to their history.

##### California Register of Historical Resources

The California Register of Historical Resources provides an authoritative guide to historical resources within the State. To qualify for listing, a resource must retain its integrity and be either: associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage; associated with the lives of persons important in the State's past; embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual or possesses high artistic values; or has yielded or is likely to yield information important in prehistory or history.

##### California Historic Building Code

The California Historic Building Code (CHBC) provides guidelines for the preservation, restoration, rehabilitation, relocation, and reconstruction of

buildings or structures designated as qualified historical buildings or properties by a local, State, or Federal jurisdiction.

## LOCAL

### City of Escondido Municipal Code

Chapter 33, Article 40 of the City Municipal Code (Historical Resources) establishes the City's Historic Preservation Committee, the Escondido Local Register of Historical Places, and the designation process for Escondido Local Landmarks. Any person may nominate an historical resource to the local register or for landmark designation; however, the application must be made to the planning division on forms provided by the City. In addition, requests for local landmark designation must include a letter signed by the property owner consenting to the initiation. Article 40 additionally establishes it as unlawful to tear down, demolish, construct, alter, remove or relocate any historical resource or any portion thereof that has been listed on the Escondido Historic Sites Survey, Local Register, designated as a Local Landmark, or located within an Historical Overlay District or to alter any feature of without first obtaining a permit as outlined in Article 40, Section 33-798. Article 40 requires that all repairs, alterations, constructions, restorations or changes in use of applicable historical resources shall conform to the requirements of the State Historical Building Code and the Secretary of the Interior's Standards for Rehabilitation. Demolitions of such resources would require a permit acquired in accordance with Article 40, Sections 33-801, 33-802, and 33-803.

## Existing Conditions

### CULTURAL/PALEONTOLOGICAL RESOURCES

Cultural resources are found throughout the City and are reminders of the City and region's prehistoric and historic past. The cultural environment consists of the remains of prehistoric and historic era human activities. The City contains numerous recorded resources, including prehistoric archaeological sites, historic archaeological sites, historic features relating to water storage and water conveyance, historic buildings and structures, and known cemeteries.

Cultural resources, including archaeological

resources, are often identified during the environmental review process (including CEQA review) for projects. If encountered, CEQA requires that certain protocol be followed to determine if the resources are significant, and if the resources are determined to be significant, steps for their excavation or protection are required under CEQA as mitigation.

According to the City's General Plan Environmental Impact Report, the soil underlying the City area incorporates geologic strata that range in age from Triassic to Quaternary, and collectively represent the past 250 million years of the Earth's history. The study area sits on top of the following geologic formations: landslide deposits, Holocene Pleistocene, mid-Cretaceous, and granitic and other intrusive crystalline rocks of all ages. Therefore, the site ranges from no potential to moderate potential rating for paleontological resources.

Most paleontological resources are not exposed at the surface, and fossils are usually found during earthmoving activities when geologic features are exposed. (Escondido 2012b), no paleontological resource potential is assigned to geologic formations composed entirely of volcanic or plutonic igneous rock (i.e., basalt or granite)

### HISTORIC RESOURCES

The City of Escondido and their consultants completed surveys of approximately 1,000 pre-1940 built environment resources in 1983. The survey was updated and refined in 1990, leading to the Escondido Historical Register (including 267 listings), historic preservation program, a residential historic district, and the adoption of the Mills Act Incentive Program. The highest concentration of Escondido's historic buildings is in downtown and the Old Escondido Neighborhood Historic District. Figure 5-2, Historic Districts, shows all the Significant Historical Sites in the study area, as included in the 2012 General Plan. As shown, there are four distinct areas in the SPA that are designated as Historic Downtown District on the western edge of the SPA. These areas are separated by roadways and alleyways, perpendicular to Fig Street. The buildings within these four areas are predominantly medical offices and have Spanish architecture including adobe roofs, parapets, and stucco facades. Preserving and interpreting the community's past was cited as an important

consideration by many residents during General Plan public workshops.

## Issues/Constraints

Below are a number of cultural/historical issues and/or constraints identified throughout the study area:

- » Culturally or historically significant sites may pose constraints to smart growth development due to the existing regulatory and environmental setting. CEQA mandates that any proposed development project must analyze how it could impact a historic or cultural resource. This procedural requirement will require any future developers to analyze whether their project could significantly impact the known historic resources. If any impacts are found to be significant, the developer and/or project proponent must incorporate mitigation measures in order to reduce or nullify any such impacts, or avoid the project altogether.
- » There is moderate to low potential for the study area to contain archaeological and paleontological resources, and as such, there exists the potential for construction-related activities to disturb any previously unknown paleontological resources contained therein. Similar to historic resources, CEQA mandates that any proposed development project must analyze how it could impact an archaeological or paleontological resource. If any impacts are found to be significant, the developer and/or project proponent must incorporate mitigation measures in order to reduce or nullify any such impacts, or avoid the project altogether.

## Opportunities/Recommendations

The following opportunities and recommendations have been identified for the study area:

- » The study area contains four distinct historic properties along the western edge of the SPA. These areas provide an opportunity to mimic the architecture to expand a sense of place and historical significance, and to stimulate economic growth within the region.
- » Special attention should be given when development is proposed within or adjacent to any of these historic sites, so as not to disturb

the structure and integrity of said sites.

- » New development to conform to design guidelines that can coexist alongside the historical resources would allow the City to maintain its “historical” feel, and potentially make the City a destination attraction for those looking to experience this type of setting.

## NOISE

### Introduction

This section discusses the existing regulatory setting, existing conditions and opportunities and constraints as it relates to noise pollutants in the study area. The information contained within this section was derived from various sources; including the City of Escondido General Plan and the resulting Environmental Impact Report.

Noise has a significant effect on the quality of life. An individual’s reaction to a particular noise depends on many factors such as the source of the noise, its loudness relative to the background noise level, and the time of day. The reaction to noise can also be highly subjective; the perceived effect of a particular noise can vary widely among individuals in a community. Because of the nature of the human ear, a sound must be about 10 dBA greater than the reference sound to be judged as twice as loud.

### Regulatory Setting

#### Occupational Safety and Health Administration

With the Occupational Safety and Health Act of 1970, Congress created the Occupational Safety and Health Administration (OSHA) to assure safe and healthful working conditions for working men and women by setting and enforcing standards and by providing training, outreach, education and assistance.

#### STATE

##### California Environmental Quality Act

Primary environmental legislation in California is found in the California Environmental Quality Act (CEQA) and its implementing guidelines (CEQA Guidelines), which require that projects with potential adverse effects (or impacts) on the environment undergo environmental review,

including noise analysis.

### California Noise Control Act of 1973

California Health and Safety Code Sections 46000 through 46080, known as the California Noise Control Act, find that excessive noise is a serious hazard to public health and welfare and that exposure to certain levels of noise can result in physiological, psychological, and economic damage. The act also finds that there is a continuous and increasing bombardment of noise in urban, suburban, and rural areas. The California Noise Control Act declares that the State of California has a responsibility to protect the health and welfare of its citizens by the control, prevention, and abatement of noise. It is the policy of the State to provide an environment for all Californians that is free from noise that jeopardizes their health or welfare.

### California Noise Insulation Standards (CCR Title 24, Part 2, Chapter 2-35)

In 1974, the California Commission on Housing and Community Development adopted noise insulation standards for multi-family residential buildings (Title 24, Part 2, California Code of Regulations). Title 24 establishes standards for interior room noise (attributable to outside noise sources). The regulations also specify that acoustical studies must be prepared whenever a multi-family residential building or structure is proposed to be located near an existing or adopted freeway route, expressway, parkway, major street, thoroughfare, rail line, rapid transit line, or industrial noise source, and where such noise source or sources create an exterior CNEL (or Ldn) of 60 dBA or greater. Such acoustical analysis must demonstrate that the residence has been designed to limit intruding noise to an interior CNEL (or Ldn) of at least 45 dBA in any habitable room used for living, sleeping, eating, or cooking.

## LOCAL

### Existing General Plan

The City's General Plan Community Protection Element establishes noise and land use compatibility standards and outlines goals and policies to achieve these standards. Figure 2.10-3 summarizes the land use compatibility standards. The Community Protection Element (page VI-23) also includes standards for projects that could significantly alter existing noise levels. It states that

“noise impacts of proposed projects on existing land uses should be evaluated in terms of potential for adverse community response based on a significant increase in existing noise levels.

### City of Escondido Municipal Code

Chapter 17, Article 12, Noise Abatement and Control (Noise Ordinance) The Noise Ordinance establishes prohibitions for disturbing, excessive, or offensive noise and provisions such as sound level limits for the purpose of securing and promoting the public health, comfort, safety, peace, and quiet for citizens of Escondido. Table 5-2, Noise Receptor Limits, shows the allowable noise levels at any point on or beyond the boundaries of the property on which the sound is produced, as well as corresponding times of day for each zoning district. The noise standards apply to each property or portion of property substantially used for a particular type of land use reasonably similar to the land use types shown in Table 5-3, Noise Receptor Limits. Where two or more dissimilar land uses occur on a single property, the more restrictive noise limits apply.

**TABLE 5-2**  
**NOISE RECEPTOR LIMITS**

ZONE	TIME	APPLICABLE LIMIT 1-HOUR AVERAGE SOUND LEVEL (DECIBELS)
Residential Zones	7AM to 10PM	50
	10PM to 7AM	45
Multi- Residential Zones	7AM to 10PM	55
	10PM to 7AM	50
Commercial Zones	7AM to 10PM	60
	10PM to 7AM	55
Light Industrial/ Industrial Park Zones	Anytime	70
General Industrial Zones	10PM to 7AM	75

## Existing Conditions

Escondido's development pattern primarily distributes commercial and industrial land uses in a north-south and east-west alignment along major transportation corridors in the urban core. Residential areas generally surround these commercial and industrial areas and establish potential noise conflicts dependent on factors including: type of activity, hours of operation, building orientation and the site's location relative to other land uses.

### NOISE SENSITIVE LAND USES

According to the Federal Transit Administration (FTA), a noise receptor is a stationary position at which noise levels are specified, such as a residence or other structure. Noise sensitive land uses include noise receptors (receivers) where an excessive amount of noise would interfere with normal activities, particularly buildings where people normally sleep and institutional land uses with primarily daytime

and evening uses. As demonstrated in Figure 5-4, Noise Sources and Noise Sensitive Land Uses, noise sensitive land uses are located throughout the study area, but are concentrated in the urban core of the City, including residences, schools, convalescent homes, churches, health care facilities, transient lodging, and cultural facilities.

### NOISE SOURCES

The most common source of noise in developed environments is transportation-related. Roadways are the only transportation noise sources within the study area. According to the 2012 GPU shown in Table 5-3, Roadway Noise Levels, the roadways that currently generate the greatest noise levels in the study area are Valley Parkway, Ash Street, and Grand Avenue.

**TABLE 5-3**  
**ROADWAY NOISE LEVELS**

STREET SEGMENT	NOISE LEVEL AT NEAREST RECEPTOR (DBE CNEL)
Ash Street	66-70
Valley Parkway	70-76
Grand Avenue	62-70

Source: 2012 GPU EIR

Outdoor activities such as stereos, animal noise, emergency signaling devices (e.g., car and fire alarms, home security devices), and landscape and garden maintenance equipment all generate noise. These activities are not considered significant noise sources; while they can be objectionable, they are normally classified as nuisance noise. The City adopted the Noise Ordinance to regulate excessive community noise.

## Issues/Constraints

Below are a number of noise issues and/or constraints identified throughout the study area:

- » There are noise sensitive land uses located along the transportation corridors.
- » Establishing Mixed Use residential uses along the transportation corridors requires additional compatibility analysis.

## Opportunities/Recommendations

The following opportunity/recommendation has

been identified for the study area:

- » Implementation of new development may need to incorporate noise reduction strategies that reduce noise impacts through topographic, architectural, and barrier techniques.

## HAZARDS

### Introduction

This section discusses the existing regulatory setting, existing conditions and provides opportunities and constraints as it relates to hazardous materials in the study area.

### Regulatory Setting

#### FEDERAL

##### Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act authorizes the U.S. Environmental Protection Agency (EPA) to regulate and control the generation, transportation, treatment, storage, and disposal of hazardous wastes and materials. The EPA carries out these tasks by developing legally enforceable requirements for waste management, which set the minimum national technical standards for the design and operation of hazardous waste disposal facilities. The Act authorizes individual state agencies to issue permits for the use, storage, disposal, and transport of hazardous materials in order to ensure compliance with EPA and state regulations.

##### Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) establishes a Federal “Superfund” to cover the costs associated with the clean up contaminated sites or other accidental releases or spills of pollutants and contaminants. The Act gives the U.S. EPA the authority to seek out the parties responsible for the contamination and hold them responsible for the clean-up. When parties cannot be identified, located, or fail to act, the EPA obtains private parties to clean up the contaminated sites. EPA can also recover costs from financially viable individuals or companies once the clean-up process has been completed. EPA is authorized to implement the Act

in all U.S. states and territories.

##### Federal Emergency Management Agency

The Federal Emergency Management Agency (FEMA) is the federal agency tasked with advising other agencies on building code requirements and flood plain management; teaching people how to get through a disaster; helping to equip local and state agencies for emergency preparedness; coordinating the federal response to a disaster; making disaster assistance available to states, communities, businesses and individuals; training emergency managers; supporting the nation’s fire service; and administering the national flood and crime insurance programs.

#### STATE

##### California Department of Toxic Substances Control

The California Department of Toxic Substances Control (DTSC) is the agency in charge of administering Resource Conservation and Recovery Act within California. The DTSC also administers other state hazardous waste laws, such as the Hazardous Waste Control Law, which regulates a larger number of chemicals than Resource Conservation and Recovery Act does. DTSC manages the EnviroStor Data Management System, which is a publicly accessible online database tool that can be used for identifying known contamination sites, for identifying sites that may need to be investigated further, and for identifying facilities that are authorized to treat, store, dispose of or transfer hazardous waste. The database also provides information on permits and corrective action that is being taken at hazardous waste facilities, and identifies site cleanup projects.

##### California State Fire Plan

The 2010 California State Fire Plan is the first statewide fire plan developed in concert between the California Board of Forestry and Fire Protection and the California Department of Forestry and Fire Protection (CalFire). The central goals of the State Fire Plan include: (1) improved availability and use of information on hazard and risk assessment; (2) land use planning, including general plans, new development and existing developments; (3) shared vision among communities and the multiple fire protection jurisdictions, including county-based plans and community-based plans

such as community wildfire protection plans; (4) establishing fire resistance in assets at risk, such as homes and neighborhoods; (5) shared vision among multiple fire protection jurisdictions and agencies; (6) levels of fire suppression and related services; and (7) post fire recovery.

### **Emergency Response to Hazardous Materials Incidents**

California has developed an Emergency Response Plan to coordinate emergency services provided by federal, state, and local government, and private agencies. The Emergency Response Plan is administered by CalEMA and includes response to hazardous materials incidents. CalEMA coordinates the response of other agencies, including the California EPA, California Highway Patrol, California Department of Fish and Wildlife, the Regional Water Quality Control Boards (RWQCBs), San Diego Air Pollution Control District, City of San Diego Fire Department, and the County DEH Hazardous Incident Response Team.

### **Government Code Section 65962.5(a), Cortese List**

The Hazardous Waste and Substance Sites Cortese List is a planning document used by the state, local agencies and developers to comply with CEQA requirements in providing information about the location of hazardous materials release sites. Government Code Section 65962.5 requires the California EPA to develop at least annually an updated Cortese List. DTSC is responsible for a portion of the information contained in the Cortese List. Other state and local government agencies are required to provide additional hazardous materials release information for the Cortese List.

### **Unified Hazardous Waste and Hazardous Materials Management Regulatory Program**

This Program was created to consolidate, coordinate, and make consistent the administrative requirements, permits, inspections, and enforcement activities for environmental and emergency management programs. The Program is implemented at the local government level by Certified Unified Program Agencies (CUPA). The Program coordinates and consolidates the hazardous materials and waste programs in California, which includes Hazardous Waste Generation, Aboveground Petroleum Storage Tanks, Underground Storage Tanks, the Hazardous

Material Release Response Plans and Inventories, the California Accidental Release Prevention Program, and the Uniform Fire Code Hazardous Material Management Plans and Inventories.

### **California Code of Regulations Title 26, Toxics**

Title 26 of the California Code of Regulations provides the regulatory scheme for managing the transportation of hazardous materials and wastes. The Federal Department of Transportation is the primary regulatory authority overseeing the transportation of toxics, and sets the standards and regulations for safe handling procedures. The California Department of Transportation and the California Highway Patrol is the local regulatory authority that enforces the Federal standards within the State of California. These State departments also respond to all hazardous materials transportation emergencies.

### **California Division of Occupational Safety and Health Administration**

The California Division of Occupation Safety and Health Administration (Cal/OSHA) is the State agency responsible for developing and enforcing workplace safety standards and assuring worker safety in the handling and use of hazardous materials. The agency requires businesses to prepare Injury and Illness Prevention Plans and Chemical Hygiene Plans, and requires that workers be informed of the hazards associated with the materials they handle.

## **LOCAL**

### **San Diego County of Department of Environmental Health**

The County DEH protects public health and safeguards environmental quality, educates the public to increase environmental awareness, and implements and enforces local, state, and federal environmental laws. The County DEH regulates the following: retail food safety; public housing; public swimming pools; small drinking water systems; mobile-home parks; on-site wastewater systems; recreational water; AST and UST and cleanup oversight; and medical and hazardous materials and waste.

### **County of San Diego Office of Emergency Services**

The Unified San Diego County Emergency Services Organization has the primary responsibility

for preparedness and response activities, and addresses disasters and emergency situations within the unincorporated area of San Diego County. The County of San Diego Office of Emergency Services (OES) serves as staff to the Unified Disaster Council (UDC), the governing body of the Unified San Diego County Emergency Services Organization. Emergency response and preparedness plans include the Operational Area Emergency Response Plan and the San Diego County Multi-Jurisdictional Hazard Mitigation Plan.

#### **Multi-Jurisdictional Hazard Mitigation Plan**

This plan includes an overview of the risk assessment process, vulnerability assessments, and identifies hazards present in each jurisdiction of San Diego County. Hazards profiled in the plan include wildfire, structure fire, flood, coastal storms, erosion, tsunami, earthquakes, liquefaction, rain-induced landslide, dam failure, hazardous materials, incidents, nuclear materials release, and terrorism. The plan sets forth a variety of objectives and actions based on a set of broad goals including: (1) promoting disaster-resistant future development; (2) increased public understanding and support for effective hazard mitigation; (3) building support of local capacity and commitment to become less vulnerable to hazards; (4) enhancement of hazard mitigation coordination and communication with federal, state, local and tribal governments; and (5) reducing the possibility of damage and losses to existing assets, particularly people, critical facilities or infrastructure, and County-owned facilities, due to dam failure, earthquake, coastal storm, erosion, tsunami, landslides, floods, structural fire/wildfire, and manmade hazards.

Helicopters and small planes are used in a variety of emergency response actions such as search and rescue operations and retrieving water to extinguish wildfires. During an emergency response, aircraft tend to fly low to the ground thus increasing the potential hazards to aircraft from towers and other objects within airspace. CAL FIRE and the County of San Diego Sheriff's Department Aerial Support Detail, Air Support to Regional Enforcement Agencies base carry out emergency response actions.

As part of this effort, there is a 2018 Hazard Mitigation Plan document for the City Escondido. The Escondido Hazards Mitigation Plan states that the City lies in a natural river valley with a substantial portion existing within the floodplain.

The extent of the floodplain is shown on Figure 5-5, City of Escondido FEMA Floodplains.

#### **City of Escondido General Plan**

The Escondido General Plan Community Protection Element establishes goals and policies that affect how land uses and infrastructure are developed in areas prone to natural

hazards. Recommendations for evacuation and emergency access routes overlap with the city's Circulation Plan. The proper coordination, development and maintenance of drainage infrastructure are essential for ensuring against flooding. Community protection is linked with natural resource and open space areas due to threats of erosion and wild fires that must be addressed.

#### **City of Escondido Municipal Code, Chapter 7**

Chapter 7, Sections 7-1 through 7-8, of the City's Municipal Code provides for the preparation and carrying out of plans for the protection of persons and property within the City in the event of an emergency. It also discusses coordination of the emergency functions of the City with all other public agencies, corporations, organizations, and affected private persons. Chapter 7 of the Municipal Code requires the City of Escondido Disaster Council to be responsible for the development of the City's Emergency Action Plan for City Employees, which provides for the effective mobilization of all City resources, both public and private, to meet any condition constituting a local emergency, state of emergency, or state of war emergency, and to provide for the organization, powers and duties, services, and staff of the emergency organization.

#### **City of Escondido Weed and Rubbish Abatement Program**

The City's Municipal Code, Chapter 11, Article 2, Division 2, establishes the Weed and Rubbish Abatement Program. The purpose of this ordinance is to designate the responsibility of the owners of real property in the City in the elimination of the public nuisance created by weeds, rubbish and refuse on or around their property. This chapter of the Municipal Code declares the following as a public nuisance or fire hazard: all weeds growing upon the streets, sidewalks, parking, and private property in the City of Escondido; and all rubbish upon the streets, sidewalks, parking facilities, and private

property in the City of Escondido. The Chief of EFD, or any agent thereof, is vested with the authority to determine if vegetation on private property results in a fire hazard and must be removed.

## Existing Conditions

The study area is a suburban developed area characterized by a mix of commercial properties, single- and multi-family homes, and offices. Land uses in the study area that may handle or have handled or have generated hazardous wastes include auto body shops, dry cleaners, and gas stations. These sources are shown on Figure 5-1, Pollutant Sources and Sensitive Receptors. It should be noted that any required cleanup would have been completed in order to allow the residential development that currently occupies the surrounding area. DTSC's EnviroStor identifies clean up sites within the study area, which are provided in Table 5-4 below, and shown in Figure 5-1. There are no active LUSTs in the study area. The clean up sites with a status of "Refer: 1248 Local Agency" means that the property owner has a written agreement with the City for the City's supervision of the cleanup of a simple waste release and shall notify the DTSC and the Regional Water Quality Control Board when remedial action will occur.

**TABLE 5-4  
CLEAN UP SITES**

SITE NAME	STATUS	PROJECT TYPE	ADDRESS
Fedco, Inc. Property (Former)	Refer: 1248 Local Agency	Evaluation	1475 East Valley Pkwy
Fig/Farr Elem.	No Further Action	School Investigation	Lincoln Ave/ Fig St
Mission Escondido Mall	Refer: 1248 Local Agency	Evaluation	205 W. Mission Ave
Vacant Lot	Refer: 1248 Local Agency	Evaluation	304 East Grand Ave

## FIRE HAZARDS

The potential for wildland fires represents a hazard where development is adjacent to open space or within close proximity to wildland fuels or designated fire severity zones. Steep hillsides and varied topography within portions of the City also contribute to the risk of wildland fires. Pursuant to the City's Wildland-Urban Interface Fire Severity Zones, the study is not mapped in the high or very high fire severity zone.

## FLOOD HAZARDS

As previously discussed, a portion of the City exists within a floodplain. As shown in Figure 5-5, Flood Hazards, the study area does include areas designated as Zone A (Without Base Flood Elevation) and Zone X, with a 0.2% Annual Chance Flood Hazard.

## Issues/Constraints

Below are a number of noise issues and/or constraints identified throughout the study area:

- » Areas of the study area are identified in Special Flood Hazard Areas which may constrain future development within those areas.
- » Constraints due to regulatory requirements may arise if actions taken pursuant to the Specific Plan conflict with any federal, state, or local regulations discussed above. Complying with the forementioned regulations will not present any major constraints to economic development within the study area.

## Opportunities/Recommendations

The following opportunities/recommendations has been identified for the study area:

- » Implementation of the Escondido Creek Trail Master Plan includes restoration and storm water elements that may improve and limit floodplain boundaries.
- » Drainage enhancements such as bioswales shall be implemented within parkways of roadways in the flood hazard zones.

## COMMUNITY SERVICES

### Introduction

This section discusses the community services within and around the study area; including fire and medical, police and schools. The information contained within this section was derived from available public data through the City of Escondido.

### Regulatory Setting

#### CITY OF ESCONDIDO GENERAL PLAN

The City of Escondido General Plan Community Protection Element offers possible solutions and establishes standards and policies for proactively addressing threats to life and property. The goals and policies established therein are provided to minimize dangers set forth the framework that will regulate existing and proposed development in hazard prone areas. The standards for these services are identified in Existing Conditions.

### Existing Conditions

#### FIRE AND EMERGENCY MEDICAL SERVICES

The Escondido Fire Department's central operations are co-located with the Police Department in the city's Police and Fire Headquarters located at 1163 North Centre City Parkway. The General Plan Fire Service Quality of Life Standard establishes thresholds for response times and staffing in urbanized areas of the city: an initial response time of seven and one-half (7½) minutes for all structure fire and emergency Paramedic Assessment Unit calls and a maximum response time of ten (10) minutes for supporting companies shall be maintained. A minimum of seven (7) total fire stations each staffed with a Paramedic Assessment Unit engine company shall be in place prior to General Plan build-out.

The nearest fire station is Fire Station #1, located at 310 N Quince Street, 0.5 mile west. Pursuant to the City's Wildland-Urban Interface Fire Severity Zones, the study is not mapped in the high or very high fire severity zone. Valley Parkway and Ash Street both act as evacuation routes providing north-south and east-west access.

#### POLICE

The Escondido Police Department maintains police officer patrol areas to provide law enforcement for the study area. The County Sheriff provides law enforcement for areas outside Escondido's corporate boundaries.

The General Plan Police Service Quality of Life Standard establishes thresholds for response times and staffing: the city shall maintain personnel staffing levels based on community-generated workloads and officer availability. Resources will be adjusted to maintain an initial response time for Priority 1 calls (crimes in progress or life threatening) of no more than five (5) minutes and an initial response time for Priority 2 calls (serious calls requiring rapid response but not life threatening incidents) of no more than six and one-half (6½) minutes.

A review of the Escondido Police Department's crime statistics over a three-month period for the half-mile area surrounding the study area revealed that the greatest number of incidents were drug and alcohol related, followed by larceny and vehicle break-ins (ARJIS 2015).

#### SCHOOLS

Public school districts serving the community include the Escondido Union Elementary (K-8); Escondido Union High School (9-12); San Pasqual Union (K-8); and portions of Valley Center-Pauma Unified (K-12) and San Marcos Unified (K-12) school districts. The study area is served by Central Elementary School to the west, Farr Elementary School to the north, Oak Hill Elementary School to the east, Mission Middle School to the north, Escondido Charter High School to the east, Classical Academy to the west, and Escondido High School to the north. In addition, several charter and private schools serve the community. Palomar Community College maintains a local campus on East Valley Parkway, and California State University, San Marcos is located five miles east of Escondido.

### Issues/Constraints

Below are a number of community service issues and/or constraints identified throughout the study area:

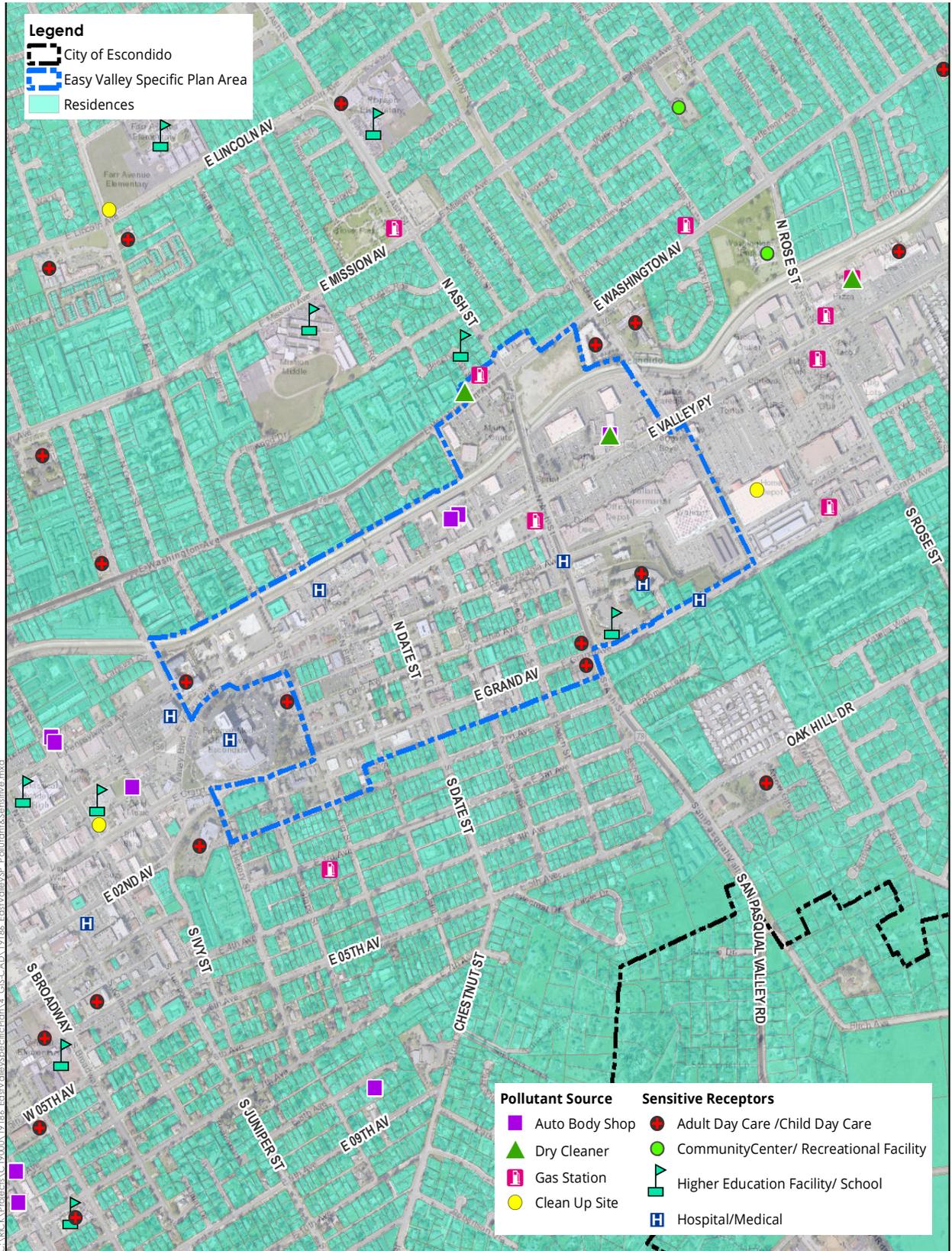
- » Future development (particularly residential) in the East Valley area may increase the number of service calls made to emergency services and put pressure on resources.

- » School capacity restraints may force future development to exceed school capacities that would potentially serve residences in the study area.

## Opportunities/Recommendations

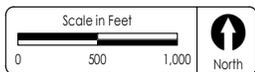
The following opportunities and recommendations have been identified for the study area:

- » With the redevelopment of East Valley, there is an opportunity to implement Crime Prevention Through Environmental Design (CPTED) features that deter crime through building design. An increased residential population within the study area would also contribute to an environment of 24/7 activity that provides natural surveillance.
- » Expand upon the City of Escondido Neighborhood Transformation Project, which is a community policing initiative with the strategic goal of promoting environmental change in Escondido neighborhoods.



Date of Exhibit: 7/22/2020  
 ESRI Basemap

FIGURE 5-1



**Pollutant Sources and Sensitive Receptors**



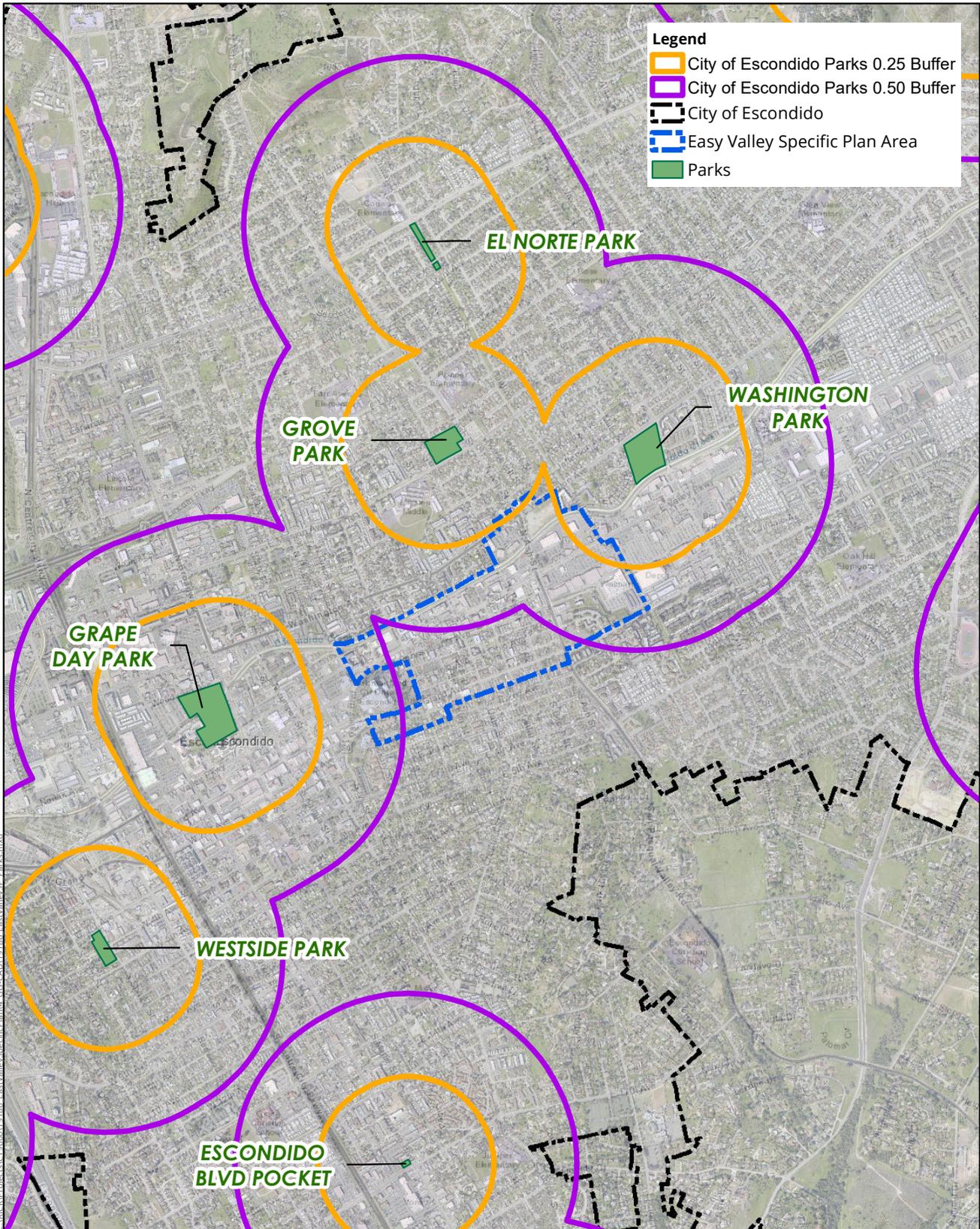


FIGURE 5-3

City of Escondido Parks

ESCONDIDO City of Choice

RICK ENGINEERING COMPANY

Scale in Feet  
0 1,000 2,000

North







## SECTION 6: MARKET TREND ANALYSIS

### Introduction

The following information provides baseline information for demographics and economic factors that may influence the East Valley Specific Plan area in the City of Escondido.

The East Valley area includes a mixture of commercial and residential neighborhoods to the east of Downtown Escondido, generally between Escondido Creek and East Grand Avenue, and between the Palomar Medical Center and Harding Street. The area includes the East Valley Parkway and Grand Avenue corridors, extending into the eastern portions of the city, as well as the northern portion of the Ash Street corridor (SR-78), which extends east and south to the outer reaches of Escondido.

### Demographic Profile

The East Valley area has a current population of roughly 1,849 residents, with a median age of 29.7 years. Given the relative lack of vacant land available for additional greenfield residential development, ESRI projects modest population growth of only 87 residents over the next five years, to a projected population of 1,936 residents. The area has a relatively young population but, in line with regional and national trends, the overall population is expected to age over the next five to ten years. The population of residents age 65 to 74 is projected to increase by nearly 12 percent between 2019 and 2024, and the population of residents age 75 to 84 is projected to increase by over 19 percent. The population of adults age 25 to 44 is projected to increase by around 35 residents, in total, through 2024.

**TABLE 6-1**  
**EAST VALLEY - POPULATION BY AGE**

EAST VALLEY	2019 (ESTIMATED)		2024 (PROJECTED)		2019 - 2024 CHANGE (PROJECTED)		
	Age	Number	Percentage	Number	Percentage	Number	Percentage
	0 - 4	173	5.2%	183	5.2%	10	5.8%
	5 - 9	154	5.8%	159	5.6%	5	3.2%
	10 - 14	139	6.6%	138	6.3%	(1)	-0.7%
	15 - 19	128	6.2%	132	6.1%	4	3.1%
	20 - 24	165	4.9%	170	4.3%	5	3.0%
	25 - 34	322	11.3%	341	10.6%	19	5.9%
	35 - 44	242	11.2%	256	12.6%	14	5.8%
	45 - 54	193	13.2%	199	12.3%	6	3.1%
	55 - 64	147	16.0%	155	14.7%	8	5.4%
	65 - 74	86	11.8%	96	12.7%	10	11.6%
	75 - 84	47	5.8%	56	7.3%	9	19.1%
	85 +	53	2.0%	51	2.2%	(2)	-3.8%
	Total	1,849		1,936		87	4.7%
	Median Age	29.7		30.2			

Source: ESRI

While long term population projections for the East Valley Specific Plan area are not available, SANDAG has provided long term projections for population growth for Escondido and other jurisdictions in San Diego County, as part of the SANDAG 2050 Transportation Plan. As illustrated in the table below, SANDAG anticipates overall population growth of nearly 23,000 residents in Escondido between 2020 and 2050. Other nearby jurisdictions, including Vista and San Marcos, are projected to experience notable population growth over the next 30 years, as well. The overall projected growth in population for Escondido should translate into demand for additional housing units throughout the City over the next few decades.

**TABLE 6-2**  
**PROJECTED POPULATION GROWTH BY JURISDICTION**

	2020 (ESTIMATED)	2035 (PROJECTED)	2050 (PROJECTED)	PROJECTED GROWTH, 2020 - 2050
Escondido	154,635	168,505	177,559	22,924
San Marcos	90,794	103,328	105,546	14,752
Vista	99,985	116,448	144,592	44,607
Poway	54,054	58,466	59,756	5,702
Unincorporated San Diego County	545,409	644,589	692,917	147,508
Overall San Diego Region	3,535,000	4,026,131	4,384,867	849,867

Source: SANDAG 2050 Transportation Plan

The East Valley area is one of the more diverse areas in Escondido, and projections from ESRI indicate that the area will become more diverse over the next five years.

**TABLE 6-3  
EAST VALLEY - BREAKDOWN OF  
RACE/ETHNICITY**

RACE / ETHNICITY	2010	2019 (ESTIMATED)	2024 (PROJECTED)
White Alone	53.4%	50.9%	50.1%
Black Alone	3.3%	3.1%	3.1%
American Indian Alone	1.9%	1.8%	1.8%
Asian Alone	1.9%	2.1%	2.1%
Pacific Islander Alone	0.2%	0.2%	0.2%
Some Other Race Alone	35.3%	37.7%	38.5%
Two or More Races	4.0%	4.2%	4.3%
Hispanic Origin	69.1%	72.9%	74.9%

Source: ESRI

Residents of Hispanic origin comprised almost 73 percent of the population in East Valley in 2019, and should represent around 75 percent of the population by 2024. The area has relatively small populations of Black, American Indian, and Asian residents, and a sizeable share of residents in East Valley indicate an ethnic category of “some other race alone” or “two or more races”.

In contrast, persons of Hispanic origin represent only 52.5 percent of the population in the City of Escondido and 34.4 percent of the population of San Diego County overall.

**TABLE 6-4  
EAST VALLEY VS CITY AND COUNTY -  
BREAKDOWN BY RACE/ETHNICITY**

RACE / ETHNICITY - 2019 (ESTIMATED)	EAST VALLEY	ESCONDIDO	SAN DIEGO COUNTY
White Alone	50.9%	57.6%	61.1%
Black Alone	3.1%	2.4%	5.0%
American Indian Alone	1.8%	1.0%	0.8%
Asian Alone	2.1%	6.5%	12.2%
Pacific Islander Alone	0.2%	0.2%	0.5%
Some Other Race Alone	37.7%	27.5%	14.6%
Two or More Races	4.2%	4.8%	5.7%
Hispanic Origin	72.9%	52.5%	34.4%

Source: ESRI

The East Valley area is relatively less affluent than the overall City of Escondido and San Diego County as a whole. The area has a median household income of just over \$37,000, compared to a median household income of \$61,000 for the City and over \$78,000 for San Diego County. The per capita income in East Valley is less than \$15,000 annually. Over 63 percent of households in East Valley report annual income of less than \$50,000, compared to just over 40 percent in the City of Escondido and just over 31 percent for San Diego County overall.

**TABLE 6-5  
BREAKDOWN OF HOUSEHOLDS BY INCOME**

HOUSEHOLDS BY INCOME (2019 ESTIMATED)	EAST VALLEY	ESCONDIDO	SAN DIEGO COUNTY
Less than \$15,000	15.9%	8.4%	7.2%
\$15,000 - \$24,999	13.1%	8.4%	6.5%
\$25,000 - \$34,999	17.6%	10.9%	7.4%
\$35,000 - \$49,999	16.6%	12.5%	10.3%
\$50,000 - \$74,999	15.7%	18.0%	16.3%
\$75,000 - \$99,999	11.1%	12.4%	13.0%
\$100,000 - \$149,999	6.1%	15.5%	18.3%
\$150,000 - \$199,999	2.4%	7.2%	9.4%
\$200,000 - Plus	1.2%	6.6%	11.6%
Median Household Income	\$37,219	\$61,075	\$78,492
Average Household Income	\$51,806	\$86,137	\$108,186
Per Capita Income	\$14,748	\$26,832	\$38,165

Source: ESRI

Projections for income growth provided by ESRI anticipate modest growth in East Valley, with an increase in the median household income for the study area to just over \$43,000 by 2024.

**TABLE 6-6  
EAST VALLEY - BREAKDOWN OF HOUSEHOLD INCOMES AND PROJECTED GROWTH**

EAST VALLEY	2019 - Estimated		2024 - Projected	
	NUMBER OF HOUSEHOLDS	PERCENTAGE OF TOTAL	NUMBER OF HOUSEHOLDS	PERCENTAGE OF TOTAL
Less than \$15,000	91	6.8%	78	5.2%
\$15,000 - \$24,999	75	5.9%	65	4.3%
\$25,000 - \$34,999	101	5.5%	97	4.2%
\$35,000 - \$49,999	95	7.6%	94	6.0%
\$50,000 - \$74,999	90	11.8%	100	10.2%
\$75,000 - \$99,999	64	12.7%	81	11.5%
\$100,000 - \$149,999	35	22.8%	49	23.5%
\$150,000 - \$199,999	14	14.4%	23	18.6%
\$200,000 or More	7	12.6%	11	16.4%
Median Household Income	\$37,219		\$43,217	
Average Household Income	\$51,806		\$61,676	
Per Capita Income	\$14,748		\$17,508	

Source: ESRI, 2020

The population of East Valley also has lower levels of educational attainment compared to the city and the region, as outlined below. Around 17 percent of adult residents in East Valley have earned a bachelor's degree or higher, compared to 24.5 percent for the City of Escondido, 39.3 percent for San Diego County, and 34.2 percent in all of California. Just over 27 percent of adult residents in East Valley do not have a high school diploma, compared to 22.2 percent in the City of Escondido.

**TABLE 6-7**  
**EDUCATIONAL ATTAINMENT - RESIDENTS OVER AGE 16**

	EAST VALLEY	ESCONDIDO	SAN DIEGO COUNTY	CALIFORNIA	U.S.
Less than 9th Grade	16.5%	13.7%	6.3%	9.0%	4.9%
9th - 12th Grade, No Diploma	10.8%	8.5%	5.9%	7.3%	6.7%
High School Graduate	24.1%	19.6%	16.5%	18.6%	23.1%
GED / Alternative Credential	5.0%	2.4%	2.1%	2.2%	3.9%
Some College, No Degree	19.2%	22.8%	21.7%	21.0%	20.2%
Associate Degree	7.5%	8.0%	8.2%	7.8%	8.6%
Bachelor's Degree	10.9%	16.8%	24.1%	21.4%	20.0%
Graduate / Professional Degree	6.1%	8.1%	15.2%	12.8%	12.5%

Source: ESRI, 2020

## Employment Profile

The East Valley area serves as a key area for employment in Escondido, with a total base of nearly 8,000 employees within the study area. As noted in the table that follows, nearly half of all positions in East Valley are in the health services sector, given the quantity of small doctor's offices within the study area. Nearly 38 percent of positions in East Valley are classified as "other services", which may include a range of commercial employment positions. East Valley also has a sizeable concentration of employment in Eating and Drinking establishments, and less prominent but notable concentrations of employment in food stores and general merchandise stores. East Valley has a very small base of employment in government or in professional fields including banking and finance, compared to the averages for the City and region.

TABLE 6-8  
EMPLOYMENT PROFILE

BREAKDOWN OF EMPLOYMENT BY INDUSTRY		NUMBER OF EMPLOYEES (EAST VALLEY)	PERCENTAGE OF EMPLOYEES (EAST VALLEY)	PERCENTAGE OF EMPLOYEES (ESCONDIDO)	PERCENTAGE OF EMPLOYEES (SAN DIEGO COUNTY)
Agriculture & Mining		31	0.4%	2.0%	1.2%
Construction		87	1.1%	8.1%	4.2%
Manufacturing		37	0.5%	4.3%	7.3%
Transportation		20	0.3%	1.1%	2.0%
Communication		11	0.1%	0.4%	1.1%
Utility		0	0.0%	0.4%	0.5%
Wholesale Trade		30	0.4%	2.6%	3.7%
Retail Trade					
	Home Improvement	89	1.1%	2.2%	1.1%
	General Merchandise Stores	124	1.6%	3.1%	1.7%
	Food Stores	140	1.8%	3.2%	2.2%
	Auto Dealers, Gas Stations	44	0.6%	4.6%	1.8%
	Apparel & Accessory Stores	10	0.1%	1.4%	0.9%
	Furniture & Home Furnishings	36	0.5%	0.8%	1.3%
	Eating & Drinking Places	306	3.9%	7.9%	7.7%
	Miscellaneous Retail	76	1.0%	3.0%	3.0%
Finance, Insurance, Real Estate					
	Banks, Savings & Lending Institutions	51	0.6%	1.4%	1.5%
	Securities Brokers	6	0.1%	0.5%	0.9%
	Insurance Carriers & Agents	39	0.5%	0.8%	1.1%
	Real Estate, Holding, Other Investment Offices	41	0.5%	2.4%	3.1%
Services					
	Hotels & Lodging	0	0.0%	0.3%	2.6%
	Automotive Services	39	0.5%	2.3%	1.4%
	Motion Pictures & Amusements	22	0.3%	1.0%	3.8%
	Health Services	3,601	45.8%	13.9%	9.4%
	Legal Services	15	0.2%	0.5%	1.3%
	Education Institutions & Libraries	10	0.1%	8.8%	8.3%
	Other Services	2,964	37.7%	18.4%	18.9%
Government		32	0.4%	4.5%	7.1%
Unclassified Establishments		4	0.1%	0.3%	0.8%
TOTAL		7,865			

Source: ESRI, 2020

## Housing Market Trends

The East Valley area has a more diversified mix of housing units compared to the City of Escondido overall. Single family detached housing units comprise 34 percent of all units in East Valley, compared to around 50 percent City-wide. The remainder of residential units in East Valley are relatively evenly distributed between attached units (in groups of up to four units), and multi-family units, in groups of five to over 50 units. Larger multi-family complexes that include over 50 units comprise 19 percent of all residential units in East Valley, compared to only 9.5 percent City-wide. According to data from ESRI, East Valley does not have any mobile home units, or any residents reporting living in an RV, van, or other alternative form of housing.

**TABLE 6-9**  
**BREAKDOWN OF HOUSING BY TYPE**

HOUSING UNITS BY UNITS IN STRUCTURE	EAST VALLEY		ESCONDIDO	
	NUMBER OF UNITS	PERCENTAGE OF TOTAL	NUMBER OF UNITS	PERCENTAGE OF TOTAL
Single Family Detached	237	34.1%	24,206	50.1%
Single Family, Attached, up to 4 Units	128	18.4%	6,316	13.1%
Multi-Family, 5 to 19 Units	124	17.8%	6,836	14.2%
Multi-Family, 20 to 49 Units	73	10.5%	2,958	6.1%
Multi-Family, 50 or More Units	133	19.1%	4,603	9.5%
Mobile Home	-	0.0%	3,315	6.9%
Boat, RV, Van, etc.	-	0.0%	34	0.1%
Total	695		48,268	

Source: 2014 - 2018 ACS Estimate (provided by ESRI in 2020)

Whereas roughly 50 percent of residential units are owner-occupied in Escondido and county-wide, nearly two thirds of all residential units in East Valley are occupied by renters. In addition, data from ESRI indicate that almost 17 percent of units in East Valley are vacant, compared to only 3.8 percent City-wide and 5.5 percent County-wide.

**TABLE 6-10**  
**BREAKDOWN OF OCCUPIED VS VACANT HOUSING**

		EAST VALLEY		CITY OF ESCONDIDO		SAN DIEGO COUNTY	
		NUMBER OF UNITS	PERCENTAGE OF TOTAL	NUMBER OF UNITS	PERCENTAGE OF TOTAL	NUMBER OF UNITS	PERCENTAGE OF TOTAL
Total Housing Units		691	100.0%	50,188	100.0%	1,233,147	100.0%
	Occupied	574	83.1%	48,270	96.2%	1,165,877	94.5%
	Owner	106	15.3%	25,300	50.4%	627,448	50.9%
	Renter	468	67.7%	22,970	45.8%	538,429	43.7%
	Vacant	117	16.9%	1,918	3.8%	67,270	5.5%

Source: ESRI, 2020

East Valley is a relatively older portion of Escondido, with the majority of residential units constructed between 1970 and 2000, as outlined in the table below. Nearly 40 percent of units were constructed between 1950 and 1970, with very few units constructed over the last 20 years. The area represents a fairly typical example of multi-family and single family, post-World War II construction, in this portion of San Diego County.

**TABLE 6-11  
EAST VALLEY - HOUSING UNITS BY  
YEAR BUILT**

HOUSING BY YEAR BUILT, EAST VALLEY	PERCENTAGE
1939 or earlier	2.2%
1940 to 1949	1.3%
1950 to 1959	18.3%
1960 to 1969	22.3%
1970 to 1979	20.0%
1980 to 1989	14.0%
1990 to 1999	14.8%
2000 to 2009	6.6%
2010 to 2013	0.6%
2014 or later	0.0%

Source: 2014-2018 ACS Estimate, provided by ESRI 2020

Data from ESRI indicates that the majority of renters in East Valley moved into their current unit between 2000 and 2015. The majority of owners of residential units in East Valley moved to their current unit prior to 2010.

**TABLE 6-12  
EAST VALLEY - HOUSING UNITS BY  
DATE OF MOVE-IN**

OWNER OCCUPIED		NUMBER	% OF ALL OCCUPIED UNITS
	Moved in 2017 or later	0	0.0%
	Moved in 2015 to 2016	11	1.9%
	Moved in 2010 to 2014	24	4.1%
	Moved in 2000 to 2009	31	5.2%
	Moved in 1990 to 1999	35	5.9%
	Moved in 1989 or earlier	17	2.9%
RENTER OCCUPIED		NUMBER	% OF ALL OCCUPIED UNITS
	Moved in 2017 or later	34	5.8%
	Moved in 2015 to 2016	82	13.9%
	Moved in 2010 to 2014	200	33.8%
	Moved in 2000 to 2009	129	21.8%
	Moved in 1990 to 1999	30	5.1%
	Moved in 1989 or earlier	0	0.0%

Source: 2014-2018 ACS Estimate, provided by ESRI in 2020

Data from ESRI indicates that a plurality of renters in East Valley paid monthly rents of between \$1,000 and \$1,200, far below the averages for Escondido and the overall region. Over 29 percent of residents paid less than \$1,000 monthly. While the rental data is from over two years ago, and current rents are likely higher than those reported in the table, the East Valley area continues to provide some of the more reasonably priced rental housing in the City of Escondido.

**TABLE 6-13**  
**EAST VALLEY - RENTER-OCCUPIED HOUSING UNITS BY CONTRACT RENT**

	NUMBER OF HOUSEHOLDS	%
Less than \$800	53	11.3%
\$800 to \$899	22	4.7%
\$900 to \$999	61	13.1%
\$1,000 to \$1,249	159	34.0%
\$1,250 to \$1,499	78	16.7%
\$1,500 to \$1,999	53	11.3%
\$2,000 to \$2,499	13	2.8%
\$2,500 to \$2,999	6	1.3%
\$3,000 to \$3,499	16	3.4%
\$3,500 or more	6	1.3%
<b>Total</b>	<b>467</b>	

Source: 2014-2018 ACS Estimate, provided by ESRI in 2020

Among residents who own their home, monthly residential costs, as a percentage of income, remain relatively favorable, compared to the situation in many communities around the country. National housing experts typically advise against spending more than 30 percent of monthly income on housing costs. Only 16.8 percent of residential owners with a mortgage report monthly housing costs exceeding 30 percent of their income. In contrast, many communities across the country report significant portions of households spending more than 30 percent of their monthly incomes on housing costs.

**TABLE 6-14**  
**EAST VALLEY - BREAKDOWN OF HOUSING COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME (HOMEOWNERS WITH A MORTGAGE)**

	2014-2018 ACS ESTIMATE, EAST VALLEY	PERCENTAGE OF TOTAL OWNER-OCCUPIED UNITS
Less than 10.0%	2	1.7%
10.0 to 14.9%	15	12.7%
15.0 to 19.9%	28	23.7%
20.0 to 24.9%	14	11.9%
25.0 to 29.9%	10	8.5%
30.0 to 34.9%	11	9.3%
35.0 to 39.9%	1	0.8%
40.0 to 49.9%	5	4.2%
50% or more	3	2.5%

Source: 2014-2018 ACS Estimate, provided by ESRI 2020

**TABLE 6-15**  
**EAST VALLEY - BREAKDOWN OF HOUSING COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME (HOMEOWNERS WITHOUT A MORTGAGE)**

	2014-2018 ACS ESTIMATE, EAST VALLEY	PERCENTAGE OF TOTAL OWNER-OCCUPIED UNITS
Less than 10.0%	16	13.6%
10.0 to 14.9%	0	0.0%
15.0 to 19.9%	4	3.4%
20.0 to 24.9%	0	0.0%
25.0 to 29.9%	0	0.0%
30.0 to 34.9%	2	1.7%
35.0 to 39.9%	0	0.0%
40.0 to 49.9%	0	0.0%
50% or more	2	1.7%

Source: 2014-2018 ACS Estimate, provided by ESRI 2020

Data from ESRI indicates that the median price of a home in East Valley is just under \$486,000. The average housing price in East Valley is less than the averages for San Diego County overall, but for-sale housing remains very expensive for the average wage earner in East Valley. Many of the current homeowners in East Valley purchased their home ten or more years ago, when the cost of housing was considerably lower, thus enabling them to remain in their homes more easily as the housing market has become more unaffordable in recent years.

**TABLE 6-16**  
**EAST VALLEY - BREAKDOWN OF OWNER-OCCUPIED HOUSING UNITS, BY VALUE**

OWNER OCCUPIED HOUSING UNITS BY VALUE	2019 (Estimated)		2024 (Projected)	
	Number	Percentage	Number	Percentage
Less than \$50,000	656	0.9%	493	0.3%
\$50,000 - \$99,999	471	0.4%	282	0.1%
\$100,000 - \$149,999	283	0.2%	288	0.0%
\$150,000 - \$199,999	387	0.2%	235	0.0%
\$200,000 - \$249,999	710	0.5%	334	0.2%
\$250,000 - \$299,999	1,178	1.9%	866	0.7%
\$300,000 - \$399,999	4,366	7.5%	3,135	3.9%
\$400,000 - \$499,999	5,343	22.5%	5,330	18.9%
\$500,000 - \$749,999	7,910	46.1%	9,876	50.4%
\$750,000 - \$999,999	3,018	11.9%	4,354	17.2%
\$1,000,000 - \$1,499,999	723	4.3%	821	4.7%
\$1,500,000 - \$1,999,999	121	1.5%	148	1.7%
\$2,000,000 or greater	119	2.0%	122	1.9%
<b>Median Value</b>	<b>\$485,935</b>		<b>\$555,159</b>	
<b>Average Value</b>	<b>\$535,445</b>		<b>\$588,253</b>	

Source: ESRI, 2020

Data from the San Diego Association of Realtors illustrate the significant increase in home prices in the Escondido area in recent years. The median price of a single family home in Escondido East (which includes the East Valley area) has increased from \$377,000 in 2014 to around \$545,000 in May 2020. While sales activity has slowed over the last few months as a result of the coronavirus pandemic, the supply of homes in Escondido and across the region remains tight, and thus home prices have retained their value, so far, during the public health crisis. In general, the lack of supply of homes for sale, both locally and nationally, may help protect the home values in the local area and prevent significant declines in home values in the current economic recession.

**TABLE 6-17**  
**HISTORICAL TREND - MEDIAN PRICES FOR SINGLE FAMILY RESIDENTIAL**

SINGLE FAMILY RESIDENTIAL: MEDIAN SALES PRICE	DEC 2014	DEC 2015	DEC 2016	DEC 2017	DEC 2018	DEC 2019	MAY 2020
Escondido East	\$377,000	\$410,000	\$437,500	\$468,000	\$500,000	\$515,000	\$545,000
Escondido North	\$419,000	\$449,900	\$479,000	\$525,000	\$555,000	\$565,000	\$595,000

Escondido South	\$455,250	\$455,000	\$527,000	\$540,000	\$582,000	\$610,000	\$637,500
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Source: San Diego Association of Realtors, June 2020

**TABLE 6-18**  
**HISTORICAL TREND - CLOSED SALES OF SINGLE FAMILY RESIDENTIAL UNITS**

SINGLE FAMILY RESIDENTIAL: CLOSED SALES	DEC 2014	DEC 2015	DEC 2016	DEC 2017	DEC 2018	DEC 2019	MAY 2020
Escondido East	475	538	484	491	463	436	123
Escondido North	444	494	519	562	461	497	149
Escondido South	296	309	327	332	297	271	100

Source: San Diego Association of Realtors, June 2020

**TABLE 6-19**  
**HISTORICAL TREND - MONTHLY SUPPLY OF INVENTORY OF SINGLE FAMILY RESIDENTIAL UNITS**

SINGLE FAMILY RESIDENTIAL: MONTHS SUPPLY OF INVENTORY	DEC 2014	DEC 2015	DEC 2016	DEC 2017	DEC 2018	DEC 2019	MAY 2020
Escondido East	2.1	1.2	1.3	1.3	1.7	0.7	0.9
Escondido North	2.3	2.0	1.7	1.4	2.4	1.3	1.3
Escondido South	3.4	1.9	1.8	1.6	1.8	1.1	0.9

Source: San Diego Association of Realtors, June 2020

Similarly, the prices for townhomes and condominiums in Escondido East have increased substantially, from around \$185,000 in 2014 to around \$307,000 in May 2020. Sales activity for townhomes and condominiums has diminished during the first half of 2020 due to the pandemic, but the area has not witnessed a decline in sales prices, at this point.

**TABLE 6-20**  
**HISTORICAL TREND - MEDIAN PRICES FOR TOWNHOMES AND CONDOS**

TOWNHOMES & CONDOS: MEDIAN SALES PRICE	DEC 2014	DEC 2015	DEC 2016	DEC 2017	DEC 2018	DEC 2019	MAY 2020
Escondido East	\$185,000	\$209,950	\$200,000	\$237,500	\$289,000	\$274,500	\$307,500
Escondido North	\$225,000	\$291,000	\$310,000	\$336,500	\$357,500	\$347,450	\$334,500
Escondido South	\$245,000	\$231,500	\$273,750	\$317,500	\$320,000	\$322,000	\$327,000

Source: San Diego Association of Realtors, June 2020

**TABLE 6-21**  
**HISTORICAL TREND - CLOSED SALES OF TOWNHOMES AND CONDO UNITS**

TOWNHOMES & CONDOS: CLOSED SALES	DEC 2014	DEC 2015	DEC 2016	DEC 2017	DEC 2018	DEC 2019	MAY 2020
Escondido East	57	78	78	88	87	88	32

Escondido North	113	141	154	158	107	144	38
Escondido South	79	82	74	84	80	74	25

Source: San Diego Association of Realtors, June 2020

**TABLE 6-22**  
**HISTORICAL TREND - MONTHS**  
**SUPPLY OF INVENTORY OF**  
**TOWNHOMES & CONDOS**

TOWNHOMES & CONDOS: MONTHS SUPPLY OF INVENTORY	DEC 2014	DEC 2015	DEC 2016	DEC 2017	DEC 2018	DEC 2019	MAY 2020
Escondido East	2.2	1.3	1.2	0.7	1.9	1.2	1.4
Escondido North	2.2	1.4	0.7	0.3	2.2	0.9	0.5
Escondido South	2.0	1.0	0.3	0.6	1.9	1.8	1.9

Source: San Diego Association of Realtors, June 2020

Building permit information for the East Valley area (specifically) is not available. Data for overall residential building permits, City-wide, reflects relatively modest residential growth in Escondido in recent years. Depending on the timing of individual projects, the number of permits on an annual basis has varied significantly, from only 18 units in 2015 to nearly 500 units in 2017. The vast majority of residential units permitted in Escondido over the last several years are geared for households with “above moderate” incomes, as opposed to affordable housing units.

**TABLE 6-23**  
**CITY OF ESCONDIDO - RESIDENTIAL**  
**BUILDING PERMITS ISSUED BY**  
**INCOME LEVEL**

INCOME LEVEL	2013	2014	2015	2016	2017	2018	2019
Very Low	46	0	0	0	46	1	5
Low	44	0	11	0	34	1	2
Moderate	7	0	0	1	5	18	20
Above Moderate	497	56	7	163	410	220	10
<b>Annual Totals</b>	<b>594</b>	<b>56</b>	<b>18</b>	<b>164</b>	<b>495</b>	<b>240</b>	<b>37</b>

Source: City of Escondido

## Upcoming Development

The potential redevelopment of the former Palomar Medical Center site, just to the west of the East Valley Specific Plan area, has the potential to significantly influence the residential market in this portion of Escondido. Integral Communities has submitted an application for the redevelopment of the hospital site into a mixture of 258 for-rent apartment units, 90 senior apartment units (for rent), and 162 row homes and villas (for sale), along with 12,000 square feet of commercial space. This project remains under review with the City of Escondido. While the development of a sizeable number of residential units at the Palomar site would capture a portion of the local residential market (and thus limit demand for other projects in the area), the successful redevelopment of the Palomar site may serve as a catalyst for other redevelopment projects in the East Valley area. A successful conversion of Palomar may establish this part of Escondido as a new area for infill housing and thus attract more buyers and renters.

## Retail Market Trends

The East Valley area contains over 600,000 square feet of leaseable space and thus represents one of the key commercial districts in the City of Escondido. Key anchors include Walmart, Home Depot, Office Depot, and a number of smaller, in-line retailers within a series of shopping centers. The largest concentration of retail space is located along the Ash Street corridor (SR-78), between Escondido Creek and Grand Avenue. Smaller areas of retail exist along Washington Avenue at the northern boundary of the study area. The East Valley Parkway corridor contains a range of smaller restaurants and retail businesses, to the west of Ash Street and toward the Palomar Hospital site. The Walmart in the eastern portion of the study area appears to represent the most recent, sizeable retail project in the local area.

Discussions with brokers in the area indicate that the average lease rate for standard commercial space in the East Valley area tends to range from \$1.75 to \$2.25 per square foot, per month, and that lease rates tend to drop slightly, moving from west to east. The East Valley area, logically, has less prominence than other larger retail concentrations to the west, closer to the I-15 corridor. A review of information from real estate databases indicates

that the area has a variety of vacancies, mainly in terms of space for in-line, junior tenants, in various shopping centers. Discussions with brokers indicate that the City of Escondido, overall, has a surplus of retail space, and that the conversion of some retail space into residential space may proceed in the future. The local retail market has, of course, faced significant hurdles from the coronavirus pandemic over the first half of 2020, and additional store closures and retail contraction in the area may occur. The concentration of everyday retailers, providing essential goods and services (such as Walmart and Home Depot, for example) is likely to help fortify this portion of Escondido from massive retail losses. While the Walmart represents a fairly recent retail development in this part of Escondido, many of the shopping centers and smaller stores in East Valley are several decades old, and many may require upgrades or changes in the future. As the retail in the area continues to age and as more shopping moves to online formats as opposed to brick and mortar retail sales, the viability of some of the retail areas in East Valley may come into question.

Retail data compiled for a “retail gap analysis”, below, reflect the current status of East Valley as a key commercial node for Escondido. Compared to the relatively small residential population in East Valley, the area logically has a “surplus” of retail space, in almost every category. The sales data in the table below indicate the sizeable sales in several key retail categories, including food and beverage, general merchandise, building supplies, and eating and drinking establishments. These sales figures, logically, reflect some of the key tenants in the area (such as Walmart, Home Depot, and a range of local eateries). East Valley reports relatively lower sales in more specialized retail categories including furniture, motor vehicles, and electronics and appliances.

TABLE 6-24  
EAST VALLEY - RETAIL GAP ANALYSIS

RETAIL CATEGORY	RETAIL POTENTIAL (BASED UPON POPULATION) 2017 DATA	RETAIL SALES - 2017 DATA	LEAKAGE OR SURPLUS	LEAKAGE / SURPLUS FACTOR
Motor Vehicle & Parts Dealers	\$2,453,791	\$2,532,841	Surplus	-1.6
Furniture & Home Furnishings Stores	\$418,878	\$708,373	Surplus	-25.7
Electronics & Appliance Stores	\$426,572	\$1,359,112	Surplus	-52.2
Building Materials, Garden Equipment & Supply Stores	\$586,841	\$10,975,645	Surplus	-89.8
Food & Beverage Stores	\$2,096,441	\$29,573,812	Surplus	-86.8
Health & Personal Care Stores	\$821,037	\$4,747,836	Surplus	-70.5
Gasoline Stations	\$1,130,473	\$3,706,530	Surplus	-53.3
Clothing & Clothing Accessories Stores	\$881,109	\$1,282,156	Surplus	-18.5
Sporting Goods, Hobby, Book & Music Stores	\$387,329	\$1,511,454	Surplus	-59.2
General Merchandise Stores	\$2,102,700	\$25,473,711	Surplus	-84.8
Miscellaneous Store Retailers	\$435,059	\$2,850,026	Surplus	-73.5
Nonstore Retailers	\$344,084	\$0	Leakage	100.0
Food Services & Drinking Places	\$1,318,888	\$14,012,276	Surplus	-82.8

Source: ESRI

## Office Market Trends

The East Valley area contains around 180,000 square feet of leaseable office space, mainly concentrated in smaller office buildings or individual offices, distributed around the area, but concentrated more toward the western end of the study area, closer to the Palomar Hospital site. East Valley contains a number of relatively smaller and older office buildings, containing the offices for doctors and associated professionals, given the proximity to the Palomar Medical Center and the central location of the area, relative to the broader City of Escondido. Lease rates vary widely for office space in East Valley, from as low as \$11 per square foot, per year for older space in units approaching 60 years of age, to units priced in the \$25 to \$30 per square foot range. Data concerning the vacancy rate for office properties in East Valley was not available at the time of the report. The area also does not appear to have any office projects on the horizon.

## Overall Takeaways from Market Trends Analysis

The review of demographic and market trends in the East Valley area and surrounding areas in Escondido suggests the following key takeaways:

- » Although the vacancy rate for housing units in East Valley currently exceeds 16 percent, this vacancy rate is likely artificially elevated by the presence of various housing units that are older and below market standards. Given the overall shortage of housing in the city and the region, and in particular the shortage for housing geared to low and moderate income households, demand will likely exist to develop additional residential projects in the East Valley area, including a mixture of for-sale and for-rent units. The opportunity may arise to convert various office and retail properties in East Valley into residential units in the future, potentially as part of mixed use projects.
- » As mentioned, while East Valley remains a key center for retail and commercial activity, serving the everyday needs of residents in this part of the city, the potential may exist to convert older and less successful retail areas into residential land uses in the future. Retail

centers that are older or contain tenants more likely to face stress in the future (including those that have national chains facing difficulty) may represent the best candidates for redevelopment.

- » While the East Valley area is the home to a range of smaller office spaces geared to the medical community, the demand for this space may decline with the closure of the Palomar Hospital. Again, the potential may exist to convert office space within East Valley into other uses, including residential.
- » Overall, the central location of East Valley relative to the rest of Escondido, and the access provided by SR-78, will continue to make this area a key location for further redevelopment in Escondido. The mixture of development in the future may tilt toward residential construction, given the more substantial need for housing in the city and the area, and the potentially diminishing potential for retail and office properties in the East Valley area.

Furthermore, the ongoing COVID-19 pandemic is likely to accelerate trends in retail and commercial real estate and impact the long term uses of commercial lands in the East Valley area and throughout Escondido. Online retail commerce has increased 18 percent nationally thusfar in 2020, as a result of a shift to online spending during the pandemic, while offline retail sales (in brick and mortar facilities) has decreased 14 percent nationally during the first half of 2020, according to data from the retail publication EMarketer. Total retail sales in the United States are anticipated to decrease by 10 percent in 2020, as the pandemic-induced recession impacts consumer spending. This decrease is anticipated to be much larger than the 8.2 percent drop in retail sales in the U.S. experienced in 2009, at the height of the Great Recession.

National retail observers indicate that the pandemic is accelerating the move toward online retail spending by at least three or four years. While online spending had previously impacted discretionary retail categories such as Apparel and Clothing the most significantly in recent years, the move to online spending for essential items has accelerated tremendously with the pandemic. Grocery sales only represented 4 percent of

online sales in 2019 nationally, but this percentage is expected to increase significantly in 2020. As the current recession unfolds, retail observers note that online sales for non-essential items such as clothing and gifts are actually declining, as consumers cut back on spending, but online sales for the full range of essential goods, such as groceries, has accelerated. Retail observers believe that a smaller group of larger, stronger retailers (such as Walmart and Target) will emerge from the pandemic stronger than ever, while smaller specialty retailers and locally based retailers face significant struggles to survive in the current environment. Many retail observers note that what they have observed in the U.S. retail landscape over the last few months parallels retail trends that occurred in China during and following the 2003 SARS outbreak. While many observers are unable to provide detailed quantitative projections of the growth of online retail over the next several years, given the fluidity of the pandemic situation, there is broad agreement that the pandemic will strongly accelerate the move toward online retail sales.

These trends toward online retail sales will likely impact future land uses and the retail environment in the East Valley area. Larger box stores that have benefited from the pandemic, such as Home Depot and Walmart, will likely continue to thrive. Meanwhile, smaller specialty retailers and in-line retailers in various shopping centers may fail in the coming years. These trends may translate into the need for less overall retail space in the East Valley area, and around the Escondido region, as more spending moves to online platforms.