

Chapter 1 Executive Summary

This chapter is a summary of the Environmental Impact Report (EIR) for an update to the existing City of Escondido (City) General Plan (General Plan Update), including the Housing Element (General Plan Update), implementation of an update to the existing City of Escondido Downtown Specific Plan (Downtown Specific Plan Update) and creation and implementation of an Escondido Climate Action Plan (E-CAP). Collectively, these three plans are referred to as the proposed project.

This chapter highlights the impacts that would as a result of implementation of the proposed project, as determined by the environmental analysis provided in this EIR, in compliance with CEQA Guidelines §15123. It also provides a brief description of the proposed project, project objectives, alternatives to the proposed project, areas of controversy, and issues to be resolved. Table ES-1 at the end of this chapter provides the following information: 1) the direct and cumulative impacts that would occur from implementation of the proposed project; 2) the significance of impact before mitigation; 3) the recommended mitigation measures that would avoid or reduce significant environmental impacts; and 4) the significance of impact after mitigation measures are implemented. Finally, Table ES-2 compares the anticipated impacts of the proposed project with those of each project alternative.

1.1 Project Location and Description

The City of Escondido is located in northern San Diego County, approximately 30 miles north of downtown San Diego and 18 miles east of the Pacific Ocean. The City is situated in a natural valley at approximately 615 feet Above Mean Sea Level (AMSL) and surrounded by rolling hills and rugged terrain ranging up to 4,200 AMSL. The Downtown Specific Planning Area is approximately 460 acres located in the central portion of the city and includes Escondido's historic downtown and surrounding blocks. Escondido's General Plan Area includes the city's corporate boundaries as well as territory beyond the city limits and is bounded on the north by the unincorporated San Diego County communities of Valley Center and Hidden Meadows, on the west by the City of San Marcos, on the south by Lake Hodges Reservoir and the City of San Diego, and on the east by unincorporated San Diego County. Interstate 15 (I-15) bisects Escondido in a north-south direction and State Route (SR) 78 transitions from freeway to surface streets in an east-west direction through the City. The proposed project area encompasses approximately 23,871 acres within the City's corporate boundaries; 43,597 acres within the City's Sphere of Influence (SOI); and 50,599 acres of land outside of the City's SOI but within the unincorporated County of San Diego (see Figure 3-1, Proposed Project Regional Location).

The General Plan is a statement of long-range public policy to guide the use of private and public lands within the City, the City's SOI and some areas adjacent to the City's SOI. The Downtown Specific Plan provides a comprehensive plan for land use, development regulations, development incentives, design guidelines and other related actions aimed at implementing the strategic goals for the downtown area as set forth in the General Plan goals and policies. The E-CAP establishes goals and policies to reduce greenhouse gas (GHG) emissions by incorporating environmental responsibility into the City's daily management of residential, commercial and industrial growth, education, energy and water use, air quality, transportation, waste reduction, economic development, and open space and natural habitats.

1.2 Project Objectives

Objectives for the proposed project are as follows:

1. Establish General Plan boundaries that allow for the planning of quality, managed and sustainable growth, while meeting the housing needs of existing and future residents during the General Plan's planning horizon (year 2035).
2. Maintain residential densities in outlying areas to accommodate growth, preserve and enhance existing neighborhoods, guide additional growth towards downtown and along key transportation corridors and improve circulation and safety for vehicles and pedestrians.
3. Maintain areas for high quality, diversified and employee-intensive industrial, retail, technology, manufacturing and service-oriented businesses that create and sustain a strong economic base and provide opportunities for the full employment of a diverse set of skills.
4. Create an economically viable urban downtown and urban core with exciting activities and unique land uses that attract local residents and tourists, such as retail, office, residential, entertainment and cultural uses.
5. Achieve a sustainable and integrated system of land use and transportation in the City in a manner that will:
 - a. Significantly decrease overall community consumption, specifically the consumption of non-local, non-renewable and non-recycled materials, water, and energy and fuels.
 - b. Within renewable limits, encourage the use of local, non-polluting, renewable and recycled resources (water, wind, solar and geothermal energy and material resources).
 - c. Create a multi-modal transportation system that minimizes and, where possible, eliminates pollution and motor vehicle congestion while ensuring safe mobility and access for all without compromising the ability to protect public health and safety.
 - d. Facilitate a reduction in automobile dependency in favor of affordable alternative, sustainable modes of travel.
 - e. Implement land use and transportation planning and policies to foster compact, mixed use projects, forming urban villages designed to maximize housing choices and encourage walking, bicycling and the use of existing and future public transit systems.
 - f. Encourage residents to recognize that they share the local ecosystem with other living things that warrant respect and responsible stewardship.

6. Provide a list of specific actions that will reduce GHG emissions, with the highest priority given to actions that provide the greatest reduction in GHG emissions and benefits to the community at the least cost, while establishing a qualified reduction plan from which future development within the City can tier.

1.3 Impact Summary

This EIR examines the potential environmental effects from implementation of the proposed project, including information related to existing site conditions, analyses of the types and magnitude of individual and cumulative environmental impacts, and feasible mitigation measures that could reduce or avoid environmental impacts. In accordance with Appendix G of the CEQA Guidelines, the potential environmental effects of the proposed project are analyzed for the following issue areas:

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

Table ES-1, presented at the end of this chapter, provides a summary of the environmental impacts that could result from implementation of the proposed project and feasible mitigation measures that could reduce or avoid environmental impacts. For each impact, Table ES-1 identifies the significance of the impact before mitigation, applicable mitigation measures, and the level of significance of the impact after the implementation of the mitigation measures.

1.4 Alternatives to the Proposed Project

The following alternatives were analyzed in this EIR and compared to the proposed project. The objective of the alternatives analysis is to consider a reasonable range of potentially feasible alternatives to foster informed decision making and public participation. The proposed project's alternatives include:

- **No Project Alternative.** Under the No Project Alternative, the proposed project, including the General Plan Update, Downtown Specific Plan Update and Climate Action Plan, would not be adopted or implemented and the currently adopted City of Escondido General Plan (1990) and Downtown Specific Plan would be the applicable planning documents for the proposed project area.
- **Reduced Employment Alternative.** Under the Reduced Employment Alternative, multiple areas identified for employment land uses under the proposed project would be reduced or eliminated entirely. When compared to the proposed project, the Reduced Employment

Alternative would accommodate a total of up to 7,457,000 square feet (sf) of employment land uses, or up to 6,193,000 sf less employment land uses than the proposed project would accommodate.

- **Reduced Residential Alternative.** Under the Reduced Residential Alternative, multiple areas identified for smart growth residential land uses under the proposed project would be reduced or eliminated entirely. When compared to the proposed project, the Reduced Residential Alternative would accommodate a total of up to 5,899 dwelling units, or up to 4,025 less dwelling units than would be accommodated by the proposed project.
- **Blended Reduced Downtown/Focused Smart Growth and Employment Alternative.** The Blended Reduced Downtown/Focused Smart Growth and Employment Alternative would accommodate up to 2,625 less dwelling units than the proposed project, or a total of up to 7,299 dwelling units by 2035. The Blended Reduced Downtown/Focused Smart Growth and Employment Alternative would also accommodate a total of up to 10,575,000 sf of employment land uses, which is up to 3,075,000 sf less than would be accommodated by the proposed project.
- **Circulation/Mobility and Infrastructure Element Downtown Couplet Alternative.** Under the ~~Circulation~~ Circulation/Mobility and Infrastructure Element Downtown Couplet Alternative, the Mobility and Infrastructure Element of the proposed General Plan Update would be realigned so that the existing Valley Parkway and 2nd Avenue one-way couplet would accommodate two-way traffic.
- **Promenade Retail Center and Vicinity Alternative.** Under the Promenade Retail Center and Vicinity Alternative, mixed use office land uses south of 9th Avenue within the Promenade Retail Center and Vicinity Target Area would be increased by up to 100,000 sf. Total employment land uses throughout the proposed project planning area would be increased up to 13,750,000 sf under this alternative.
- **Nutmeg Street Alternative.** The Nutmeg Street Alternative would accommodate up to 100,000 sf of new office employment land uses in the Nutmeg Street Study Area. This alternative would result in a total of up to 13,750,000 SF of employment land uses and up to 9,884 dwelling units throughout the entire proposed project planning area.

Detailed descriptions and an analysis of the potential impacts of each alternative are presented in Chapter 6, Project Alternatives, in this EIR. Table ES-2 presents the significant environmental impacts of these alternatives compared to those of the proposed project. The environmentally superior alternative would be the Reduced Employment Alternative. Because the overall employment land use development in the project area would be decreased under the Reduced Employment Alternative compared to the proposed project, impacts associated with scenic vistas; scenic resources; visual character and quality; lighting and glare; direct conversion of agricultural resources; indirect conversion of agricultural and forestry resources; air quality violations; sensitive receptors; special status plant and wildlife species; riparian habitat and other sensitive natural communities; wildlife movement corridors and nursery sites; historical resources; archeological resources; excessive noise levels; excessive groundborne vibration; permanent and temporary ambient noise levels; displacement of housing and people; fire and police protection; traffic and level of service standards; wastewater treatment requirements; new water and wastewater treatment facilities; sufficient stormwater drainage facilities; adequate water supplies; adequate wastewater facilities; sufficient landfill capacity; solid waste

regulations; and energy would be incrementally less than those identified for the proposed project. The Reduced Employment Alternative would meet project objectives 1, 2, 5 and 6, but would not meet Objectives 3 and 4.

1.5 Areas of Controversy

CEQA Guidelines §15123(b)(2) requires that an EIR identify areas of controversy, including issues raised by other agencies and the public. Areas of known controversy associated with the proposed project that are relevant to the EIR are listed below:

- Future land annexations and associated impacts from development
- Viewshed changes that would occur along common jurisdictional borders
- Analysis of areas outside the City's SOI
- Provision of public services and utilities, including the ability of existing agencies and infrastructure to provide future water, wastewater, stormwater, police, fire and school services to the proposed project area
- Preservation of agricultural lands
- Designation of industrial and employment lands in areas containing residential land uses
- Consideration of alternative transportation, including walking, carpooling, bicycling, telecommuting and transportation demand management strategies

1.6 Issues to be Resolved by the Decision Making Body

The issues to be resolved by the decision making body include whether and how to mitigate the significant effects of the proposed project; consideration of the various mitigation measures and alternatives recommended in the EIR by City staff and interested persons and organizations; whether the benefits of the proposed project outweigh its unavoidable environmental risk; and whether the discretionary approvals required to implement the proposed project and its development components should be granted.

Table ES-1 Summary of Project Impacts

Issue Topic	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measure(s)	Impact After Mitigation
4.1 Aesthetics				
Scenic Vistas	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
Scenic Resources	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
Visual Character or Quality	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
Lighting and Glare	Less than Significant	Less than Significant Not Cumulatively Considerable	No mitigation is required	Less than Significant
4.2 Agricultural Resources				
Direct Conversion of Agricultural Resources	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
Land Use Conflicts	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
Indirect Conversion of Agricultural or Forest Resources	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
4.3 Air Quality				
Air Quality Plans	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
Air Quality Violations	Potentially Significant	Potentially Significant	<p>Air-1 Construction Dust Control Measures. During grading activities for any future development within the General Plan Update planning area boundary, the onsite construction superintendent shall ensure implementation of standard best management practices to reduce the emissions of fugitive dust, including but not limited to the following actions:</p> <ul style="list-style-type: none"> i. Water any exposed soil areas a minimum of twice per day, or as allowed under any imposed drought restrictions. On windy days or when fugitive dust can be observed leaving the construction site, additional water will be applied at a frequency to be determined by the onsite construction superintendent. ii. Temporary hydroseeding with irrigation will be implemented on all graded areas on slopes, and areas of cleared vegetation will be revegetated as soon as possible following grading activities in areas that will remain in a disturbed condition (but will not be subject to further construction activities) for a period greater than three months during the construction phase. iii. Operate all vehicles on the construction site at speeds less than 15 miles per hour. 	Significant and Unavoidable

Table ES-1 continued

Issue Topic	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measure(s)	Impact After Mitigation																																							
			<p>iv. Cover all stockpiles that will not be utilized within three days with plastic or equivalent material, to be determined by the onsite construction superintendent, or spray them with a non-toxic chemical stabilizer.</p> <p>v. If a street sweeper is used to remove any track-out/carry-out, only PM₁₀-efficient street sweepers certified to meet the most current South Coast Air Quality Management District Rule 1186 requirements shall be used. The use of blowers for removal of track-out/carry-out is prohibited under any circumstances.</p> <p>Air-2 Air Quality Impact Assessment. An Air Quality Impact Analysis shall be prepared for projects within the General Plan Update boundary that exceed one of the air quality study trigger criteria in Table 4.3 12, Air Quality Impact Analysis Trigger Criteria.</p> <p style="text-align: center;">Table 4.3-12 Air Quality Impact Analysis Trigger Criteria</p> <table border="1" data-bbox="869 727 1751 1182"> <thead> <tr> <th data-bbox="869 727 1402 813">Land Use</th> <th data-bbox="1402 727 1598 813">Project Size that would Trigger an AQIA⁽³⁾</th> <th data-bbox="1598 727 1751 813">Single Family Dwelling Unit Equivalent⁽⁴⁾</th> </tr> </thead> <tbody> <tr> <td data-bbox="869 813 1402 841">Single Family Residential⁽¹⁾</td> <td data-bbox="1402 813 1598 841">300 du</td> <td data-bbox="1598 813 1751 841">1 du/1 du</td> </tr> <tr> <td data-bbox="869 841 1402 868">Apartments: 6-20 du/acre⁽¹⁾</td> <td data-bbox="1402 841 1598 868">370 du</td> <td data-bbox="1598 841 1751 868">1 du/1.23 du</td> </tr> <tr> <td data-bbox="869 868 1402 896">Apartments: – > 20 du/acre⁽¹⁾</td> <td data-bbox="1402 868 1598 896">420 du</td> <td data-bbox="1598 868 1751 896">1 du/1.4 du</td> </tr> <tr> <td data-bbox="869 896 1402 924">Condominiums⁽¹⁾</td> <td data-bbox="1402 896 1598 924">370 du</td> <td data-bbox="1598 896 1751 924">1 du/1.23 du</td> </tr> <tr> <td data-bbox="869 924 1402 951">Mobile Home Park⁽¹⁾</td> <td data-bbox="1402 924 1598 951">400 du</td> <td data-bbox="1598 924 1751 951">1 du/1.33 du</td> </tr> <tr> <td data-bbox="869 951 1402 979">Supermarket⁽²⁾</td> <td data-bbox="1402 951 1598 979">25,000 sf</td> <td data-bbox="1598 951 1751 979">1 du/83.33 sf</td> </tr> <tr> <td data-bbox="869 979 1402 1006">Restaurant, Fast Food w/drive through⁽²⁾</td> <td data-bbox="1402 979 1598 1006">6,500 sf</td> <td data-bbox="1598 979 1751 1006">1 du/21.67 sf</td> </tr> <tr> <td data-bbox="869 1006 1402 1034">Restaurant, Quality Sit Down⁽²⁾</td> <td data-bbox="1402 1006 1598 1034">43,000 sf</td> <td data-bbox="1598 1006 1751 1034">1 du/143.33 sf</td> </tr> <tr> <td data-bbox="869 1034 1402 1062">Neighborhood/County Park (undeveloped)⁽²⁾</td> <td data-bbox="1402 1034 1598 1062">880 acres</td> <td data-bbox="1598 1034 1751 1062">1 du/2.93 acre</td> </tr> <tr> <td data-bbox="869 1062 1402 1089">Motel⁽²⁾</td> <td data-bbox="1402 1062 1598 1089">480 rooms</td> <td data-bbox="1598 1062 1751 1089">1 du/1.6 room</td> </tr> <tr> <td data-bbox="869 1089 1402 1117">Standard Commercial Office (<100,000 sf per office site)⁽²⁾</td> <td data-bbox="1402 1089 1598 1117">190,000 sf</td> <td data-bbox="1598 1089 1751 1117">1 du/633.33 sf</td> </tr> <tr> <td data-bbox="869 1117 1402 1144">Neighborhood shopping center⁽²⁾</td> <td data-bbox="1402 1117 1598 1144">35,000 sf</td> <td data-bbox="1598 1117 1751 1144">1 du/116.67 sf</td> </tr> </tbody> </table> <p data-bbox="869 1182 1751 1287">⁽¹⁾ Limited by VOC emissions; for these residential units it is assumed that 5 percent of the units have active fireplaces burning 0.25 cord of wood over a period of 82 days and 10 percent of the units have active natural gas fireplaces that are used for 3 hours per day over a period of 90 days (note: hours per day and days per year are the URBEMIS defaults).</p> <p data-bbox="869 1287 1751 1312">⁽²⁾ Limited by CO emissions</p> <p data-bbox="869 1312 1751 1336">⁽³⁾ du = dwelling unit, sf = square feet, du/acre = dwelling units per acre</p> <p data-bbox="869 1336 1751 1360">⁽⁴⁾ Single family units per land use unit of measure</p> <p data-bbox="869 1360 1751 1393">Source: County of San Diego 2007b</p>	Land Use	Project Size that would Trigger an AQIA ⁽³⁾	Single Family Dwelling Unit Equivalent ⁽⁴⁾	Single Family Residential ⁽¹⁾	300 du	1 du/1 du	Apartments: 6-20 du/acre ⁽¹⁾	370 du	1 du/1.23 du	Apartments: – > 20 du/acre ⁽¹⁾	420 du	1 du/1.4 du	Condominiums ⁽¹⁾	370 du	1 du/1.23 du	Mobile Home Park ⁽¹⁾	400 du	1 du/1.33 du	Supermarket ⁽²⁾	25,000 sf	1 du/83.33 sf	Restaurant, Fast Food w/drive through ⁽²⁾	6,500 sf	1 du/21.67 sf	Restaurant, Quality Sit Down ⁽²⁾	43,000 sf	1 du/143.33 sf	Neighborhood/County Park (undeveloped) ⁽²⁾	880 acres	1 du/2.93 acre	Motel ⁽²⁾	480 rooms	1 du/1.6 room	Standard Commercial Office (<100,000 sf per office site) ⁽²⁾	190,000 sf	1 du/633.33 sf	Neighborhood shopping center ⁽²⁾	35,000 sf	1 du/116.67 sf	
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Table ES-1 continued

Issue Topic	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measure(s)	Impact After Mitigation
Sensitive Receptors	Potentially Significant	Less than Significant	<p>Air-3 Siting Sensitive Receptors near Waste Transfer Facility. A Health Risk Assessment (HRA) shall be prepared by a qualified air quality professional for development of new sensitive receptors proposed in the General Plan Update planning area within 500 feet of a waste transfer facility. Sensitive receptors include day care centers, schools, retirement homes, hospitals, medical patients in residential homes, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality. The project shall not be considered for approval until an HRA has been completed and approved by the City. The methodology for the HRA shall follow the Office of Environmental Health Hazard Assessment and SDAPCD guidelines for the preparation of HRAs. If a potentially significant health risk is identified, the HRA shall identify appropriate measures to reduce the potential health risk to below a significant level, or the sensitive receptor shall be sited in another location.</p> <p>Air-4 Siting Sensitive Receptors near Industrial, Medical, or Research and Development Facilities. A Health Risk Assessment (HRA) shall be prepared by a qualified air quality professional for development of new sensitive receptors in the General Plan Update planning area proposed within one mile of industrial land uses, medical facilities, or research and development facilities that generate a potential source of Toxic Air Contaminants (TACs). Sensitive receptors include day care centers, schools, retirement homes, hospitals, medical patients in residential homes, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality. An HRA shall also be required for such facilities proposed within one mile of a sensitive receptor. The project shall not be considered for approval until an HRA has been completed and approved by the City. The methodology for the HRA shall follow the Office of Environmental Health Hazard Assessment and SDAPCD guidelines for the preparation of HRAs. If a potentially significant health risk is identified, the HRA shall identify appropriate measures to reduce the potential health risk to below a significant level, or the sensitive receptor or proposed facility shall be sited in another location.</p>	Less than Significant
Objectionable Odors	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
4.4 Biological Resources				
Special Status Plant and Wildlife Species	Less than Significant	Potentially Significant	No feasible mitigation measures are available	Significant and Unavoidable
Riparian Habitat and Other Sensitive Natural Communities	Less than Significant	Potentially Significant	No feasible mitigation measures are available	Significant and Unavoidable

Table ES-1 continued

Issue Topic	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measure(s)	Impact After Mitigation
Federally Protected Wetlands	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
Wildlife Movement Corridors and Nursery Sites	Less than Significant	Potentially Significant	No feasible mitigation measures are available	Significant and Unavoidable
Local Policies and Ordinances	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
HCP and NCCP	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
4.5 Cultural Resources				
Historical Resources	Potentially Significant	Potentially Significant	<p>Cul-1 Enhance community appreciation of the importance of the City’s historic sites and buildings, and protect and preserve significant historical resources to the extent feasible through the identification of features of cultural and historical significance to the community and designation as landmark features, structures and sites of historic, aesthetic, and special character. The incorporation of historical resources into historical parks and multiple use recreation parks shall be encouraged.</p> <p>Cul-2 Ensure landmarking and historical listing of City-owned historic sites.</p>	Less than Significant
Archaeological Resources	Potentially Significant	Potentially Significant	<p>Cul-3 Require that significant archaeological resources be preserved in-situ, as feasible. The incorporation of resources into historical parks and multiple use recreation parks shall be encouraged. When avoidance of impacts is not possible, data recovery mitigation shall be required for all significant resources. <u>Any significant artifacts recovered during excavation, other than cultural material subject to repatriation, shall be curated with its associated records at a curation facility approved by the City.</u> Excavation of deposits of Native American origin shall be coordinated with and monitored by local Native American representatives.</p> <p>Cul-4 Develop management and restoration plans for identified and acquired properties with cultural resources.</p> <p>Cul-5 Support the dedication of easements that protect important cultural resources by using a variety of funding methods, such as grant or matching funds, or funds from private organizations.</p> <p>Cul-6 Protect significant cultural resources through coordination and consultation with the NAHC and local tribal governments, including SB-18 review.</p>	Less than Significant
Paleontological Resources	Less Than Significant	Potentially Significant Less Than Significant	No mitigation is required	Less than Significant
Human Remains	Less Than Significant	Potentially Significant Less Than Significant	No mitigation is required	Less than Significant

Table ES-1 continued

Issue Topic	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measure(s)	Impact After Mitigation
4.6 Geology and Soils				
Exposure to Seismic Related Hazards	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
Soil Erosion or Topsoil Loss	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
Soil Stability	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
Expansive Soils	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
Waste Water Disposal Systems	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
4.7 Greenhouse Gas Emissions				
Compliance with AB 32	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
Potential Effects of Global Climate Change	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
4.8 Hazards and Hazardous Materials				
Transport, Use, and Disposal of Hazardous Materials	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
Accidental Release of Hazardous Materials	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
Hazards to Schools	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
Existing Hazardous Materials Sites	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
Public Airports	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
Private Airports	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
Emergency Response and Evacuation Plans	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
Wildland Fires	Less than Significant	Less than Significant	No mitigation is required	Less than Significant

Table ES-1 continued

Issue Topic	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measure(s)	Impact After Mitigation
4.9 Hydrology and Water Quality				
Water Quality Standards and Requirements	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
Groundwater Supplies and Recharge	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
Erosion or Siltation	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
Flooding	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
Exceed Capacity of Stormwater Systems	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
Housing within a 100-year Flood Hazard Area	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
Dam Inundation and Flood Hazards	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
Seiche, Tsunami, and Mudflow Hazards	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
4.10 Land Use				
Physical Division of an Established Community	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
Conflicts with Land Use Plans, Policies, and Regulations	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
Conflicts with HCPs or NCCPs	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
4.11 Mineral Resources				
Mineral Resource Availability	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
Mineral Resource Recovery Sites	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
4.12 Noise				
Excessive Noise Levels	Less than Significant	Less than Significant	No mitigation is required	Less than Significant

Table ES-1 continued

Issue Topic	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measure(s)	Impact After Mitigation
Excessive Groundborne Vibration	Potentially Significant	Potentially Significant	<p>Noi-1 Construction Vibration Best Management Practices. All general construction activities that take place within 100 feet of a building with the potential to be damaged by excessive vibration, or use pile-driving, blasting, or other high-impact construction equipment within 200 feet of a daytime NSLU (public and private educational facilities, churches, libraries, museums, cultural facilities, golf courses and passive recreational parks) shall implement the following construction BMPs recommended by the <u>Federal Railroad Administration</u> in the High Speed Ground Transportation Noise and Vibration Impact Assessment (2005):</p> <ol style="list-style-type: none"> 1. Sequence of operations: <ol style="list-style-type: none"> a. Phase demolition, earthmoving, and ground-impacting operations so as not to occur in the same time period. 2. Alternative construction methods: <ol style="list-style-type: none"> a. Avoid impact pile driving where possible in vibration-sensitive areas. Drilled piles or the use of a sonic or vibratory pile driver causes lower vibration levels where the geological conditions permit their use. b. Select demolition methods not involving impact, where possible. For example, sawing bridge decks into sections that can be loaded onto trucks results in lower vibration levels than impact demolition by pavement breakers, and milling generates lower vibration levels than excavation using clam shell or chisel drops. c. Avoid vibratory rollers and packers near sensitive areas. <p>Noi-2 Setback of Vibration-sensitive Land Uses from SprinterSPRINTER alignment. Future development of vibration-sensitive land uses within 450 feet of the SprinterSPRINTER right-of-way or places where people sleep within 230 feet of the SprinterSPRINTER right-of-way shall require a site-specific groundborne vibration analysis conducted by a qualified vibration analyst to determine that vibration levels generated by the SprinterSPRINTER at the proposed project site would not exceed the <u>Federal Transit Administration</u>'s groundborne vibration standards for vibration sensitive equipment and sleep disturbance. If necessary, mitigation shall be required for land uses in compliance with the standards listed in <u>EIR Table 4.12-10</u>, General Plan Update Groundborne Vibration Impact Criteria.</p>	<p>Significant and Unavoidable</p> <p><u>Less than Significant</u></p>
Permanent Increase in Ambient Noise Levels	Less than Significant	Potentially Significant	No feasible mitigation measures are available	Significant and Unavoidable
Temporary Increase in Ambient Noise Levels	Less than Significant	Less than Significant	No mitigation is required	Less than Significant

Table ES-1 continued

Issue Topic	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measure(s)	Impact After Mitigation
Excessive Noise Exposure from a Public or Private Airport	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
4.13 Population and Housing				
Population Growth	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
Displacement of Housing and People	Potentially Significant	Less than Significant	Pop-1 The City of Escondido shall coordinate with property owners that would experience displacement under the proposed General Plan Update to communicate the implications of the proposed project on their property and to address public concerns and comments.	Significant and Unavoidable
4.14 Public Services				
Fire Protection Services	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
Police Protection Services	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
School Services	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
Other Public Services	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
4.15 Recreation				
Deterioration of Parks and Recreational Facilities	Less than significant	Less than significant	No mitigation is required	Less than significant
Construction of New Recreational Facilities	Less than significant	Less than significant	No mitigation is required	Less than significant
4.16 Transportation and Traffic				
Traffic and Level of Service Standards	Potentially Significant	Potentially Significant	Tra-1 The City of Escondido shall implement intersection improvement treatment and adaptive traffic signal control technology along the following roadway segments and at the following intersections prior to reaching an LOS of E or F. Adaptive signal control technologies shall use real-time traffic data to adjust signals to events that cannot be anticipated by traditional time-of-day plans, such as accidents and road construction. No feasible mitigations are available for the following roadways and intersections: <i>Roadway Segments</i> <ul style="list-style-type: none"> ■ Mission Road between Barham Drive and Auto Park Way ■ Valley Parkway between Hickory Street and Fig Street ■ Valley Parkway between Fig Street and Date Street ■ Valley Parkway between Date Street and Ash Street 	Significant and Unavoidable

Table ES-1 continued

Issue Topic	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measure(s)	Impact After Mitigation
			<p><i>Intersections</i></p> <ul style="list-style-type: none"> ■ Nordahl Road/Auto Park Way/Mission Road (LOS E, PM peak hour) ■ I-15 SB Ramps/Valley Parkway (LOS F, PM peak hour) ■ Centre City Parkway/Felicita Avenue (LOS F, PM peak hour) ■ Escondido Boulevard/Felicita Avenue (LOS E/F, AM/PM peak hours, respectively) ■ Ash Street/Valley Parkway (LOS E, both AM/PM peak hours) ■ I-15 SB Ramps/Via Rancho Parkway (LOS E/F, AM/PM peak hours, respectively) ■ El Norte Parkway/Centre City Parkway (LOS E/F, AM/PM peak hours, respectively) <p><u>Tra-2</u> Montiel Road between Nordahl Road and Deodar Road. The City of Escondido shall implement adaptive traffic signal control technology along Montiel Road between Nordahl Road and Deodar Road prior to the segment reaching an LOS of E or F. Adaptive traffic signal control technologies shall use real-time traffic data to adjust signals to events that cannot be anticipated by traditional time-of-day plans, such as accidents and road construction. Impacts to Montiel Roadway between Nordahl Road and Deodar Road are considered to be infeasible because they are within the jurisdiction of the City of San Marcos and, therefore, the timing and implementation of mitigation to reduce this impact cannot be guaranteed by the City of Escondido.</p> <p>The following feasible mitigation measures would be implemented to reduce impacts to the following roadways and intersections to a less than significant level:</p> <p><u>Tra-31</u> Escondido Boulevard between 13th Avenue and 15th Avenue. The City of Escondido shall implement adaptive traffic signal control technology along Escondido Boulevard between 13th Avenue and 15th Avenue prior to the segment reaching an LOS of E or F. Adaptive signal control technologies shall use real-time traffic data to adjust signals to events that cannot be anticipated by traditional time-of-day plans, such as accidents and road construction.</p> <p><u>Tra-24</u> Centre City Parkway between 13th Avenue and Felicita Avenue. The City of Escondido shall implement adaptive traffic signal control technology along Centre City Parkway between 13th Avenue and Felicita Avenue prior to the segment reaching an LOS of E or F. Adaptive signal control technologies shall use real-time traffic data to adjust signals to events that cannot be anticipated by traditional time-of-day plans, such as accidents and road construction.</p>	<p><u>Less than Significant</u></p>

Table ES-1 continued

Issue Topic	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measure(s)	Impact After Mitigation
			<p>Tra-35 Escondido Boulevard between 15th Avenue and Felicita Avenue. Implementation of mitigation measure Tra-8-10 would reduce impacts to Escondido Boulevard between 15th Avenue and Felicita Avenue to a level below significant.</p> <p>Tra-46 Escondido Boulevard between Felicita Avenue and Sunset Drive. Implementation of the mitigation measure Tra-8-10 would reduce impacts to Escondido Boulevard between Felicita Avenue and Sunset Drive to a level below significant.</p> <p>Tra-57 Citrus Avenue between Washington Avenue and Valley Parkway. The City of Escondido shall implement adaptive traffic signal control technology along Citrus Avenue between Washington Avenue and Valley Parkway prior to the segment reaching an LOS of E or F. Adaptive signal control technologies shall use real-time traffic data to adjust signals to events that cannot be anticipated by traditional time-of-day plans, such as accidents and road construction.</p> <p>Tra-68 Citrus Avenue between Bear Valley Parkway and Glen Ridge Road. The City of Escondido shall implement adaptive traffic signal control technology along Citrus Avenue between Bear Valley Parkway and Glen Ridge Road prior to the segment reaching an LOS of E or F. Adaptive signal control technologies shall use real-time traffic data to adjust signals to events that cannot be anticipated by traditional time-of-day plans, such as accidents and road construction.</p> <p>Tra-79 9th Avenue between La Terraza Boulevard and Tulip Street. The City of Escondido shall implement adaptive traffic signal control technology along 9th Avenue between La Terraza Boulevard and Tulip Street prior to the segment reaching an LOS of E or F. Adaptive signal control technologies shall use real-time traffic data to adjust signals to events that cannot be anticipated by traditional time-of-day plans, such as accidents and road construction.</p> <p>Tra-810 Lincoln Avenue between Lincoln Parkway (SR-78) and Fig Street. The City of Escondido shall implement adaptive traffic signal control technology along 9th Avenue between Lincoln Avenue between Lincoln Parkway (SR-78) and Fig Street prior to the segment reaching an LOS of E or F. Adaptive signal control technologies shall use real-time traffic data to adjust signals to events that cannot be anticipated by traditional time-of-day plans, such as accidents and road construction.</p>	

Table ES-1 continued

Issue Topic	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measure(s)	Impact After Mitigation
			<p>Tra-911 Mission Avenue between Rose Street and Midway Drive. The City of Escondido shall implement adaptive traffic signal control technology along Mission Avenue between Rose Street and Midway Drive prior to the segment reaching an LOS of E or F. Adaptive signal control technologies shall use real-time traffic data to adjust signals to events that cannot be anticipated by traditional time-of-day plans, such as accidents and road construction.</p> <p>Tra-12 Interstate 15 Southbound Ramps/Valley Parkway Intersection. The City of Escondido shall provide a second right turn lane at the I-15 Northbound ramps to partially mitigate the impacts at this intersection. Future land developments would be required to contribute a fair share towards this improvement as well as any other improvements that may be needed in the future to mitigate this impact to below a level of significance.</p>	
Air Traffic Patterns	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
Road Safety	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
Emergency Access	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
Alternative Transportation	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
4.17 Utilities and Service Systems				
Wastewater Treatment Requirements	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
New Water or Wastewater Treatment Facilities	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
Sufficient Stormwater Drainage Facilities	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
Adequate Water Supplies	<u>Potentially Significant</u>	<u>Potentially Significant</u>	<p>Util-1 The EWWD Water Distribution Master Plan shall be updated to accommodate the buildout of the proposed General Plan Update. This shall be achieved by increasing and/or expanding existing water infrastructure, providing recycled water distribution facilities throughout the City to offset potable water demand for landscaping and other purposes and other measures/strategies that will achieve the goal of providing an adequate water supply to serve the buildout of the General Plan Update.</p>	Significant and Unavoidable

Table ES-1 continued

Issue Topic	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measure(s)	Impact After Mitigation
Adequate Wastewater Facilities	<u>Potentially Significant</u>	Less than Significant	Util-2 The EWWD Wastewater Master Plan shall be updated to accommodate the buildout of the proposed General Plan Update. This shall be achieved by increasing and/or expanding existing wastewater infrastructure and other measures/strategies that will achieve the goal of providing adequate wastewater facilities to serve the buildout of the General Plan Update. <u>The City shall also coordinate with VWD during its next Master Plan Update process to ensure that it provides the necessary wastewater facilities to adequately account for the growth identified in the General Plan Update.</u>	Less than Significant
Sufficient Landfill Capacity	<u>Potentially Significant</u>	<u>Potentially Significant</u>	No feasible mitigation measures are available	Significant and Unavoidable
Solid Waste Regulations	Less than Significant	Less than Significant	No mitigation is required	Less than Significant
Energy	Less than Significant	Less than Significant	No mitigation is required	Less than Significant

Table ES-2 Comparison of Alternatives – Environmental Impacts

Issue Areas	Proposed Project		Alternatives to the Proposed Project						
	Without Mitigation	With Mitigation	No Project	Reduced Employment	Reduced Residential	Blended Reduced Downtown / Focused Smart Growth and Employment	Circulation Mobility and Infrastructure Element Downtown Couplet	Promenade Retail Center and Vicinity	Nutmeg Street
4.1 Aesthetics									
Scenic Vistas	LS	LS	○	○	○	○	—	—	—
Scenic Resources	LS	LS	○	○	○	○	—	—	—
Visual Character or Quality	LS	LS	○	○	○	○	—	—	—
Lighting and Glare	LS	LS	○	○	○	○	—	—	—
4.2 Agricultural Resources									
Direct Conversion of Agricultural Resources	LS	LS	○	○	○	○	—	—	—
Land Use Conflicts	LS	LS	—	—	—	—	—	—	—
Indirect Conversion of Agricultural or Forest Resources	LS	LS	○	○	○	○	—	—	—
4.3 Air Quality									
Air Quality Plans	LS	LS	—	—	—	—	—	—	—
Air Quality Violations	S	SU	▼	▼	▼	▼	▲	▲	▲
Sensitive Receptors	S	LS	▼	▼	▼	▼	▲	▲	▲
Objectionable Odors	LS	LS	○	—	—	—	—	—	—

- ▲ Alternative is likely to result in greater impacts to issue when compared to proposed project.
- Alternative is likely to result in a similar impacts to issue when compared to proposed project.
- ▼ Alternative is likely to result in less impacts to issue when compared to proposed project, however, impacts would still be significant before and/or after mitigation.
- Alternative is likely to result in less impacts to issue when compared to proposed project and impacts would be less than significant and not require mitigation.
- S Significant Impact
- LS Less Than Significant Impact
- SU Significant and Unavoidable Impact

Table ES-2 continued

Issue Areas	Proposed Project		Alternatives to the Proposed Project						
	Without Mitigation	With Mitigation	No Project	Reduced Employment	Reduced Residential	Blended Reduced Downtown / Focused Smart Growth and Employment	Circulation, Mobility and Infrastructure Element Downtown Couplet	Promenade Retail Center and Vicinity	Nutmeg Street
4.4 Biological Resources									
Special Status Plant and Wildlife Species	S	SU	▼	▼	▼	▼	—	—	—
Riparian Habitat and Other Sensitive Natural Communities	S	SU	▼	▼	▼	▼	—	—	—
Federally Protected Wetlands	LS	LS	—	—	—	—	—	—	—
Wildlife Movement Corridors and Nursery Sites	S	SU	▼	▼	▼	▼	—	—	—
Local Policies and Ordinances	LS	LS	—	—	—	—	—	—	—
HCP and NCCP	LS	LS	—	—	—	—	—	—	—
4.5 Cultural Resources									
Historical Resources	S	LS	▼	▼	▼	▼	—	—	—
Archaeological Resources	S	LS	▼	▼	▼	▼	—	—	—
Paleontological Resources	LS	LS	—	—	—	—	—	—	—
Human Remains	LS	LS	—	—	—	—	—	—	—
4.6 Geology and Soils									
Exposure to Seismic Related Hazards	LS	LS	—	—	—	—	—	—	—
Soil Erosion or Topsoil Loss	LS	LS	—	—	—	—	—	—	—
Soil Stability	LS	LS	—	—	—	—	—	—	—
Expansive Soils	LS	LS	—	—	—	—	—	—	—
Waste Water Disposal Systems	LS	LS	—	—	—	—	—	—	—

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Table ES-2 continued

Issue Areas	Proposed Project		Alternatives to the Proposed Project						
	Without Mitigation	With Mitigation	No Project	Reduced Employment	Reduced Residential	Blended Reduced Downtown / Focused Smart Growth and Employment	Circulation/Mobility and Infrastructure Element Downtown Couplet	Promenade Retail Center and Vicinity	Nutmeg Street
4.7 Greenhouse Gas Emissions									
Compliance with AB 32	LS	LS	▲	—	—	—	—	—	—
Potential Effects of Global Climate Change	LS	LS	▲	—	—	—	—	—	—
4.8 Hazards and Hazardous Materials									
Transport, Use, and Disposal of Hazardous Materials	LS	LS	—	—	—	—	—	—	—
Accidental Release of Hazardous Materials	LS	LS	—	—	—	—	—	—	—
Hazards to Schools	LS	LS	—	—	—	—	—	—	—
Existing Hazardous Materials Sites	LS	LS	—	—	—	—	—	—	—
Public Airports	LS	LS	—	—	—	—	—	—	—
Private Airports	LS	LS	—	—	—	—	—	—	—
Emergency Response and Evacuation Plans	LS	LS	—	—	—	—	—	—	—
Wildland Fires	LS	LS	▲	—	—	—	—	—	—
4.9 Hydrology and Water Quality									
Water Quality Standards and Requirements	LS	LS	—	—	—	—	—	—	—
Groundwater Supplies and Recharge	LS	LS	—	—	—	—	—	—	—
Erosion or Siltation	LS	LS	—	—	—	—	—	—	—
Flooding	LS	LS	—	—	—	—	—	—	—
Exceed Capacity of Stormwater Systems	LS	LS	—	—	—	—	—	—	—

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Table ES-2 continued

Issue Areas	Proposed Project		Alternatives to the Proposed Project						
	Without Mitigation	With Mitigation	No Project	Reduced Employment	Reduced Residential	Blended Reduced Downtown / Focused Smart Growth and Employment	Circulation, Mobility and Infrastructure Element Downtown Couplet	Promenade Retail Center and Vicinity	Nutmeg Street
Housing within a 100-year Flood Hazard Area	LS	LS	—	—	—	—	—	—	—
Dam Inundation and Flood Hazards	LS	LS	—	—	—	—	—	—	—
Seiche, Tsunami, and Mudflow Hazards	LS	LS	—	—	—	—	—	—	—
4.10 Land Use									
Physical Division of an Established Community	LS	LS	—	—	—	—	—	—	—
Conflicts with Land Use Plans, Policies, and Regulations	LS	LS	—	—	—	—	—	—	—
Conflicts with HCPs or NCCPs	LS	LS	—	—	—	—	—	—	—
4.11 Mineral Resources									
Mineral Resource Availability	LS	LS	—	—	—	—	—	—	—
Mineral Resource Recovery Sites	LS	LS	—	—	—	—	—	—	—
4.12 Noise									
Excessive Noise Levels	LS	LS	▼	▼	▼	▼	—	▲	▲
Excessive Groundborne Vibration	S	SU	▼	▼	▼	▼	—	▲	▲
Permanent Increase in Ambient Noise Levels	LS	SU	▼	▼	▼	▼	—	▲	▲
Temporary Increase in Ambient Noise Levels	LS	LS	▼	▼	▼	▼	—	▲	▲
Excessive Noise Exposure from a Public or Private Airport	LS	LS	—	—	—	—	—	—	—

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Table ES-2 continued

Issue Areas	Proposed Project		Alternatives to the Proposed Project						
	Without Mitigation	With Mitigation	No Project	Reduced Employment	Reduced Residential	Blended Reduced Downtown / Focused Smart Growth and Employment	Circulation/Mobility and Infrastructure Element Downtown Couplet	Promenade Retail Center and Vicinity	Nutmeg Street
4.13 Population and Housing									
Population Growth	LS	LS	—	—	—	—	—	—	—
Displacement of Housing and People	S	SU	○	▼	—	—	—	—	—
4.14 Public Services									
Fire Protection Services	LS	LS	—	▼	▼	▼	—	▲	▲
Police Protection Services	LS	LS	—	▼	▼	▼	—	▲	▲
School Services	LS	LS	—	—	▼	▼	—	—	—
Other Public Services	LS	LS	—	—	▼	▼	—	—	—
4.15 Recreation									
Deterioration of Parks and Recreational Facilities	LS	LS	—	—	▼	▼	—	—	—
Construction of New Recreational Facilities	LS	LS	—	—	▼	▼	—	—	—
4.16 Transportation and Traffic									
Traffic and Level of Service Standards	S	SU	▼	▼	▼	▼	▲	▲	▲
Air Traffic Patterns	LS	LS	—	—	—	—	—	—	—
Road Safety	LS	LS	—	—	—	—	▲	—	—
Emergency Access	LS	LS	—	—	—	—	▲	—	—
Alternative Transportation	LS	LS	—	—	—	—	▲	—	—

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Table ES-2 continued

Issue Areas	Proposed Project		Alternatives to the Proposed Project						
	Without Mitigation	With Mitigation	No Project	Reduced Employment	Reduced Residential	Blended Reduced Downtown / Focused Smart Growth and Employment	Circulation/Mobility and Infrastructure Element Downtown Couplet	Promenade Retail Center and Vicinity	Nutmeg Street
4.17 Utilities and Service Systems									
Wastewater Treatment Requirements	LS	LS	—	▼	▼	▼	—	—	—
New Water or Wastewater Treatment Facilities	LS	LS	—	▼	▼	▼	—	—	—
Sufficient Stormwater Drainage Facilities	LS	LS	—	▼	▼	▼	—	—	—
Adequate Water Supplies	S	SU	—	▼	▼	▼	—	—	—
Adequate Wastewater Facilities	LS	LS	—	▼	▼	▼	—	—	—
Sufficient Landfill Capacity	S	SU	—	▼	▼	▼	—	—	—
Solid Waste Regulations	LS	LS	—	▼	▼	▼	—	—	—
Energy	LS	LS	—	▼	▼	▼	—	—	—

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