

**Gateway Grand TOD  
Final Mitigated Negative Declaration  
SUB 16-0001, PHG 16-0005, ENV 16-0001**

*Prepared for:*

**City of Escondido**  
201 North Broadway  
Escondido, California 92025

*Prepared by:*

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SEPTEMBER 2016



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## 1 INTRODUCTION

### 1.1 Project Overview

The Gateway Grand Transit Orient Development (TOD) Project (proposed project) is located on an approximately 2.6-acre site (Assessor's Parcel Number 232-100-16) in the City of Escondido (Figure 1, Regional Map, and Figure 2, Vicinity Map). The project site is located on the south side of West Valley Parkway, north of West Grand Avenue and approximately 500 feet west of North Quince Street (Figures 3, Project Site). The project is bounded by West Valley Parkway and the Escondido Transit Center to the north, office commercial land uses to the east, West Grand Avenue and industrial land uses to the south, and an Atchison, Topeka and Santa Fe (AT & SF) rail line to the west. The project site is a former City police station. Several mature non-native trees exist on site around the existing structure, and at the northern edge of the parking lot. The entire project site is generally flat.

The proposed project consists of 126 multifamily residential units – 63 townhomes (two- to three-bedroom units) and 63 studio lofts. The proposed project would also include 1,000 square feet of flex space, a 600 square foot rooftop patio, a 1,800 square foot leasing office near the center of the project site, and 226 parking spaces (Figure 4, Project Site Plan). The project also includes a total 38,112 square feet of open space, which includes private decks, a recreation area/building, a pathway, and various other open space areas; the recreation area/building accounts for 10,197 square feet of the proposed total open space. The structures would be 4 stories, with the ground floor developed as parking, recreational, and flex space. No residential dwelling units would be located on the ground floor. The project would have a density of approximately 48 dwelling units per acre.

Access to the site would be provided from one driveway from West Grand Avenue to the south and from two driveways from West Valley Parkway to the north. A signalized pedestrian crosswalk would extend across West Valley Parkway to the Escondido Transit Center to the north. Another signalized crosswalk, spanning West Grand Avenue at South Spruce Street, is under consideration for inclusion in the proposed project as a potential public benefit. A determination of the inclusion of this crosswalk would be undertaken as part of the Development Agreement process. However, for the purposes of this Mitigated Negative Declaration (MND), this additional contemplated crosswalk is included for analysis of environmental impacts.

The site is located within Downtown Specific Planning Area (SPA) #9 within the Gateway Transit District. The project site is zoned as Specific Plan (S-P) and is subject to the regulations of the Downtown Specific Plan.

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Construction of the proposed project would commence in June 2016 and would last approximately 13 months, ending in July 2017. Asbestos and lead based-paint removal would take approximately 10 days, followed by demolition of the existing building on site, which would take approximately 19 days. Construction would generally follow the phasing below:

- Asbestos and Lead-Based Paint Removal – 10 days (June 2016)
- Demolition – 19 days (June 2016 – July 2016)
- Grading and Site Improvements – 55 days (July 2016 – September 2016)
- Building Construction – 168 days (October 2016 – June 2017)
- Paving – 10 days (June 2017)
- Application of Architectural Coatings – 20 days (June 2017)

### **1.2 California Environmental Quality Act Compliance**

The City is the lead agency pursuant to the California Environmental Quality Act (CEQA) and is responsible for approving the proposed project and certifying the CEQA document. The City has determined that a MND is the appropriate environmental document to be prepared in compliance with CEQA. As provided for by CEQA Section 21064.5, an MND may be prepared for a project subject to CEQA when the project could result in potentially significant effects on the environment but revisions to the project would avoid or mitigate the effects to the point where no significant effect on the environment would occur (California Public Resources Code, Section 21000 et seq.).

The Draft MND serves as an informational document for use by public agencies, the public, and decision makers. This Draft MND discusses the existing resources at the project site, analyzes the potential environmental impacts resulting from construction and operation of the proposed project, and provides mitigation measures to reduce any potentially significant environmental impacts. This Draft MND will be used by the City in assessing impacts of the proposed project as part of its decision-making process in consideration of the project.

This Draft MND has been prepared by the City as the lead agency and in conformance with Section 15070 (a) of the CEQA Guidelines (14 CCR 15000 et seq.). The purpose of the MND is to determine the potential significant impacts associated with the construction and operation of the proposed project and incorporate mitigation measures as necessary to reduce or eliminate the significant or potentially significant effects of the proposed project.

## **2 SUMMARY OF FINDINGS**

### **2.1 Environmental Factors Potentially Affected**

As discussed in Chapter 3, Initial Study Checklist, the proposed project would have no impact or less than significant impacts to the following: aesthetics, agriculture and forestry resources, air quality, greenhouse gas emissions, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, transportation and traffic, and utilities and service systems. Also, as discussed in Chapter 3, with incorporation of mitigation measures, all potentially significant effects to biological resources, cultural resources, geology and soils, hazards and hazardous materials, and noise would be reduced to a less-than-significant level.

### **2.2 Environmental Determination**

The City conducted an MND, which determined that the proposed project would have a potentially significant effect on the environment. Specific mitigation measures have been identified in Chapter 3 of this MND. The proposed project, as revised, now avoids or mitigates the potentially significant environmental effects previously identified, and the preparation of an environmental impact report is therefore not necessary.

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## 2.3 Summary of Impacts and Mitigation Measures

**Table 2-1  
Summary of Significant Environment Impacts**

Impact	Mitigation Measure	Level of Significance After Mitigation
Impacts to nesting birds during construction	<p><b>MM-BIO-1</b> Impacts from construction-related activities may occur to wildlife if construction occurs during the breeding season (i.e., February 15–August 31 for most bird species; and January 1–August 31 for raptors). Protection of general avian wildlife in compliance with the Migratory Bird Treaty Act and California Code will be accomplished by either scheduling construction between July 15 and December 31 or if construction must commence during the nesting season (January 1–August 31), a one-time biological survey for nesting bird species must be conducted in all suitable habitat for the presence of nesting birds by a qualified biologist 72 hours prior to the commencement of work.</p> <p>If any active nests are detected, the area will be flagged and mapped on construction plans along with a minimum 25-foot buffer up to a 300-foot maximum for raptors, or as recommended by the qualified biologist. Generally, a 25-foot buffer is suitable for most non-sensitive bird species. Larger buffers are required for raptors because they are particularly sensitive to disturbance during the breeding season. These typical buffer distances are generally accepted by the resource agencies (e.g., USFWS, CDFW). These buffer areas established by the qualified biologist will be avoided until the nesting cycle is complete or it is determined that the nest has failed.</p>	Less than significant
Impacts to unknown cultural resources during construction	<p><b>MM-CUL-1</b> The following mitigation monitoring and reporting program shall be implemented to address potential impacts to unidentified and unknown tribal cultural resources within the proposed Project Area and/or Location.</p> <ol style="list-style-type: none"> <li>1. The City of Escondido Planning Division (City) recommends the applicant enter into a Tribal Cultural Resource Treatment and Monitoring Agreement (also known as a pre-excavation agreement) with a tribe that is traditionally and culturally affiliated with the Project Location (“TCA Tribe”) prior to issuance of a grading permit. The purposes of the agreement are (1) to provide the applicant with clear expectations regarding tribal cultural resources, and (2) to formalize protocols and procedures between the Applicant/Owner and the TCA Tribe for the protection and treatment of, including but not limited to, Native American human remains, funerary objects, cultural and religious landscapes, ceremonial items, traditional gathering areas and cultural items, located and/or discovered through a monitoring program in conjunction with the construction of the proposed project, including additional archaeological surveys and/or studies, excavations, geotechnical investigations, grading, and all other ground disturbing activities.</li> <li>2. Prior to issuance of a grading permit, the applicant shall provide written verification to the City that a qualified archaeologist and a Native American monitor associated with a TCA Tribe have been retained to implement the monitoring program. The archaeologist shall be responsible for coordinating with the Native American monitor. This verification shall be presented to the City in a letter from the project archaeologist that confirms the selected Native American monitor is from a TCA Tribe. The City, prior to any pre-construction meeting, shall approve all persons</li> </ol>	Less than significant

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**Table 2-1  
Summary of Significant Environment Impacts**

Impact	Mitigation Measure	Level of Significance After Mitigation
	<p>involved in the monitoring program.</p> <ol style="list-style-type: none"> <li>3. The qualified archaeologist and a Native American monitor shall attend the pre-grading meeting with the grading contractors to explain and coordinate the requirements of the monitoring program.</li> <li>4. During the initial grubbing, site grading, excavation or disturbance of the ground surface, the qualified archaeologist and the Native American monitor shall be on site full-time. The frequency of inspections shall depend on the rate of excavation, the materials excavated, and any discoveries of tribal cultural resources as defined in California Public Resources Code Section 21074. Archaeological and Native American monitoring will be discontinued when the depth of grading and soil conditions no longer retain the potential to contain cultural deposits. The qualified archaeologist, in consultation with the Native American monitor, shall be responsible for determining the duration and frequency of monitoring.</li> <li>5. In the event that previously unidentified tribal cultural resources are discovered, the qualified archaeologist and the Native American monitor, shall have the authority to temporarily divert or temporarily halt ground disturbance operation in the area of discovery to allow for the evaluation of potentially significant cultural resources. Isolates and clearly non-significant deposits shall be minimally documented in the field and collected so the monitored grading can proceed.</li> <li>6. If a potentially significant tribal cultural resource is discovered, the archaeologist shall notify the City of said discovery. The qualified archaeologist, in consultation with the City, the TCA Tribe and the Native American monitor, shall determine the significance of the discovered resource. A recommendation for the tribal cultural resource's treatment and disposition shall be made by the qualified archaeologist in consultation with the TCA Tribe and the Native American monitor and be submitted to the City for review and approval.</li> <li>7. The avoidance and/or preservation of the significant tribal cultural resource and/or unique archaeological resource must first be considered and evaluated CEQA. Where any significant tribal cultural resources and/or unique archaeological resources have been discovered and avoidance and/or preservation measures are deemed to be infeasible by the City, then a research design and data recovery program to mitigate impacts shall be prepared by the qualified archaeologist (using professional archaeological methods), in consultation with the TCA Tribe and the Native American monitor, and shall be subject to approval by the City. The archaeological monitor, in consultation with the Native American monitor, shall determine the amount of material to be recovered for an adequate artifact sample for analysis. Before construction activities are allowed to resume in the affected area, the research design and data recovery program activities must be concluded to the satisfaction of the City.</li> <li>8. As specified by California Health and Safety Code Section 7050.5, if human remains are found on the project site during construction or during archaeological work, the person responsible for the excavation, or his or her authorized representative, shall immediately notify the San Diego County Coroner's office. Determination of whether the remains</li> </ol>	

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**Table 2-1  
Summary of Significant Environment Impacts**

Impact	Mitigation Measure	Level of Significance After Mitigation
	<p>are human shall be conducted on-site and in situ where they were discovered by a forensic anthropologist, unless the forensic anthropologist and the Native American monitor agree to remove the remains to an off-site location for examination. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Coroner has made the necessary findings as to origin and disposition. A temporary construction exclusion zone shall be established surrounding the area of the discovery so that the area would be protected, and consultation and treatment could occur as prescribed by law. In the event that the remains are determined to be of Native American origin, the Most Likely Descendant, as identified by the Native American Heritage Commission, shall be contacted in order to determine proper treatment and disposition of the remains in accordance with California Public Resources Code section 5097.98. The Native American remains shall be kept in-situ, or in a secure location in close proximity to where they were found, and the analysis of the remains shall only occur on-site in the presence of a Native American monitor.</p> <p>9. If the qualified archaeologist elects to collect any tribal cultural resources, the Native American monitor must be present during any testing or cataloging of those resources. Moreover, if the qualified Archaeologist does not collect the cultural resources that are unearthed during the ground disturbing activities, the Native American monitor, may at their discretion, collect said resources and provide them to the TCA Tribe for respectful and dignified treatment in accordance with the Tribe's cultural and spiritual traditions. Any tribal cultural resources collected by the qualified archaeologist shall be repatriated to the TCA Tribe. Should the TCA Tribe or other traditionally and culturally affiliated tribe decline the collection, the collection shall be curated at the San Diego Archaeological Center. All other resources determined by the qualified archaeologist, in consultation with the Native American monitor, to not be tribal cultural resources, shall be curated at the San Diego Archaeological Center.</p> <p>10. Prior to the release of the grading bond, a monitoring report and/or evaluation report, if appropriate, which describes the results, analysis and conclusion of the archaeological monitoring program and any data recovery program on the project site shall be submitted by the qualified archaeologist to the City. The Native American monitor shall be responsible for providing any notes or comments to the qualified archaeologist in a timely manner to be submitted with the report. The report will include California Department of Parks and Recreation Primary and Archaeological Site Forms for any newly discovered resources.</p>	
Impacts due to unstable geologic units or soils	<p><b>MM-GEO-1</b> Prior to the issuance of the grading permit, the applicant shall verify that the applicable recommendations of the Geotechnical Evaluation have been incorporated into the project design and construction documents to the satisfaction of the City Engineer. Recommendations shall be held to performance standards within the applicable ordinances (including grading, construction, and landscaping regulations) of the City as well as the standards provided in the most recent California Building Code which are intended to reduce risk related to geologic hazards.</p>	Less than significant

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**Table 2-1  
Summary of Significant Environment Impacts**

Impact	Mitigation Measure	Level of Significance After Mitigation
Impacts due to hazardous materials release	<p><b>MM-HAZ-1</b> Prior to demolition permit issuance, an asbestos and lead-based paint abatement work plan shall be prepared in compliance with local, state, and federal regulations for any necessary removal and disposal of such materials to the satisfaction of the City of Escondido Planning Division. A California-licensed lead/asbestos abatement contractor shall be utilized for the removal work and proper removal methodology. All other applicable federal, state, and local regulations regarding the removal, transport and disposal of asbestos-containing material shall be applied.</p> <p><b>MM-HAZ-2</b> Prior to grading permit issuance, the applicant shall include the following on the project's construction plans to the satisfaction of the City of Escondido Planning Division: During excavation of soils in and around the location of the former underground storage tank, any stained or suspicious soils shall be evaluated for contamination levels. Contamination level testing and proper disposal shall occur per California Department of Toxic Substances Control and County of San Diego Department of Environmental Health requirements.</p>	Less than significant
Impacts to exterior noise	<p><b>MM-NOI-1</b> Prior to the issuance of the first building permit, the applicant shall ensure that the design of the proposed rooftop deck includes a noise barrier with a minimum height of 5.5 feet along the sides with direct view of West Valley Parkway, to the satisfaction of the City of Escondido Planning Division.</p>	Less than significant
Impacts to interior noise	<p><b>MM-NOI-2</b> Upon completion of detailed building plans (i.e., room dimensions, wall and roof assemblies and window/door schedules) and prior to the issuance of the first building permit, the applicant shall ensure that an interior noise mitigation analysis be prepared, to the satisfaction of the City of Escondido Planning Division. The analysis shall identify specific mitigation measures to ensure interior noise levels remain at or below 45 dB per the City of Escondido's interior noise standard. Noise abatement features shall be identified to attenuate noise and shall be incorporated into project design as necessary. Such features may include mechanical ventilation or an air-conditioning system, sound-rated windows and sound-rated doors.</p>	Less than significant

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## 3 INITIAL STUDY CHECKLIST

### 1. Project title:

Gateway Grand TOD

### 2. Lead agency name and address:

City of Escondido  
201 North Broadway  
Escondido, California 92025

### 3. Contact person and phone number:

Bill Martin, 760.839.4557

### 4. Project location:

The project site is located on the south side of West Valley Parkway, north of West Grand Avenue and approximately 500 feet west of North Quince Street in the City of Escondido (Assessor's Parcel Number 232-100-16).

### 5. Project sponsor's name and address:

The Gateway Grand Project Owner, LLC  
2235 Encinitas Boulevard, Suite 216  
Encinitas, California 92024

### 6. General plan designation:

Specific Plan Area #9

### 7. Zoning:

Specific Plan (S-P)

### 8. Description of project. (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary):

The proposed project consists of 126 multifamily residential units – 63 townhomes (two- to three-bedroom units) and 63 studio lofts. The proposed project would also include 1,000 square feet of flex space, a 600 square foot rooftop patio, a 1,800

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square foot leasing office near the center of the project site, and 226 parking spaces (Figure 4, Project Site Plan). The project also includes a total 38,112 square feet of open space, which includes private decks, a recreation area/building, a pathway, and various other open space areas; the recreation area/building accounts for 10,197 square feet of the proposed total open space. The structures would be 4 stories, with the ground floor developed as parking, recreational, and flex space. No residential dwelling units would be located on the ground floor. The project would have a density of approximately 48 dwelling units per acre.

Access to the site would be provided from one driveway from West Grand Avenue to the south and from two driveways from West Valley Parkway to the north. A signalized pedestrian crosswalk would extend across West Valley Parkway to the Escondido Transit Center to the north. Another signalized crosswalk, spanning West Grand Avenue at South Spruce Street, is under consideration for inclusion in the proposed project as a potential public benefit. A determination of the inclusion of this crosswalk would be undertaken as part of the Development Agreement process. However, for the purposes of this Mitigated Negative Declaration (MND), this additional contemplated crosswalk is included for analysis of environmental impacts.

Construction of the proposed project would commence in June 2016 and will last approximately 13 months, ending in July 2017. Asbestos and lead based-paint removal would take approximately 10 days, followed by demolition of the existing building on site, which would take approximately 19 days.

**9. Surrounding land uses and setting (Briefly describe the project's surroundings):**

The project is bounded by West Valley Parkway and the Escondido Transit Center to the north, office commercial land uses to the east, West Grand Avenue and industrial land uses to the south, and an Atchison, Topeka and Santa Fe (AT & SF) rail line to the west. The project site is a former City police station.

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

- San Diego RWQCB
- County of San Diego, Department of Environmental Health

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## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact,” as indicated by the checklist on the following pages.

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

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**DETERMINATION:** (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

  
Signature

6/20/16  
Date

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## EVALUATION OF ENVIRONMENTAL IMPACTS:

### 3.1 Aesthetics

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. AESTHETICS – Would the project:</b>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a) *Would the project have a substantial adverse effect on a scenic vista?***

**Less Than Significant Impact.** The proposed project is located within the developed and urban Downtown SPA (Specific Plan Area) of the City of Escondido. The proposed project would redevelop a site with existing structures to a high density residential development. Figure VII-5 of the City’s General Plan Resource Conservation Element does not identify any important visual resource in the vicinity of the project site. While the project may be visible from identified peaks and high points in Figure VII-5, these potential viewpoints are not in close proximity to the project site. The proposed project would result in development similar to its surroundings that would fade with distance when viewed from these identified locations in the City’s General Plan Resource Conservation Element. Therefore, impacts would be less than significant.

**b) *Would the project substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?***

**No Impact.** The project site is not located in the vicinity of a state scenic highway. Additionally, the City’s General Plan Resource Conservation Element does not identify any local scenic roadways (City of Escondido 2012a). Therefore, no impact would occur.

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- c) *Would the project substantially degrade the existing visual character or quality of the site and its surroundings?*

**Less Than Significant Impact.** The project site currently appears old and dilapidated. The existing building façades are generally aged and unmaintained with faded, chipped, and mismatched exterior paint. Loading areas and large rooftop ventilation equipment are visible from the roadways. The existing landscape condition lacks overall maintenance as the existing trees and other plantings have not undergone consistent upkeep. The existing vegetation and groundcover lack visual cohesiveness, with apparent random groupings of different tree species and weed-filled lawn areas. Overall, the existing site lacks visual quality.

The project would enhance the visual quality of the project site by introducing an aesthetically cohesive development with associated landscaping. The Downtown SPA contains design guidelines and development standards for projects within its boundaries. Prior to project approval, the Historic Preservation Commission and/or the Planning Commission would perform a design review to ensure compliance with the provisions of the Downtown Specific Plan (City of Escondido 2013). The design review process, as required of all developments within the Downtown SPA, would ensure that the project does not substantially degrade, alter, or conflict with the visual character or quality of the site and its surroundings. Therefore, impacts would be less than significant.

- d) *Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

**Less Than Significant Impact.** The proposed project would not include large walls or expanses of glass or other highly reflective materials. Outdoor lighting would be utilized as needed for parking areas, sidewalks, and security within the project site. All outdoor lighting would be required to comply with Chapter 33, Article 35, Outdoor Lighting, of the Escondido Municipal Code, which provide regulation to minimize glare, light trespass, and artificial sky glow (City of Escondido 2015). Through compliance with the municipal code, proposed outdoor lighting would not substantially affect day or nighttime views and impacts would be less than significant.

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### 3.2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>II. AGRICULTURE AND FORESTRY RESOURCES</b> – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

**No Impact.** As indicated on the map of San Diego County Important Farmland developed by California Department of Conservation for the Farmland Mapping and Monitoring Program, the project site is located on and surrounded by “Urban and Built Up Land” (Department of Conservation 2013a). Urban and Built Up Land generally includes land uses such as residential, commercial, industrial, institutional facilities, and other urban land uses. Therefore, the proposed project would not convert Prime

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Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, and no impact would occur.

- b) *Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?*

**No Impact.** According to the Department of Conservation's map of San Diego County Williamson Act lands, the project site is not located on Williamson Act contract land (Department of Conservation 2013b). The project site is zoned as S-P zone and is subject to the regulations of the Downtown Specific Plan, which does not contain any zoning for agricultural uses (City of Escondido 2013). Therefore, the proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract and no impact would occur.

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

**No Impact.** The project site and its immediate surroundings are within the S-P zone located in the highly developed and urban downtown area of the City of Escondido. Therefore, the proposed project would not conflict with existing zoning for forest land or timberland and no impact would occur.

- d) *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*

**No Impact.** The project site and its immediate surroundings are within the S-P zone located in the highly developed and urban downtown area of the City of Escondido. Therefore, the proposed project would not result in the loss of forest land and no impact would occur.

- e) *Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?*

**No Impact.** The project site and its immediate surroundings are within the S-P zone located in the developed and urban downtown area of the City of Escondido. The proposed project would not result in the conversion of agricultural or forest land. None of the surrounding lands in the vicinity of the project site are used for agriculture or are forest lands. Therefore, the proposed project would not result in the direct or indirect conversion of agricultural uses or forest land, and no impact would occur.

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### 3.3 Air Quality

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>III. AIR QUALITY</b> – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

This section is based upon the Air Quality and Greenhouse Gas Emissions Technical Report (AQ/GHG report) prepared by Dudek in June 2016. The AQ/GHG report is included as Appendix A to this MND. Background and methodologies regarding the air quality analysis are found in Appendix A.

**a) *Would the project conflict with or obstruct implementation of the applicable air quality plan?***

**Less Than Significant Impact.** The San Diego Air Pollution Control District (SDAPCD) and the San Diego Association of Governments (SANDAG) are responsible for developing and implementing the clean air plans for attainment and maintenance of the ambient air quality standards in the basin—specifically, the State Implementation Plan (SIP) and Regional Air Quality Strategy (RAQS). The federal ozone (O<sub>3</sub>) maintenance plan, which is part of the SIP, was adopted in 2012. The SIP includes a demonstration that current strategies and tactics will maintain acceptable air quality in the basin based on the National Ambient Air Quality Standards (NAAQS). The RAQS was initially adopted in 1991 and is updated on a triennial basis (most recently in 2009). The RAQS outlines SDAPCD’s plans and control measures designed to attain the state air quality standards for O<sub>3</sub>. The SIP and RAQS rely on information from CARB and SANDAG, including mobile and area source emissions as well as information regarding

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projected growth in the County as a whole and the cities in the County, to project future emissions and determine the strategies necessary for the reduction of emissions through regulatory controls. California Air Resource Board (CARB) mobile source emission projections and SANDAG growth projections are based on population, vehicle trends, and land use plans developed by the County and the cities in the County as part of the development of their general plans.

If a project proposes development that is greater than that anticipated in the local plan and SANDAG's growth projections, the project might be in conflict with the SIP and RAQS and may contribute to a potentially significant cumulative impact on air quality. The project site is zoned S-P. As described in Section 3.10, Land Use, the proposed project would be consistent with the General Plan land use designation for the site and would not require a general plan amendment. While the SDAPCD does not provide guidance regarding the analysis of impacts associated with air quality plan conformance, the County's *Guidelines for Determining Significance and Report and Format and Content Requirements – Air Quality* does discuss conformance with the RAQS (County of San Diego 2007). The guidance indicates that, if the project, in conjunction with other projects, contributes to growth projections that would not exceed SANDAG's growth projections for the City, the project would not be in conflict with the RAQS (County of San Diego 2007).

The proposed project is currently zoned as S-P. The project would be consistent with the existing zoning and land use designation for the site; therefore, the project is considered to be accounted for in the underlying growth estimates for the basin used as the basis for the RAQS update. As such, the project would not conflict with or obstruct implementation of the RAQS. Furthermore, the proposed project would not directly introduce substantial population growth in the area. While the proposed project would increase the amount of traffic to the surrounding area due to the transport of construction workers, supplies, and equipment, these activities would be temporary. The addition of an estimated 955 daily trips coupled with the small scale of the proposed project would not result in substantial operational emissions that would conflict with the local Air Quality plan. Therefore, at a regional level, the proposed project would be consistent with the underlying growth forecasts in the RAQS. Impacts would be less than significant.

- b) *Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

**Less Than Significant Impact.**

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## Construction

Construction of the proposed project would result in a temporary addition of pollutants to the local airshed caused by soil disturbance, fugitive dust emissions, and combustion pollutants from on-site construction equipment, as well as from off-site trucks hauling construction materials. Construction emissions can vary substantially day to day, depending on the level of activity, the specific type of operation, and for dust, the prevailing weather conditions.

Pollutant emissions associated with construction activity were quantified using CalEEMod. Default values provided by the program were used where detailed project information was not available. Refer to Appendix A for specific air quality modeling assumptions.

Implementation of the project would generate construction-related air pollutant emissions from three general activity categories: entrained dust, equipment and vehicle exhaust emissions, and architectural coatings. Entrained dust results from the exposure of earth surfaces to wind from the direct disturbance and movement of soil, resulting in Particulate Matter 10 (PM<sub>10</sub>) and Particulate Matter 2.5 (PM<sub>2.5</sub>) emissions. The proposed project is subject to SDAPCD Rule 55, Fugitive Dust Control. This rule requires that the project take steps to restrict visible emissions of fugitive dust beyond the property line. Compliance with Rule 55 would limit fugitive dust (PM<sub>10</sub> and PM<sub>2.5</sub>) that may be generated during grading and construction activities. To account for dust control measures in the calculations, it was assumed that the active sites would be watered at least three times daily, resulting in an approximately 61% reduction of particulate matter.

Exhaust from internal combustion engines used by construction equipment and hauling trucks (dump trucks) and vendor trucks (delivery trucks) and worker vehicles would result in emissions of nitrogen oxides (NO<sub>x</sub>), volatile organic compounds (VOCs), carbon monoxide (CO), sulfur oxides (SO<sub>x</sub>), PM<sub>10</sub>, and PM<sub>2.5</sub>. The application of architectural coatings, such as exterior/interior paint and other finishes, would also produce VOC emissions; however, the contractor is required to procure architectural coatings from a supplier in compliance with the requirements of SDAPCD Rule 67.0, Architectural Coatings. This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories. VOC content used for this analysis include 150 grams per liter for exterior coatings as determined by the SDAPCD and use of 50 grams per liter for interior coatings as outlined by CARB within their 2007 Suggested Control Measure (SCM) for architectural coatings.

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Table 3.3-1, Estimated Maximum Daily Construction Emissions (pounds/day), shows the estimated maximum daily construction emissions associated with the construction of the proposed project.

**Table 3.3-1  
Estimated Maximum Daily Construction Emissions (pounds/day)**

Construction Year	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
2016	4.56	34.74	38.22	0.05	4.89	3.37
2017	57.54	29.81	28.53	0.05	3.28	2.11
<i>Maximum Daily Emissions</i>	<b>57.54</b>	<b>34.74</b>	<b>38.22</b>	<b>0.05</b>	<b>4.89</b>	<b>3.37</b>
<i>Emission Threshold</i>	75	250	550	250	100	55
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

VOC = volatile organic compound; NO<sub>x</sub> = oxides of nitrogen; CO = carbon monoxide; SO<sub>x</sub> = oxides of sulfur; PM<sub>10</sub> = particulate matter with an aerodynamic diameter equal to or less than 10 microns; PM<sub>2.5</sub> = particulate matter with an aerodynamic diameter equal to or less than 2.5 microns  
**Source:** Appendix A.

As shown in Table 3.3-1 daily construction emissions would not exceed the significance thresholds for VOC, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, or PM<sub>2.5</sub>; therefore, impacts during construction would be less than significant.

### **Operation**

Following the completion of construction activities, the proposed project would generate VOC, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions from mobile and stationary sources, including vehicular traffic and area sources (water heating and landscaping). Because the existing building on-site that is proposed to be demolished currently is not operational infrastructure, emissions associated with the existing building were not subtracted from those resulting from the proposed project, but rather emissions estimates for the proposed project were calculated as though the project site was vacant.

### ***Vehicular Traffic***

The proposed project would impact air quality through the vehicular traffic generated by the proposed project. The proposed project would result in a total of 955 trips per day (refer to Section 3.17, Transportation and Traffic and Appendix G).

Project-related traffic was assumed to include a mixture of vehicles in accordance with the model outputs for traffic. Emission factors representing the vehicle mix and emissions for 2018 were used to estimate emissions associated with full buildout of the proposed project.

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## *Energy*

In addition to estimating mobile source emissions, CalEEMod was also used to estimate emissions from the project's energy use, which includes natural gas combustion. CalEEMod default rates were applied to the proposed project.

## *Area Sources*

CalEEMod was also used to estimate emissions from the project's area sources, which include landscaping, consumer products, and architectural coatings for building maintenance. It is assumed that the proposed project would not include wood-burning hearths.

Table 3.3-2, Estimated Daily Maximum Operational Emissions (pounds/day), presents the maximum daily emissions associated with the operation of the proposed project after all construction has been completed. The values shown for motor vehicles, energy consumption, and area sources are for both maximum summer and winter daily emissions results from CalEEMod.

**Table 3.3-2  
Estimated Daily Maximum Operational Emissions**

<b>Emission Source</b>	<b>VOC (lb/day)</b>	<b>NO<sub>x</sub> (lb/day)</b>	<b>CO (lb/day)</b>	<b>SO<sub>x</sub> (lb/day)</b>	<b>PM<sub>10</sub> (lb/day)</b>	<b>PM<sub>2.5</sub> (lb/day)</b>
<i>Summer Emissions</i>						
Area	6.28	0.12	10.50	0.00	0.18	0.18
Energy	0.02	0.14	0.06	0.00	0.01	0.01
Mobile	2.94	5.78	27.34	0.07	4.57	1.27
<b>Total</b>	<b>9.24</b>	<b>6.04</b>	<b>37.90</b>	<b>0.07</b>	<b>4.76</b>	<b>1.46</b>
<b>Emission Threshold</b>	<b>55</b>	<b>250</b>	<b>550</b>	<b>250</b>	<b>100</b>	<b>55</b>
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<i>Winter Emissions</i>						
Area	6.28	0.12	10.50	0.00	0.18	0.18
Energy	0.02	0.14	0.06	0.00	0.01	0.01
Mobile	3.14	6.13	29.32	0.06	4.57	1.27
<b>Total</b>	<b>9.44</b>	<b>6.39</b>	<b>39.88</b>	<b>0.06</b>	<b>4.76</b>	<b>1.46</b>
<b>Emission Threshold</b>	<b>55</b>	<b>250</b>	<b>550</b>	<b>250</b>	<b>100</b>	<b>55</b>
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

**Source:** Appendix A

**Notes:** Emissions represent maximum of summer and winter. Summer emissions are representative of the conditions that may occur during the ozone season (May 1 to October 31), and winter emissions are representative of the conditions that may occur during the balance of the year (November 1 to April 30).

VOC = volatile organic compound; NO<sub>x</sub> = oxides of nitrogen; CO = carbon monoxide; SO<sub>x</sub> = oxides of sulfur; PM<sub>10</sub> = particulate matter with an aerodynamic diameter equal to or less than 10 microns; PM<sub>2.5</sub> = particulate matter with an aerodynamic diameter equal to or less than 2.5 microns

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As shown in Table 3.3-2, the daily operational emissions from the proposed project would not exceed the significance thresholds for VOC, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, or PM<sub>2.5</sub>. Therefore, operational emissions would be less than significant.

- c) *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*

**Less Than Significant Impact.** In analyzing cumulative impacts from the proposed project, the analysis must specifically evaluate a project's contribution to the cumulative increase in pollutants for which the basin is designated as nonattainment for the California Ambient Air Quality Standards (CAAQS) and NAAQS. If the proposed project does not exceed thresholds and is determined to have less than significant project-specific impacts, it may still contribute to a significant cumulative impact on air quality if the emissions from the project, in combination with the emissions from other proposed or reasonably foreseeable future projects, are in excess of established thresholds. However, the project would only be considered to have a significant cumulative impact if the project's contribution accounts for a significant proportion of the cumulative total emissions (i.e., it represents a "cumulatively considerable contribution" to the cumulative air quality impact).

Additionally, for the basin, the RAQS serves as the long-term regional air quality planning document for the purpose of assessing cumulative operational emissions in the basin to ensure the San Diego Air Basin (SDAB) continues to make progress toward NAAQS- and CAAQS-attainment status. As such, cumulative projects located in the San Diego region would have the potential to result in a cumulative impact to air quality if, in combination, they would conflict with or obstruct implementation of the RAQS. Similarly, individual projects that are inconsistent with the regional planning documents upon which the RAQS is based would have the potential to result in cumulative operational impacts if they represent development and population increases beyond regional projections.

The SDAB has been designated as a federal nonattainment area for O<sub>3</sub> and a state nonattainment area for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. PM<sub>10</sub> and PM<sub>2.5</sub> emissions associated with construction generally result in near-field impacts. As discussed previously, the emissions of all criteria pollutants would be below the significance levels. Construction would be short term and temporary in nature. Once construction is completed, construction-related emissions would cease. Operational emissions generated by the proposed project would not exceed the significance thresholds for VOC, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, or PM<sub>2.5</sub>. As such,

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the proposed project would result in less than significant impacts to air quality relative to operational emissions.

Regarding long-term cumulative operational emissions in relation to consistency with local air quality plans, the SIP and RAQS serve as the primary air quality planning documents for the state and SDAB, respectively. The SIP and RAQS rely on SANDAG growth projections based on population, vehicle trends, and land use plans developed by the cities and the County as part of the development of their general plans. Therefore, projects that propose development that is consistent with the growth anticipated by local plans would be consistent with the SIP and RAQS and would not be considered to result in cumulatively considerable impacts from operational emissions. As stated previously, the proposed project would be consistent with the existing zoning and land use designation for the site, and would not result in significant regional growth that is not accounted for within the RAQS. Additionally, the proposed project is consistent with the existing use for the site; thus, at a regional level, it would be consistent with the underlying growth forecasts in the SIP and RAQS. As a result, the proposed project would not result in a cumulatively considerable contribution to regional O<sub>3</sub> concentrations or other criteria pollutant emissions. Impacts would be less than significant.

*d) Would the project expose sensitive receptors to substantial pollutant concentrations?*

**Less Than Significant Impact.** People most likely to be affected by air pollution, as identified by CARB, include children, the elderly, athletes, and people with cardiovascular and chronic respiratory diseases; however, for the purposes of this analysis, residents are also considered sensitive receptors. The closest off-site sensitive receptors to the project are residential land uses to the west and are located within approximately 300 feet of the project site boundary. Receptors also include future tenants of the proposed project.

### **Construction**

In addition to impacts from criteria pollutants, project impacts may include emissions of pollutants identified by the state and federal government as Toxic Air Contaminants (TACs) or hazardous air pollutants. As shown in Table 1, Estimated Maximum Daily Construction Emissions (pounds/day), maximum daily particulate matter emissions generated by construction equipment operation and haul-truck trips during demolition (exhaust particulate matter), combined with fugitive dust generated by equipment operation and vehicle travel, would be well below the SDAPCD daily thresholds. Moreover, total construction of the proposed project would last approximately 13 months, after which project-related TAC emissions would cease. Thus, the proposed

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project would not result in a long-term (i.e., 70-year) source of TAC emissions. No residual TAC emissions and corresponding cancer risk are anticipated after construction, and no long-term sources of TAC emissions are anticipated during operation of the proposed project. All emissions for criteria pollutants would be well below the City's thresholds. Therefore, the exposure of project-related TAC emission impacts to sensitive receptors would be less than significant.

### Operation

The proposed project would not include industrial land uses that typically produce hazardous emissions and would not locate receptors near these types of emission sources. Accordingly, the proposed project would not generate substantial TAC emissions that would conflict with surrounding sensitive receptors nor expose the project's inhabitants to TAC emissions from these sources. Impacts would be less than significant.

High concentrations CO exposure can result in dizziness, fatigue, chest pain, headaches, and impairment of central nervous system functions. Although the SDAB is currently an attainment area for CO, there is a potential for the formation of microscale CO "hotspots" to occur immediately around points of congested traffic. Hotspots can form if such traffic occurs during periods of poor atmospheric ventilation. Typically, high CO concentrations are associated with urban roadways or intersections operating at an unacceptable level of service (LOS). CO hotspots have been found to occur only at signalized intersections that operate at or below LOS E with peak-hour traffic volumes exceeding 3,000 vehicle trips. As discussed in Section 3.17, Transportation and Traffic, proposed project generated traffic would not contribute a substantial number of trips to the local roadway network; localized carbon monoxide impacts, therefore, would be considered less than significant.

e) ***Would the project create objectionable odors affecting a substantial number of people?***

**Less Than Significant Impact.** Odors would be generated from vehicles and/or equipment exhaust emissions during construction of the proposed project. Odors produced during construction would be attributable to emissions from tailpipes of construction equipment and architectural coatings. Such odors are temporary and generally occur at magnitudes that would not affect substantial numbers of people. Therefore, impacts associated with odors during construction would be less than significant.

Land uses and industrial operations associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project

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would not result in the creation of a land use that is associated with odors. Therefore, impacts resulting from project operations would be less than significant.

### 3.4 Biological Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IV. BIOLOGICAL RESOURCES – Would the project:</b>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

This section is based upon the Biological Resources Constraints Letter Report (biological report) prepared by Klutz Biological Consulting in September 2015. The biological report is included as Appendix B to this MND. Background and methodologies regarding the biological resources analysis are found in Appendix B.

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

**Less Than Significant Impact.** The project site is entirely developed as the former City police station; it consists of developed land and ornamental/landscape vegetation. Ornamental/landscape vegetation includes Bermuda grass (*Cynodon dactylon*), several non-native shrubs including heavenly bamboo (*Nandina domestica*), Indian hawthorn (*Rhaphiolepis indica*), English ivy (*Hedera helix*), and mature non-native trees including pine (*Pinus sp.*), fan palm (*Washingtonia robusta*) and liquid amber (*Liquidamber styraciflua*) occur generally around the existing building and north of the parking lot.

Wildlife observed or detected during the survey was limited due to the lack of native vegetation communities. Species observed include side-blotched lizard (*Uta stansburiana*), mourning dove (*Zenaida macroura*), Anna's hummingbird (*Calypte anna*), American crow (*Corvus corax*), house finch (*Carpodacus mexicanus frontalis*), house sparrow (*Passer domesticus*), and Botta's pocket gopher (*Thomomys bottae*). All of these species are commonly found in developed areas.

The California Natural Diversity Database (CNDDDB) search identified three sensitive plants as having potential to occur in the general vicinity including San Diego thorn-mint (*Acanthomintha ilicifolia*), southern tarplant (*Centromadia parryi ssp. diversifolia*), and wart-stemmed ceanothus (*Ceanothus verrucosus*).

Six sensitive wildlife species were identified during the CNDDDB search and are known to occur in the general vicinity including southern Dulzura pocket mouse (*Chaetodipus californicus*), coastal cactus wren (*Campylorhynchus brunneicapillus*), burrowing owl (*Athene cunicularia*), coastal California gnatcatcher (*Polioptila californica californica*), orange-throated whiptail (*Aspidoscelis hyperythrus*), and western spadefoot (*Spea hammondi*). In addition to the previously listed special-status species, several special-status bat species have potential to occur in the general parcel area. No bat roosts were detected during the survey.

None of the listed special-status plant, wildlife, or bat species were detected during the field survey and none have potential to occur. The project site lacks appropriate habitat to support any of these species. Therefore, impacts to special-status plant and wildlife species would be less than significant.

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

**No Impact.** The project site is located in the highly developed and urban area of downtown Escondido. The project site contains developed land and ornamental/landscape vegetation. The ornamental/landscape vegetation are non-native and are not considered a sensitive natural community. Therefore, no impact would occur.

- c) *Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

**Less Than Significant Impact.** The project site is located in the highly developed and urban area of downtown Escondido. The project site contains developed land and ornamental/landscape vegetation. No potential jurisdictional features were observed within the project site or within 100-foot boundary. The nearest jurisdictional drainage occurs approximately 150 feet west of the northwest corner of the project site across from the SPRINTER light rail tracks and an off-site parking lot. In compliance with the Construction General Permit, a stormwater pollution prevention plan (SWPPP) would be prepared that specifies best management practices (BMPS) that would be implemented during construction to minimize impacts to water quality; refer to Section 3.9, Hydrology and Water Quality. Impacts would be less than significant.

- d) *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

**Less Than Significant With Mitigation Incorporated.** The City's General Plan does not identify any wildlife corridors and the Draft Escondido Multiple Habitat Conservation Program Subarea Plan does not show the project site within a core linkage area (City of Escondido 2001; 2012). The project site and surroundings are located within the highly developed and urban Downtown SPA of the City of Escondido. Therefore, the proposed project would not interfere with migratory wildlife corridors.

Several mature trees exist on site, as described in response 3.4(a), above. These trees present a potential nesting habitat raptors and other birds. Birds protected under the federal Migratory Bird Treaty Act have the potential to nest on site. Some existing trees would be removed during project construction that could directly affect protected nesting

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birds, should construction occur during bird breeding season. Additionally, construction could result in indirect effects to nesting birds through increases in noise and vibration, should construction occur during bird breeding season. Therefore, a potentially significant impact to migratory nesting birds would occur. Implementation of mitigation measure MM-BIO-1, which requires construction to either occur outside of the bird breeding season or requires pre-construction nesting bird surveys and avoidance measures, would reduce potentially significant impacts to a level below significance.

### Mitigation Measures

**MM-BIO-1** Impacts from construction-related activities may occur to wildlife if construction occurs during the breeding season (i.e., February 15–August 31 for most bird species; and January 1–August 31 for raptors). Protection of general avian wildlife in compliance with the Migratory Bird Treaty Act and California Code will be accomplished by either scheduling construction between July 15 and December 31 or if construction must commence during the nesting season (January 1-August 31), a one-time biological survey for nesting bird species must be conducted in all suitable habitat for the presence of nesting birds by a qualified biologist 72 hours prior to the commencement of work.

If any active nests are detected, the area will be flagged and mapped on construction plans along with a minimum 25-foot buffer up to a 300-foot maximum for raptors, or as recommended by the qualified biologist. Generally, a 25-foot buffer is suitable for most non-sensitive bird species. Larger buffers are required for raptors because they are particularly sensitive to disturbance during the breeding season. These typical buffer distances are generally accepted by the resource agencies (e.g., USFWS, CDFW). These buffer areas established by the qualified biologist will be avoided until the nesting cycle is complete or it is determined that the nest has failed.

- e) ***Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***

**Less Than Significant Impact.** The City's General Plan Resource Conservation Element contains goals and policies related to preservation and conservation of biological resources within the City. As indicated in the Resource Conservation Element, Figure VIII-2 indicates the major habitat types within the City (City of Escondido 2012). As the project site is located within the highly developed area of downtown City of Escondido,

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Figure VIII-2 of the Resource Conservation Element classifies the project site and all of the Downtown SPA as “Urban/Developed” and not as any vegetation type. Therefore, development of the proposed project would not impede the goals and policies for biological resource conservation in the General Plan.

Chapter 33, Article 55, Section 33-1069 of the Escondido Municipal Code contains regulations regarding vegetation protection and replacement standards. Several existing mature trees and other ornamental plantings would be removed during construction. However, the project contains landscaping that includes trees and shrubs that would surpass the equivalent plant materials replacement requirement. Therefore, the proposed project would not conflict with any local police or regulations protection biological resources and impacts would be less than significant.

- f) *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

**Less Than Significant Impact.** There is no adopted habitat conservation plan for the project area. The project site is located within the Draft Escondido Multiple Habitat Conservation Program Subarea Plan, but not in the Draft North County Multiple Species Conservation Plan. In the Draft Escondido Multiple Habitat Conservation Program Subarea Plan, the project site is not located within identified vegetation areas or biological core area (City of Escondido 2001). Therefore, the project would not conflict with a habitat conservation plan and impacts would be less than significant.

### 3.5 Cultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>V. CULTURAL RESOURCES – Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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This section is based upon the Cultural Resources Inventory for the Escondido Gateway Project (cultural report) prepared by Dudek in April 2016. The cultural report is included as Appendix C to this MND. Background and methodologies regarding the cultural resources analysis are found in Appendix C.

a) *Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?*

**Less Than Significant Impact.** Staff at the South Coastal Information Center (SCIC) conducted a California Historical Resources Information System (CHRIS) records search on December 16, 2015 for the proposed project site and surrounding one-mile radius. SCIC records indicate that 48 previous cultural resource investigations have been performed within one mile of the project area, of which two addressed the project site (refer to Appendix C). One study addressed both archaeological and historic built environment resources, and the other was a City-wide Environmental Impact Report; based on the size and types of studies, neither project may have specifically involved a survey of the project site.

Well over 100 historic addresses have been recorded within one mile of the project site; however, the existing building has not been recorded as historic. The building was constructed sometime after 1967 and before 1980, and therefore does not qualify as a historical resource. Three archaeological resources were identified within a one mile radius of the project site, although none are within the project site. One of these resources is a multi-component site (prehistoric habitation and historic refuse. Therefore, the proposed project would not directly affect a historical resource. The project's consistency with the Downtown Specific Plan design guidelines and required design review by City staff, and/or the Historic Preservation Commission, and/or the Planning Commission, would ensure that the proposed project would not indirectly affect surrounding historical resources. Therefore, impacts would be less than significant.

b) *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

**Less Than Significant Impact With Mitigation Incorporated.** As discussed previously, SCIC records indicate that 48 previous cultural resource investigations have been performed within one mile of the project area, of which two addressed the project site (refer to Appendix C). One study addressed both archaeological and historic built environment resources, and the other was a City-wide Environmental Impact Report; based on the size and types of studies, neither project may have specifically involved a survey of the project site.

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Three archaeological resources were identified within a one-mile radius of the project site, although none are within the project site. These archaeological resources include a one multi-component site (prehistoric habitation and historic refuse), one isolate consisting of a handstone fragment and a flake, and one site record which contains no information other than its location.

An intensive pedestrian survey was conducted on December 9, 2015 using standard archaeological procedures and techniques. All field practices met the Secretary of Interior's standards and guidelines for a cultural resources inventory. The survey methods consisted of a pedestrian survey conducted in parallel transects spaced no more than 10 meters apart over the entire project site.

No new cultural resources were identified during the pedestrian survey. The entire project site has been disturbed through previous development. A large building currently occupies the majority of the site, with asphalt parking lots/driveway and landscaping occupying the remainder. No undisturbed, native sediments were observed. Inspection of rodent burrows and spoils in the vegetation planters identified only fill sediments comprised primarily of decomposed granite. Based on the level of prior disturbance and absence of cultural resources and intact native sediments, there is a very low potential for inadvertent discoveries during project implementation. However, in the unlikely event that archaeological resources (sites, features, or artifacts) are exposed during construction activities for the proposed project, impacts would be potentially significant. Implementation of mitigation measure MM-CUL-1, which requires cultural resource monitoring during excavation of the project site, would reduce potentially significant impacts to a level below significance.

### **Mitigation Measures**

**MM-CUL-1** The following mitigation monitoring and reporting program shall be implemented to address potential impacts to unidentified and unknown tribal cultural resources within the proposed Project Area and/or Location.

1. The City of Escondido Planning Division (City) recommends the applicant enter into a Tribal Cultural Resource Treatment and Monitoring Agreement (also known as a pre-excavation agreement) with a tribe that is traditionally and culturally affiliated with the Project Location ("TCA Tribe") prior to issuance of a grading permit. The purposes of the agreement are (1) to provide the applicant with clear expectations regarding tribal cultural resources, and (2) to formalize protocols and procedures between the Applicant/Owner and the TCA Tribe for the protection and treatment of, including but not

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limited to, Native American human remains, funerary objects, cultural and religious landscapes, ceremonial items, traditional gathering areas and cultural items, located and/or discovered through a monitoring program in conjunction with the construction of the proposed project, including additional archaeological surveys and/or studies, excavations, geotechnical investigations, grading, and all other ground disturbing activities.

2. Prior to issuance of a grading permit, the applicant shall provide written verification to the City that a qualified archaeologist and a Native American monitor associated with a TCA Tribe have been retained to implement the monitoring program. The archaeologist shall be responsible for coordinating with the Native American monitor. This verification shall be presented to the City in a letter from the project archaeologist that confirms the selected Native American monitor is from a TCA Tribe. The City, prior to any pre-construction meeting, shall approve all persons involved in the monitoring program.
3. The qualified archaeologist and a Native American monitor shall attend the pre-grading meeting with the grading contractors to explain and coordinate the requirements of the monitoring program.
4. During the initial grubbing, site grading, excavation or disturbance of the ground surface, the qualified archaeologist and the Native American monitor shall be on site full-time. The frequency of inspections shall depend on the rate of excavation, the materials excavated, and any discoveries of tribal cultural resources as defined in California Public Resources Code Section 21074. Archaeological and Native American monitoring will be discontinued when the depth of grading and soil conditions no longer retain the potential to contain cultural deposits. The qualified archaeologist, in consultation with the Native American monitor, shall be responsible for determining the duration and frequency of monitoring.
5. In the event that previously unidentified tribal cultural resources are discovered, the qualified archaeologist and the Native American monitor, shall have the authority to temporarily divert or temporarily halt ground disturbance operation in the area of discovery to allow for the evaluation of potentially significant cultural resources. Isolates and clearly non-significant deposits shall be minimally documented in the field and collected so the monitored grading can proceed.

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6. If a potentially significant tribal cultural resource is discovered, the archaeologist shall notify the City of said discovery. The qualified archaeologist, in consultation with the City, the TCA Tribe and the Native American monitor, shall determine the significance of the discovered resource. A recommendation for the tribal cultural resource's treatment and disposition shall be made by the qualified archaeologist in consultation with the TCA Tribe and the Native American monitor and be submitted to the City for review and approval.
7. The avoidance and/or preservation of the significant tribal cultural resource and/or unique archaeological resource must first be considered and evaluated CEQA. Where any significant tribal cultural resources and/or unique archaeological resources have been discovered and avoidance and/or preservation measures are deemed to be infeasible by the City, then a research design and data recovery program to mitigate impacts shall be prepared by the qualified archaeologist (using professional archaeological methods), in consultation with the TCA Tribe and the Native American monitor, and shall be subject to approval by the City. The archaeological monitor, in consultation with the Native American monitor, shall determine the amount of material to be recovered for an adequate artifact sample for analysis. Before construction activities are allowed to resume in the affected area, the research design and data recovery program activities must be concluded to the satisfaction of the City.
8. As specified by California Health and Safety Code Section 7050.5, if human remains are found on the project site during construction or during archaeological work, the person responsible for the excavation, or his or her authorized representative, shall immediately notify the San Diego County Coroner's office. Determination of whether the remains are human shall be conducted on-site and in situ where they were discovered by a forensic anthropologist, unless the forensic anthropologist and the Native American monitor agree to remove the remains to an off-site location for examination. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Coroner has made the necessary findings as to origin and disposition. A temporary construction exclusion zone shall be established surrounding the area of the discovery so that the area would be protected, and consultation and treatment could occur as prescribed by law. In the event that the

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remains are determined to be of Native American origin, the Most Likely Descendant, as identified by the Native American Heritage Commission, shall be contacted in order to determine proper treatment and disposition of the remains in accordance with California Public Resources Code section 5097.98. The Native American remains shall be kept in-situ, or in a secure location in close proximity to where they were found, and the analysis of the remains shall only occur on-site in the presence of a Native American monitor.

9. If the qualified archaeologist elects to collect any tribal cultural resources, the Native American monitor must be present during any testing or cataloging of those resources. Moreover, if the qualified Archaeologist does not collect the cultural resources that are unearthed during the ground disturbing activities, the Native American monitor, may at their discretion, collect said resources and provide them to the TCA Tribe for respectful and dignified treatment in accordance with the Tribe's cultural and spiritual traditions. Any tribal cultural resources collected by the qualified archaeologist shall be repatriated to the TCA Tribe. Should the TCA Tribe or other traditionally and culturally affiliated tribe decline the collection, the collection shall be curated at the San Diego Archaeological Center. All other resources determined by the qualified archaeologist, in consultation with the Native American monitor, to not be tribal cultural resources, shall be curated at the San Diego Archaeological Center.
10. Prior to the release of the grading bond, a monitoring report and/or evaluation report, if appropriate, which describes the results, analysis and conclusion of the archaeological monitoring program and any data recovery program on the project site shall be submitted by the qualified archaeologist to the City. The Native American monitor shall be responsible for providing any notes or comments to the qualified archaeologist in a timely manner to be submitted with the report. The report will include California Department of Parks and Recreation Primary and Archaeological Site Forms for any newly discovered resources.

- c) *Would the project disturb any human remains, including those interred outside of formal cemeteries?*

**Less Than Significant Impact.** Based on the level of prior disturbance and absence of cultural resources and intact native sediments, there is a very low potential for inadvertent

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discoveries during project implementation, including that of human remains. In the unlikely event human remains are discovered on-site during construction ground-disturbing activities, the project would adhere to Section 15064.5(e) of the CEQA Guidelines and Section 7050.5 of the California Health and Safety Code as it pertains to the discovery of human remains. Therefore, impacts would be less than significant.

### 3.6 Geology and Soils

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VI. GEOLOGY AND SOILS</b> – Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

This section is based upon the Geotechnical Evaluation (geotechnical report) prepared by EEI Geotechnical & Environmental Solutions in September 2015. The geotechnical report is included as Appendix D to this MND. Background and methodologies regarding the geotechnical analysis are found in Appendix D.

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a) *Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:*

i) *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*

**Less Than Significant Impact.** The project site is not located on an Alquist-Priolo Earthquake Fault Zoning Map. There are no known active faults within the project site. The nearest active fault is the Rose Canyon Fault Zone, located approximately 15.2 miles from the project site. Additionally, the City's General Plan Community Protection Element states that the risk of surface rupture within the City is low (City of Escondido 2012). Therefore, due to its distance to the nearest active fault, the project site would not be substantially affected by fault rupture. Impacts would be less than significant.

ii) *Strong seismic ground shaking?*

**Less Than Significant Impact.** The project would be located within the seismically active region of Southern California. The proximity to nearby fault zones, such as the Rose Canyon Fault Zone (15.2 miles from the project site) and the Elsinore Fault (17 miles from the project site) could subject the project site to strong seismic ground shaking. Conformance with the most recent California Building Code, which includes building design standards intended to minimize risk to people and structures from potential seismic ground shaking, would ensure that impacts would be less than significant.

iii) *Seismic-related ground failure, including liquefaction?*

**Less Than Significant Impact.** Liquefaction typically occurs when a site is subjected to strong seismic shaking, on-site soils are cohesionless, and groundwater is encountered near the surface. The Figure VI-9 of City's General Plan Community Protection Element indicates that the project site is not within a liquefaction hazard area (City of Escondido 2012). As stated in the geotechnical report, subsurface testing of the project site indicates a lack of near surface static groundwater table and relatively dense soils beneath the project site. As such, the geotechnical report concludes that the project site would not be susceptible to substantial liquefaction or seismic settlement. Therefore, impacts would be less than significant.

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*iv) Landslides?*

**Less Than Significant Impact.** The project site is located within the highly urban and developed downtown area of the City of Escondido. The project site is generally flat with no steep slopes and does not contain soils subject to potential landslide, as is the majority of the project's vicinity per Figure VI-9 of the City's General Plan Community Protection Element (City of Escondido 2012). Therefore, impacts from landslides would be less than significant.

*b) Would the project result in substantial soil erosion or the loss of topsoil?*

**Less Than Significant Impact.** Project demolition and construction would remove the former City police station and temporarily expose soils to increased erosion potential. The project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) Construction General Permit, which requires the implementation of a stormwater pollution prevention plan (SWPPP). The SWPPP would employ various best management practices (BMPs) intended to minimize soil erosion during construction. BMPs may include measures such as watering the exposed areas to reduce erosion potential. Upon completion of construction, the project site would be fully developed with structures, parking, and landscaped areas, which would minimize any long-term erosions potential. Therefore, impacts would be less than significant.

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

**Less Than Significant Impact With Mitigation Incorporated.** Geotechnical borings were performed within the project site to test soil characteristics. Boring depth ranged from approximately 7 to 18 feet below the surface. Tests indicate that the surface is underlain by approximately 1 to 3 feet of artificial fill underlain by late Quaternary-aged older alluvial deposits, which in turn is underlain by middle Cretaceous-age decomposed granitic rock materials. Refer to Appendix D for a full discussion and test results of the underlying soils.

The proposed project would result in new development where structures currently exist. The geotechnical report concluded that, while the project site is generally suitable for development and that hazards resulting from geotechnical risk is low, the soil characteristics found on site still could affect proposed structures. The artificial fill materials and upper portions of the alluvial deposits were determined to be loose and of variable densities, which could adversely affect the proposed structures. Therefore,

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impacts would be potentially significant. Implementation of mitigation measure MM-GEO-1, which requires incorporation of the site and project specific geotechnical recommendations as found within the geotechnical report into project design, would reduce potentially significant impacts to a level below significance.

### Mitigation Measures

**MM-GEO-1** Prior to the issuance of the grading permit, the applicant shall verify that the applicable recommendations of the Geotechnical Evaluation have been incorporated into the project design and construction documents to the satisfaction of the City Engineer. Recommendations shall be held to performance standards within the applicable ordinances (including grading, construction, and landscaping regulations) of the City as well as the standards provided in the most recent California Building Code which are intended to reduce risk related to geologic hazards.

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

**Less Than Significant Impact.** Refer to response 3.6(c) for a brief summary of the underlying soils within the project site. Soils beneath the project site were tested for their expansive properties. As indicated in the geotechnical report, soils beneath the project site represent a very low to low expansion potential. Therefore, the soils do not present substantial risks to life or property as a result of expansion and impacts would be less than significant.

- e) *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?*

**No Impact.** The project does not propose the use of septic tanks; therefore, no impact would occur.

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## 3.7 Greenhouse Gas Emissions

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

This section is based upon the Air Quality and Greenhouse Gas Emissions Technical Report (AQ/GHG report) prepared by Dudek in June 2016. The AQ/GHG report is included as Appendix A to this MND. Background and methodologies regarding the air quality analysis are found in Appendix A.

- a) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

**Less Than Significant Impact.**

### Construction Impacts

Construction of the proposed project would result in GHG emissions, which are primarily associated with use of off-road construction equipment, on-road hauling and vendor (material delivery) trucks, and worker vehicles. GHG emissions associated with temporary construction activity were quantified using the CalEEMod. Refer to Appendix A for model assumption details.

Table 3.7-1, Estimated Annual Construction Greenhouse Gas Emissions, shows the estimated annual GHG construction emissions associated with the proposed project as well as the annualized construction emissions over a 30-year “project life.”

**Table 3.7-1  
Estimated Annual Construction Greenhouse Gas Emissions**

Year	MT CO <sub>2</sub>	MT CH <sub>4</sub>	MT N <sub>2</sub> O	MT CO <sub>2</sub> E
2016	245.10	0.05	0.00	246.20

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**Table 3.7-1  
Estimated Annual Construction Greenhouse Gas Emissions**

Year	MT CO <sub>2</sub>	MT CH <sub>4</sub>	MT N <sub>2</sub> O	MT CO <sub>2</sub> E
2017	240.24	0.04	0.00	241.04
<b>Total</b>	<b>485.34</b>	<b>0.09</b>	<b>0.00</b>	<b>487.24</b>
<b>Annualized Emissions</b>	<b>16 MT CO<sub>2</sub>E/yr</b>			

**Source:** Appendix A

MT CO<sub>2</sub> – metric tons carbon dioxide; MT CH<sub>4</sub> – metric tons methane; MT N<sub>2</sub>O – metric tons nitrous oxide; MT CO<sub>2</sub>E – metric tons carbon dioxide equivalent

Estimated annualized project-generated construction emissions would be approximately 14 metric tons carbon dioxide equivalent (MT CO<sub>2</sub>E). However, since there is no separate GHG threshold for construction, the evaluation of significance is discussed in the operational emissions analysis below.

### **Operational Impacts**

Operation of the proposed project would result in GHG emissions from vehicular traffic, area sources (e.g., natural gas combustion and landscaping), electrical generation, water supply, and solid waste as described below.

#### ***Vehicular Traffic***

The proposed project would generate GHG emissions through the vehicular traffic generated by the proposed project. GHG emissions associated with project-generated daily traffic were estimated using CalEEMod and were based on the proposed project’s traffic generation of a total of 955 trips per day (refer to Section 3.17, Transportation and Traffic and Appendix G).

#### ***Area Sources***

In addition to estimating mobile source emissions, CalEEMod was also used to estimate emissions from project area sources, including natural gas combustion for hearths and appliances, and landscape maintenance. Natural gas usage for the proposed project was based upon the CalEEMod default usage rate for a mid-rise apartment.

#### ***Electrical Generation***

The generation of electricity through combustion of fossil fuels typically results in emissions of CO<sub>2</sub> and to a smaller extent methane (CH<sub>4</sub>) and nitrous oxide (N<sub>2</sub>O). Annual electricity emissions were estimated using the reported CO<sub>2</sub> emissions per kilowatt-hour for San Diego Gas and Electric (SDG&E) as utilized in CalEEMod.

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## *Solid Waste*

The proposed project would generate solid waste, and therefore, result in CO<sub>2</sub>E emissions associated with landfill off-gassing. Solid waste generation was derived from the CalEEMod default rates for mid-rise apartment units. Emission estimates associated with solid waste were estimated using CalEEMod.

## *Water Supply and Wastewater*

Water supplied to the proposed project requires the use of electricity. Accordingly, the supply, conveyance, treatment, and distribution of water would indirectly result in GHG emissions through use of electricity. Annual water use for the proposed project and GHG emissions associated with the electricity used for water supply were calculated based upon default water use estimates for a mid-rise apartment as estimated by CalEEMod and SDG&E factors.

Table 3.7-2, Estimated Annual Unmitigated Operational Greenhouse Gas Emissions, shows the operational GHG emissions associated with the proposed project.

**Table 3.7-2  
Estimated Annual Unmitigated Operational Greenhouse Gas Emissions**

	MT CO <sub>2</sub>	MT CH <sub>4</sub>	MT N <sub>2</sub> O	MT CO <sub>2</sub> E
Area Sources	73.48	0.00	0.00	73.95
Energy	258.43	0.01	0.00	259.39
Mobile Sources	866.80	0.04	0.00	867.55
Solid Waste	12.38	0.73	0.00	27.74
Water Supply and Wastewater	56.83	0.27	0.01	64.66
<b>Total</b>	<b>1,197.92</b>	<b>1.05</b>	<b>0.01</b>	<b>1,293.29</b>
Amortized Construction Emissions		N/A		16
<b>Operation + Amortized Construction Total</b>	<b>1,309 MT CO<sub>2</sub>E</b>			

Source: Appendix A

MT CO<sub>2</sub> – metric tons carbon dioxide; MT CH<sub>4</sub> – metric tons methane; MT N<sub>2</sub>O – metric tons nitrous oxide; MT CO<sub>2</sub>E – metric tons carbon dioxide equivalent

As shown in Table 3.7-2, estimated annual mitigated project-generated GHG emissions in 2018 would be approximately 1,293 MT CO<sub>2</sub>E per year as a result of project operations. Estimated annual mitigated project-generated emissions in 2018 from area, energy sources, mobile, solid waste, and water/wastewater sources, and amortized project construction emissions would be approximately 1,309 MT CO<sub>2</sub>E per year.

Emissions from the proposed project would be below the City of Escondido’s 2,500 MTCO<sub>2</sub>E screening threshold. As such, impacts would be less than significant.

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

**Less Than Significant Impact.** In accordance with AB 32, CARB developed the Scoping Plan to outline the state’s strategy to achieve 1990-level emissions by year 2020. To estimate the reductions necessary, CARB projected statewide 2020 business-as-usual (BAU) GHG emissions and identified that the state as a whole would be required to reduce GHG emissions by 28.5 percent from year 2020 BAU to achieve the targets of AB 32 (CARB 2008). Since release of the 2008 Scoping Plan, CARB has updated the 2020 GHG BAU forecast to reflect GHG emissions in light of the economic downturn and measures not previously considered in the 2008 Scoping Plan baseline inventory. The revised BAU 2020 forecast shows that the state would have to reduce GHG emissions by 21.6 percent from BAU or 15.7 percent from the adjusted baseline (i.e., with Pavley and 33 percent RPS). Additionally, the Scoping Plan identifies recommended measures for multiple GHG emission sectors and the associated emission reductions needed to achieve the year 2020 emissions target—each sector has a different emission reduction target. Most of the measures target the transportation and electricity sectors and are not directly applicable to the proposed project. Refer to Appendix A for information regarding the project’s consistency with the Scoping Plan.

The City’s E-CAP identifies a series of GHG reduction measures within their Screening Table, which projects can incorporate in order to achieve the reduction targets and lessen GHG emissions. While these reduction measures were not intended to expressly define “consistency” of a specific project with the City’s E-CAP, it can be said that a project that would implement any of the reduction measures would assist in achieving attainment of the E-CAP’s goals for the City as a whole and therefore would not conflict with the E-CAP. Most of the reduction measures require all projects to at least meet Title 24 compliance. Some sustainable features may be included in development of the proposed project, however without specific details it cannot be determined if the proposed project could meet additional requirements within the Screening Table. Therefore, complying with the Title 24 standard reduction measures would ensure that the proposed projects’ contribution of GHGs would be reduced.

As discussed previously, the project would not exceed the City of Escondido screening threshold of 2,500 MT CO<sub>2</sub>E per year. For comparison, the project would also be below GHG emission thresholds considered by several California air districts. Other such GHG thresholds include the Bay Area Air Quality Management District’s interim threshold of 1,100 MT CO<sub>2</sub>E per year for commercial, industrial, and public land-use projects (BAAQMD 2010); the Sacramento Metropolitan Air Quality Management District’s threshold of 1,100 MT CO<sub>2</sub>E per year for projects with construction or operational phases

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(SMAQMD 2014); and the South Coast Air Quality Management District’s draft interim threshold of 3,000 MT CO<sub>2</sub>E per year for residential and commercial projects (SCAQMD 2008). Because the project would not exceed the screening threshold of the City of Escondido or thresholds in other air districts with expertise in the area, this analysis provides support for the conclusion that the project would not conflict with Executive Order S-3-05’s GHG reduction goals for California.

At the regional level, SANDAG’s Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) has been adopted for the purpose of reducing GHG emissions attributable to passenger vehicles in the County of San Diego. While the RTP/SCS does not regulate land use or supersede the exercise of land use authority by SANDAG’s member jurisdictions (i.e., the County and cities therein), the RTP/SCS is a relevant regional reference document for purposes of evaluating the intersection of land use and transportation patterns and the corresponding GHG emissions. The RTP/SCS is not directly applicable to the proposed project because the underlying purpose of the RTP/SCS is to provide direction and guidance on future regional growth (i.e., the location of new residential and non-residential land uses) and transportation patterns throughout the County, as stipulated under SB 375. The project would support the goals and policies of the RTP/SCS. Additionally, the redevelopment of the project site would support the overarching intent of the RTP/ SCS, which would be accomplished through infill or redevelopment development of the project site.

Finally, the SDAPCD has not adopted GHG reduction measures that would apply to the GHG emissions associated with the proposed project. Therefore, this impact would be less than significant.

### 3.8 Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VIII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VIII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:</b>				
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

This section is based upon the Phase I Environmental Site Assessment (Phase I ESA) prepared by EEI Geotechnical & Environmental Solutions in September 2015. The Phase I ESA is included as Appendix E to this MND. Background and methodologies regarding the Phase I ESA are found in Appendix E.

**a) *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?***

**Less Than Significant Impact.** Construction of the proposed project would require the transport of potentially hazardous materials including, but not limited to, fuels, lubricants, and various other liquids needed for operation of construction equipment. Proper BMPs, including those identified in the required SWPP, and hazardous materials handling protocols would be prepared and implemented to ensure safe storage, handling, transport, use, and disposal of all hazard materials during the construction phase of the proposed project. Construction would also adhere to any local standards set forth by the City of

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Escondido, as well as state and federal health and safety requirements that are intended to minimize hazardous materials risk to the public, such as California Occupational Safety and Health (CalOSHA) requirements, Hazardous Waste Control Act, California Accidental Release Prevention Program (CalARP), and the California Health and Safety Code. Therefore, impacts related to routine transport, use, or disposal of hazardous materials during construction would be less than significant. For discussion of potential asbestos containing materials (ACM) and lead based paint (LBP) impacts during demolition of the former City police station, refer to response 3.8(b), below.

The project would involve development of residential land uses and associated landscaping and facilities; as compared to industrial uses, the proposed uses are not typically considered potentially hazardous to the public. During operation of the proposed project, use of hazardous materials primarily involves the private use of commercially available cleaning products, landscaping chemicals and fertilizers, and various other commercially available substances. These substances are required to comply with relevant federal, state, and local health and safety laws, which are intended to minimize health risk to the public associated with hazardous materials. Therefore, impacts related to routine transport, use, or disposal of hazardous materials during operation would be less than significant.

- b) *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

**Less Than Significant With Mitigation Incorporated.** Due to the age of the existing on-site former City police station, ACM and LBP may be present. An ACM and LBP Survey was conducted at the project site by Altec Testing & Engineer, Inc. in September 2015 (included in Appendix E). Samples collected from the interior, exterior, and roof of the existing building contained approximately 16,700 square feet of ACM; LBP was discovered in samples collected within the first floor restrooms. Therefore, demolition of the existing on-site structure may result in the release of hazardous materials into the environment and impacts would be potentially significant. Implementation of mitigation measure MM-HAZ-1, which requires the preparation and implementation of an ACM and LBP abatement plan, would reduce potentially significant impacts to a level below significance.

Record searches conducted for the Phase I ESA indicated that the project site contained a former 2,000-gallon diesel fuel underground storage tank. This tank was removed from the project site in October 2010 per direction of the County of San Diego Department of Environmental Health (DEH), and the former storage tank case has since been determined to be closed. As such, soil samples around the former location of the storage tank indicate a low threat. In the event that stained or suspicious soils are encountered

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during excavation, implementation of mitigation measure MM-HAZ-2 would ensure that impacts remain less than significant through evaluation of contaminated soils.

During both construction and operation of the proposed project, there is potential for release of hazardous materials related to storage, transport, use, and disposal from construction debris (non-demolition related), landscaping, and commercial products. However, the proposed project would be required to adhere to federal, state, and local laws, such as CalOSHA requirements, Hazardous Waste Control Act, CalARP, and the California Health and Safety Code, which are intended to minimize risk to public health associated with hazardous materials. Additionally, the project proposes residential development, which is not typically considered a source of substantial hazardous materials. Therefore, impacts would be less than significant.

### Mitigation Measures

**MM-HAZ-1** Prior to demolition permit issuance, an asbestos and lead-based paint abatement work plan shall be prepared in compliance with local, state, and federal regulations for any necessary removal and disposal of such materials to the satisfaction of the City of Escondido Planning Division. A California-licensed lead/asbestos abatement contractor shall be utilized for the removal work and proper removal methodology. All other applicable federal, state, and local regulations regarding the removal, transport and disposal of asbestos-containing material shall be applied.

**MM-HAZ-2** Prior to grading permit issuance, the applicant shall include the following on the project's construction plans to the satisfaction of the City of Escondido Planning Division: During excavation of soils in and around the location of the former underground storage tank, any stained or suspicious soils shall be evaluated for contamination levels. Contamination level testing and proper disposal shall occur per California Department of Toxic Substances Control and County of San Diego Department of Environmental Health requirements.

c) ***Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?***

**No Impact.** No schools are located within one-quarter mile of the project site. The nearest school, Classical Academy High School, is located approximately 0.7 miles from the project site. No impact would occur.

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- d) *Would the project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

**Less Than Significant With Mitigation Incorporated.** The former City police station on the project site was listed in the Hazardous Waste Facility and Manifest data database, which tracks hazardous waste manifests that are received each year by the California Department of Toxic Substances Control. The type of waste was listed as tank bottom waste (2010), aged or surplus organics (2004), and organic liquid mixture (1993). As indicated in the Phase I ESA, this listing is not considered a substantial hazard to the public or the environment.

As described in response 3.8(b), the project site contained a former underground storage tank and appears on several historical hazardous materials databases. The storage tank has since been removed and is considered a closed case by the County of San Diego DEH, and is no longer an active hazardous materials site. However, as described in response 3.8(b), soils surrounding the location of the former tank may present a risk to the environment; mitigation measure MM-HAZ-2 would ensure that impacts would be less than significant.

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

**No Impact.** The project is not located within an airport land use plan and there are no airports within two miles of the project site. The nearest airport, the McClellan-Palomar Airport, is located approximately 10.2 miles to the west. Due to the distance to the nearest airport, development of the project would not result in the airport related hazards and no impact would occur.

- f) *For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?*

**No Impact.** There are no private airstrips within two miles of the project site. Per the City's General Plan Mobility and Infrastructure Element, a small private airstrip is located north of Lake Wohlford (approximately 6.8 miles northeast of the project site), but has no air service (City of Escondido 2012). No impact would occur.

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- g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

**Less Than Significant.** Valley Parkway, including the portion of West Valley Parkway adjacent to the project site, is identified as an emergency evacuation route on Figure VI-1 of the City’s General Plan Community Protection Element (City of Escondido 2012). Construction equipment would be staged on site and would not require encroachment into the West Valley Parkway right-of-way (ROW). Operation of the project would occur entirely within the project site. Therefore, the proposed project would not impede access and circulation during an emergency. Impacts would be less than significant.

- h) Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

**Less Than Significant Impact.** According to CAL FIRE’s Very High Fire Hazard Severity Zones in LRA (Local Responsibility Area) map, the project site is not located within or adjacent to a Very High Fire Hazard Severity Zone (CAL FIRE 2009). The project site is located within the highly urbanized and developed downtown area of the City of Escondido. The project site does not contain and is not adjacent to wildlands where there is risk for wildfire. Therefore, impacts would be less than significant.

### 3.9 Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IX. HYDROLOGY AND WATER QUALITY – Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IX. HYDROLOGY AND WATER QUALITY – Would the project:</b>				
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a) *Would the project violate any water quality standards or waste discharge requirements?***

**Less Than Significant Impact.** Construction activities associated with the proposed project could result in wind and water erosion of the disturbed area leading to sediment discharges. Similarly, as described in Section 3.8, Hazards and Hazardous Materials, fuels, oils, lubricants, and other hazardous substances used during construction could be released and impact water quality. The proposed project is required to comply with the NPDES State Water Resources Control Board Construction General Permit Order No. 2009-0009-DWQ for stormwater discharges and general construction activities, and incorporate standard BMPs such as regular cleaning or sweeping of construction areas and impervious areas, and various stormwater BMPs such as filtration media screens. In compliance with the Construction General Permit, a SWPPP would be prepared that specifies BMPS that would be implemented during construction to minimize impacts to water quality. Therefore, impacts would be less than significant.

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- b) *Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?*

**Less Than Significant Impact.** The proposed project would not utilize groundwater during construction or operation. Subsurface borings associated with the geotechnical reported indicated that there is no static ground water table within 18 feet of the surface; perched groundwater, which may result from changes in surface topography, precipitation, and irrigation, was found at approximately 15 feet below the surface (Appendix D). The proposed project would result in a change in amount of impervious groundcover on the project site. Per the City's Urban Water Management Plan (UWMP), the City does not depend on groundwater sources in its water supplies (City of Escondido 2011). Therefore, the proposed project would not substantially deplete or interfere with groundwater supplies and impacts would be less than significant.

- c) *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?*

**Less Than Significant Impact.** The proposed project would redevelop a site with existing hardscape and engineered drainage facilities. Per the geotechnical report, surface flows generally follow topography to the north when stormwater would enter the storm drain system (Appendix D). While the proposed project would alter the amount of impervious surfaces on the project site compared to the existing condition, the increase would not be substantial. The project would include landscaped areas that would minimize erosion of surficial soils. The site would be designed to mimic existing drainage patterns and would not substantially alter the existing drainage pattern such that substantial erosion would occur on- or off-site. Therefore, impacts would be less than significant.

- d) *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*

**Less Than Significant Impact.** Refer to response 3.9(c). The increase in impervious area compared to the existing condition would not be substantial. The project would mimic existing drainage and would not substantially alter the existing drainage

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pattern such that it would increase flooding on- or off-site. Therefore, impacts would be less than significant.

- e) *Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

**Less Than Significant Impact.** Refer to responses 3.9(a) and (c). In compliance with the Construction General Permit, a SWPPP would be prepared that specifies BMPS that would be implemented during construction to minimize impacts to water quality. While the proposed project would alter the amount of impervious surfaces on the project site compared to the existing condition, the increase would not be substantial such that the amount of stormwater runoff would exceed the capacity of the stormwater drainage system. Therefore, impacts would be less than significant.

- f) *Would the project otherwise substantially degrade water quality?*

**Less Than Significant Impact.** Refer to responses 3.9(a), (c), and (e). In compliance with the Construction General Permit, a SWPPP would be prepared that specifies BMPS that would be implemented during construction to minimize impacts to water quality. Therefore, impacts to water quality would be less than significant.

- g) *Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*

**No Impact.** According to Flood Insurance Rate Map Number FM06073C1077G, the project site is located within flood Zone X, which is defined as an area of minimal flood hazards, typically above the 500-year flood level (Appendix E). Therefore, the proposed project would not place housing within a 100-year flood hazard area and no impact would occur.

- h) *Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?*

**No Impact.** Refer to response 3.9(g) above. The proposed project would not place housing within a 100-year flood hazard area and no impact would occur.

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- i) *Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?*

**Less Than Significant Impact.** The project site and generally the central portion of the City is located within the Dixon Lake Dam and Lake Wohlford Dam inundation zones (SanGIS 2015). Therefore, the proposed project would place housing within a dam inundation zone.

Although the project would place habitable structures within a dam inundation zone, the project would not be subject to any greater risk of dam inundation hazard than the existing on-site development and the existing surrounding development. Additionally, the project would be built to the most recent safety standards and no habitable areas would be located on the ground floor. Therefore, impacts would be less than significant.

- j) *Inundation by seiche, tsunami, or mudflow?*

**Less Than Significant Impact.** The project site is approximately 13.5 miles inland from the Pacific Ocean and would not be subject to inundation by tsunami. Given that the project site is not located near a large standing body of water (the nearest is Lake Hodges, approximately 3.2 miles away), inundation by seiche (or standing wave) is considered negligible. As discussed in Section 3.6, Geology and Soils, the project site is generally flat with no steep slopes and does not contain slopes subject to potential landslide or mudflows. Therefore, impacts would be less than significant.

### 3.10 Land Use and Planning

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>X. LAND USE AND PLANNING – Would the project:</b>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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a) *Would the project physically divide an established community?*

**No Impact.** The proposed project would be located entirely within the 2.6-acre project site, which is currently developed. None of the proposed project components would potentially block or impede movements between surrounding established communities. No impact would occur.

b) *Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*

**Less Than Significant Impact.** The site is located within the Downtown SPA within the Gateway Transit District. The project is bounded by West Valley Parkway and the Escondido Transit Center to the north, and office commercial land uses to the east. The project site is zoned as S-P and is subject to the policies and regulations of the Downtown Specific Plan. The General Plan and the Downtown Specific Plan contain guidelines and regulations to promote higher density urban residential growth in the Downtown SPA and reinvestment in existing land. The proposed project is located within the Gateway Transit District of the Downtown SPA which is “intended to accommodate new and existing employee intensive professional, office, and a range of select commercial & professional services as well as high-density residential uses in targeted areas” (City of Escondido 2013).

Residential uses are permitted within the project site up to a density of 100 dwelling units per acre. Per the Downtown Specific Plan, ground floor residential uses are allowed with a permit within the center of the site away from the roadways, while ground floor commercial/office space is required along the perimeter of the project site adjacent to roadways with residential above (see Figure II-4 of the Downtown Specific Plan). While no residential is proposed on the ground floor, with the exception of the proposed commercial flex space near the western corner of the project site, no other ground floor commercial uses are proposed along the perimeter. Prior to project approval, the Historic Preservation Commission and/or the Planning Commission would perform a design review to ensure compliance with the provisions of the Downtown Specific Plan (City of Escondido 2013).

Overall, the proposed project would conform with the development and design regulations outlined in the Downtown Specific Plan, with the exception of parking and ground-floor commercial requirements. The planning review process would allow for standards of the Downtown Specific Plan to be considered and modified to suit project-

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specific needs, while also recognizing its transit oriented location. The proximity to the Escondido Transit Center (which provides access to the Sprinter light rail) and commercial land uses to the east would encourage residents to utilize alternative modes of transportation to access nearby retail and other areas in the region. The proposed project would further the intent of the Downtown Specific Plan (specifically the Gateway Transit District) to encourage higher density urban residential land uses to encourage a pedestrian-oriented area, a multi-modal transportation network less dependent on single-occupancy automobiles, and higher density residential nearby retail. Therefore, the proposed project would not conflict with the applicable land use plans and impacts would be less than significant.

- c) ***Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?***

**Less Than Significant Impact.** There is no adopted habitat conservation plan for the project area. The project site is located within the Draft Escondido Multiple Habitat Conservation Program Subarea Plan, but not in the Draft North County Multiple Species Conservation Plan and. In the Draft Escondido Multiple Habitat Conservation Program Subarea Plan, the project site is not located within identified vegetation areas or biological core area (City of Escondido 2001). Therefore, the project would not conflict with a habitat conservation plan and impacts would be less than significant.

### 3.11 Mineral Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XI. MINERAL RESOURCES – Would the project:</b>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) ***Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?***

**No Impact.** According to the Department of Conservation’s Generalize Mineral Land Classification Map of Western San Diego County, California, the project site is classified

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as Mineral Resource Zone 4; this zone is defined as “areas where available information is inadequate for assignment to any of [Mineral Resource Zone]” (Department of Conservation 1996). While the value of the mineral deposits in the area is undetermined, the project site is located in a highly developed and urbanized area with land uses that are incompatible with and preclude mineral extraction. Therefore, the proposed project would not result in the loss of availability of a known mineral resource that would be of value to the state and no impact would occur.

- b) *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?***

**No Impact.** The Escondido General Plan does not identify any zones of locally important mineral resources. The project site is located within the highly urbanized downtown area of the City of Escondido governed by the Downtown Specific Plan that focuses on redevelopment to a pedestrian oriented, visitor serving, commercial and residential area, as opposed to mineral resource extraction or other industrial uses. Mineral extraction land uses would be incompatible with the existing and planned land uses within and around the project site. Therefore, no impact to locally important mineral resources would occur.

### 3.12 Noise

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XII. NOISE – Would the project result in:</b>				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XII. NOISE</b> – Would the project result in:				
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

This section is based upon the Gateway Escondido Project Acoustical Analysis Report (noise report) prepared by Dudek in June 2016. The noise report is included as Appendix F to this MND. Background and methodologies regarding the noise analysis are found in Appendix F.

- a) *Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

### **Less Than Significant With Mitigation Incorporated.**

#### **Existing Conditions**

Traffic on West Valley Parkway and West Grand Avenue are the primary sources of noise in the vicinity of the project site. The existing peak-hour traffic volume along West Valley Parkway adjacent to the project site is approximately 1,246 vehicles per hour (vph), and along West Grand Avenue the peak-hour traffic volume is approximately 1,512 vph (Appendix G). Other noise sources in the project vicinity include the transit center to the north, commercial/industrial land uses to the south, and the AT&SF rail line to the west.

Four short-term noise measurements were conducted to characterize the existing noise levels. Noise measurements were conducted at three locations on-site: (1) at the approximate location of the proposed recreation area on the west side of the project site; (2) near the proposed northernmost facades of the project facing West Valley Parkway; and (3) near the proposed southernmost facades of the project facing West Grand Avenue). Additionally a noise measurement was conducted at a residential area west of the project site. Refer to Appendix F for exact locations. Table 3.12-1, Measured Noise Levels summarizes the noise measurements.

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**Table 3.12-1  
Measured Noise Levels**

Description	Date/Time	L <sub>eq</sub> (dBA) <sup>1</sup>
West side of project site	10/8/2015 1:30 p.m. to 1:50 p.m.	58.3
North side of project site	10/8/2015 2:00 p.m. to 2:20 p.m.	68.1
South side of project site	10/8/2015 1:00 p.m. to 1:20 p.m.	66.9
Residences to the west of project site	10/8/2015 12:30 p.m. to 12:50 p.m.	65.4

**Notes:**

<sup>1</sup> Equivalent Continuous Sound Level (Time-Average Sound Level) using A-weighted decibels (dBA)

### Construction

The City restricts the times of day when construction may occur (7 a.m. to 6 p.m. Mondays through Fridays, 9 a.m. to 5 p.m. on Saturdays and not at all on Sundays or on public holidays). The City also has a maximum one-hour average construction noise limit of 75 decibels (dB) at noise-sensitive land uses, unless a variance has been obtained in advance from the city manager.

Construction would result in a temporary increase in noise in and around the project site. Construction of the proposed project would take place within the hours specified in Section 17-234 of the Escondido Municipal Code. No special construction techniques (i.e., pile driving or blasting) are anticipated to be necessary for construction of the project. Routine noise levels from conventional construction activities (with a typical number of three to four pieces of equipment operational on the site) range from 75 to 86 A-weighted decibels (dBA) sound level equivalent (L<sub>eq</sub>) at a distance of 50 feet. Due to improvements in construction equipment silencing technology, these sound levels are 3 decibels (dB) lower than the noise levels reported in the 1971 Environmental Protection Agency study (U.S. EPA 1971). The typically quietest phase of building site construction for similar multi-family residential projects is that associated with constructing foundations (75 dBA L<sub>eq</sub> at a distance of 50 feet), and the typically loudest phases, producing 86 dBA L<sub>eq</sub> at 50 feet, are those associated with grading and finishing activities.

The nearest noise-sensitive land uses (residences) are located approximately 300 feet west of the project site. Noise levels from construction activities generally decrease at a rate of 6 dB per doubling of distance away from the activity. Therefore, at a distance of 300 feet, construction noise levels would range from 59 to 70 dBA L<sub>eq</sub>. Therefore, construction noise

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levels at the nearest noise-sensitive land use would not exceed the City's maximum one-hour construction noise limit of 75 dB; impacts would be less than significant.

### **Operation**

The site would primarily be affected from traffic noise along West Valley Parkway and West Grand Avenue. The proposed project would generate an estimated 955 trips per day (Appendix G). The Cumulative with Project traffic volumes along West Valley Parkway and West Grand Avenue adjacent to the project site in the peak-traffic hour are projected to be approximately 1,458 and 1,811 vph respectively (Appendix G).

### ***Exterior Noise***

On-site noise sensitive receptor locations consisted of the second, third, and fourth floor building facades, balconies, and the recreational area near the center of the project site. No habitable areas are proposed on the ground floor.

The noise modeling results are presented in Table 3.12-2, Summary of On-Site Future Unmitigated Traffic Noise Levels. The results of the noise modeling indicate that on-site noise levels at the facades/balconies fronting West Valley Parkway and West Grand Avenue would range from 66 to 67 dB Community Noise Equivalent Level (CNEL), exceeding the City's General Plan noise level threshold of 65 dB CNEL for new multi-family residential developments. However, these noise levels are within the City's Noise/Land Use Compatibility category of "conditionally acceptable" (60 to 70 dB CNEL) which is defined as:

"New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will usually suffice."

Because the project's facades/balconies are not subject to the 65 dB CNEL noise standard pursuant to Figure VI-13 of the Community Protection Element, the project would comply with the City's General Plan exterior noise threshold for multi-family residences and impacts would be less than significant.

The rooftop deck, because it is considered a common outdoor usable space, would be subject to the City's 65 dB CNEL noise standard. As shown in Table 3.12-2, noise would exceed this noise standard at the rooftop deck. With incorporation of mitigation measure

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MM-NOI-1, which requires a noise barrier along the north side of the deck, impacts would be reduced to less than significant.

The future noise level at the ground-level recreation area would be 55 to 58 dB CNEL, and thus would not exceed the City's General Plan exterior noise level threshold; impacts would be less than significant.

**Table 3.12-2  
Summary of On-Site Future Unmitigated Traffic Noise Levels**

Receiver	Noise Level (dB CNEL)
<i>North Side of Project Site</i>	
2nd floor façade/balconies fronting on West Valley Parkway	66
3rd floor façade/balconies fronting on West Valley Parkway	66
4th floor façade/balconies fronting on West Valley Parkway	66
2nd floor façade/balconies northwest side	61-62
3rd floor façade/balconies northwest side	61-62
4th floor façade/balconies northwest side	61
2nd floor façade/balconies northeast side	57-62
3rd floor façade/balconies northeast side	57-62
4th floor façade/balconies northeast side	57-62
Rooftop deck	66
<i>South Side of Project Site</i>	
2nd floor façade/balconies fronting on West Grand Avenue	67-68
3rd floor façade/balconies fronting on West Grand Avenue	67
4th floor façade/balconies fronting on West Grand Avenue	66-67
2nd floor façade/balconies southwest side	59-62
3rd floor façade/balconies southwest side	59-62
4th floor façade/balconies southwest side	59-62
2nd floor façade/balconies southeast side	61-67
3rd floor façade/balconies southeast side	61-67
4th floor façade/balconies southeast side	60-66
4: Recreation area (middle of project site)	56
<i>Interior of Project Site</i>	
2nd floor façade/balconies facing interior of project site	45-60
3rd floor façade/balconies facing interior of project site	47-62
4th floor façade/balconies facing interior of project site way	48-62
Recreation area (middle of project site)	55
Recreation area (west side of project site)	58

Source: Appendix F

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### *Interior Noise*

The City and the State require that interior noise levels not exceed a CNEL of 45 dB within residences. Typically, with the windows open, building shells provide approximately 15 dB of noise reduction. Therefore, rooms exposed to an exterior CNEL greater than 60 dB could result in an interior CNEL greater than 45 dB. The State Building Code recognizes this relationship and, therefore requires interior noise studies when the exterior noise level is projected to exceed 60 dB CNEL.

The data shown in Table 3.12-1, Summary of On-Site Future Unmitigated Traffic Noise Levels, indicate that the future noise levels would range up to 66 dB CNEL at the facades of the residences adjacent to West Valley Parkway and up to 68 dB CNEL at the facades of the residences adjacent to West Grand Avenue. Thus, the interior noise level within the habitable rooms of these dwelling units could exceed the 45 dB CNEL noise threshold; impacts would be potentially significant. Implementation of mitigation measure MM-NOI-1, which requires an interior noise analysis be performed for the dwelling units adjacent to West Valley Parkway and West Grand Avenue once building design is known so that standard noise minimization measures can be implemented, would reduce potentially significant impacts to less than significant.

Dwelling units which are oriented such that the doors and windows are interior to the project site, which do not have a direct view of either West Valley Parkway or West Grand Avenue, would have traffic noise level exposures of less than 60 dB CNEL.

### *Rail Noise*

The eastern terminus of the NCTD SPRINTER light rail line is located approximately 100 feet north of the project site. Current service to and from the Escondido Transit Center occurs every 30 minutes, from approximately 4 a.m. to 9:30 p.m. Monday through Sunday, with late-night service until 12:30 a.m. on Fridays and Saturdays. According to the Escondido General Plan, Downtown Specific Plan, and Climate Action Plan Environmental Impact Report, the 60 dBA CNEL noise contour for the SPRINTER rail line is 50 feet from the track (Appendix F). Based upon on-site noise measurements and observations, the noise from the Escondido Transit Center (including the SPRINTER operations) is minimal at the project site, and is not generally noticeable because of the traffic noise along the intervening West Valley Parkway.

The adjacent rail line to the west of the project site is used for occasional freight deliveries to the neighboring industrial area. According to the Escondido General Plan's Downtown Specific Plan and Climate Action Plan Environmental Impact Report the rail line is used by AT&SF for freight approximately 1 round trip, 3 days a week. Because of the frequency of

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usage, the 60 dBA CNEL contour for the freight line is within the railroad right-of-way (Appendix F). Therefore, on-site noise impacts from rail noise would be less than significant.

### Mitigation Measures

**MM-NOI-1** Prior to the issuance of the first building permit, the applicant shall ensure that the design of the proposed rooftop deck includes a noise barrier with a minimum height of 5.5 feet along the sides with direct view of West Valley Parkway, to the satisfaction of the City of Escondido Planning Division.

**MM-NOI-2** Upon completion of detailed building plans (i.e., room dimensions, wall and roof assemblies and window/door schedules) and prior to the issuance of the first building permit, the applicant shall ensure that an interior noise mitigation analysis be prepared, to the satisfaction of the City of Escondido Planning Division. The analysis shall identify specific mitigation measures to ensure interior noise levels remain at or below 45 dB per the City of Escondido's interior noise standard. Noise abatement features shall be identified to attenuate noise and shall be incorporated into project design as necessary. Such features may include mechanical ventilation or an air-conditioning system, sound-rated windows and sound-rated doors.

*b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*

**Less Than Significant Impact.**

### Construction

The heavier pieces of construction equipment used at this site could include bulldozers, graders, loaded trucks, water trucks, and pavers. Groundborne vibration information related to construction activities has been collected by the California Department of Transportation (Caltrans) (Caltrans 2004). Based on published vibration data, the anticipated construction equipment would generate a peak particle velocity of approximately .09 inch/second or less at a distance of 25 feet (FTA 2006). Information from Caltrans indicates that continuous vibrations with a peak particle velocity of approximately 0.1 inch/second begin to annoy people. Groundborne vibration is typically attenuated over short distances. The closest existing residences are approximately 300 feet or more from the construction area. At this distance and with the anticipated construction equipment, the peak particle velocity would be approximately 0.002 inch/second. Therefore, construction activities are anticipated to result in continuous

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vibration below levels that typically annoy people, and well below damage criteria (approximately 0.5 inch/second or greater for buildings of reinforced-concrete, steel or timber construction). Construction vibration impacts would be less than significant.

### Operation

The adjacent rail line is used by AT&SF for freight approximately 1 round trip, 3 days a week. Using Federal Transit Administration criteria, the level of activity is classified as infrequent usage, for which the impact criteria for residential land use is 80 vibration decibels (VdB). Based upon a General Assessment approach, and adjusting for an assumed maximum train speed in this area of 10 miles per hour, the estimated vibration level at the closest proposed project dwellings would be 74 to 76 VdB, which would be barely perceptible and below the FTA standard. Therefore, on-site vibration impacts from rail operations would be less than significant.

- c) *Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

**Less Than Significant.** Permanent noise level impacts would be associated with project operation resulting from increases in traffic noise and on-site sources.

### Off-Site Traffic Noise

The project's traffic report (Appendix G) was used to assess the potential off-site project-related noise impact at the nearest noise-sensitive land uses (residences to the west of the project site). As shown in Table 3.12-3, Summary of Off-Site Future Unmitigated Traffic Noise Levels the proposed project would not result in a measurable or noticeable increase in traffic noise levels, or would it cause or exacerbate an exceedance in City traffic noise standards. Therefore, the project's effects on off-site traffic noise would be less than significant.

**Table 3.12-3  
Summary of Off-Site Future Unmitigated Traffic Noise Levels**

Noise Level (dB CNEL)			
<i>Existing</i>	<i>Existing with Project</i>	<i>Cumulative Without Project</i>	<i>Cumulative with Project</i>
67	67	67	68

Source: Appendix F

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### Other Operational Noise

Operational phase of the proposed project involves residential development and an overall increase in human presence. Noise associated with residential neighborhoods such as nuisance noise, landscaping, and parking areas would likely occur at different times, durations, and locations. Such nuisance noise is typical of residential development would not likely exceed the City's noise thresholds. Therefore, impacts would be less than significant.

- d) *Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

**Less Than Significant Impact.** Refer to response 3.12(a). Construction would result in a temporary increase in noise in and around the project site; however, at a distance of 300 feet, construction noise levels would range from 59 to 70 dBA  $L_{eq}$ . Therefore, construction noise levels at the nearest noise-sensitive land use would not exceed the City's maximum one-hour construction noise limit of 75 dB; impacts would be less than significant.

The operational phase of the proposed project involves residential development and an overall increase in human presence. Noise associated with residential neighborhoods such as nuisance noise, landscaping, and parking areas would likely occur at different times, durations, and locations. Such nuisance noise is typical of residential development would not likely exceed the City's noise thresholds. Temporary operational noise would be less than significant.

- e) *Would the project be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

**No Impact.** The project is not located within an airport land use plan and there are no airports within two miles of the project site. The nearest airport, the McClellan-Palomar Airport, is located approximately 10.2 miles to the west. Due to the distance to the nearest airport, development of the project would not result in the exposure of excessive airport related noise levels and no impact would occur.

- f) *Would the project be within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?*

**No Impact.** There are no private airstrips within two miles of the project site. Per the City's General Plan Mobility and Infrastructure Element, a small private airstrip is located north of Lake Wohlford (approximately 6.8 miles northeast of the project

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site), but has no air service (City of Escondido 2012). Development of the project would not result in the exposure of excessive airstrip related noise levels and no impact would occur.

### 3.13 Paleontological Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIII. PALEONTOLOGICAL RESOURCES</b> – Would the project:				
a) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

**Less Than Significant Impact.** Geotechnical borings were performed within the project site to test soil characteristics. Boring depth ranged from approximately 7 to 18 feet below the surface. Tests indicate that the surface is underlain by approximately 1 to 3 feet of artificial fill underlain by late Quaternary-aged older alluvial deposits, which in turn is underlain by middle Cretaceous-age decomposed granitic rock materials. Per the City’s General Plan Environmental Impact Report, the granitic rock has no potential to contain paleontological resources but the older alluvial deposits have moderate potential (City of Escondido 2012b). The project site has been heavily disturbed when the existing on-site building, foundations, utilities, and other structures were constructed. Given the extent of previous disturbance, depth of alluvial deposits, and likely depth of excavation for the proposed project, impacts to paleontological resources would be less than significant.

### 3.14 Population and Housing

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIV. POPULATION AND HOUSING</b> – Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

- a) *Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

**Less Than Significant Impact.** The proposed project does not include the extension of infrastructure that would indirectly induce population growth. However, the proposed project would directly introduce a new population to the area through development of residential land uses. The San Diego Association of Governments' (SANDAG's) 2050 Regional Growth Forecast uses several factors to forecast population, housing, and employment growth in San Diego County; one such factor is jurisdictional general plan housing projections and long-term land use planning. The SANDAG 2050 Regional Growth Forecast states that the City of Escondido had a total population of approximately 146,089 people and approximately 48,345 total housing units in 2012 (SANDAG 2013). The City's population is projected to grow by 19% by 2050, resulting in approximately 173,625 people (SANDAG 2013). The City's housing stock is projected to grow by 16% by 2050, resulting in approximately 56,100 total housing units; multi-family housing units are expected to account for approximately 87% of the new housing stock developed in the City between 2012 and 2050 (SANDAG 2013). Based on SANDAG's 3.12 person per household rate for the City of Escondido, the project would introduce approximately 393 people to the area. However, this estimate is considered conservative as half of the proposed units are studio lofts that would typically house fewer than 3.12 equivalent persons.

The project site is located within the Gateway Transit District of the Downtown SPA. As discussed in Section 3.10, Land Use, residential land uses are permitted within the project site and higher density residential is encouraged (a density of up to 100 dwelling units per acre is permitted within the project site). The Downtown SPA is planned to accommodate up to approximately 5,272 residential units (City of Escondido 2013). Therefore, this planned growth in residential units would have been accounted for in SANDAG's regional projections. As the proposed project would develop at a lower density than permitted (48 dwelling units per acre is proposed) in an area planned for residential

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growth, the project’s direct inducement of population growth to the area would not be considered substantial. Therefore, impacts would be less than significant.

- b) *Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

**No Impact.** The project site is currently developed as a former City police station. There are no existing residential uses on the project site. Therefore, the project would not displace any existing housing, and no impact would occur.

- c) *Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

**No Impact.** The project site is currently developed as a former City police station with no existing residential uses on site. Therefore, the project would not displace any number of people and no impact would occur.

### 3.15 Public Services

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XV. PUBLIC SERVICES</b>				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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- a) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:*

### *Fire Protection?*

**Less Than Significant Impact.** The project site is located in the highly developed downtown area of the City currently served by the Escondido Fire Department (EFD) and would not require the expansion of the service area. EFD Station No. 1 is located at 310 North Quince Street, approximately 0.17 miles northeast of the project site. In urbanized areas, the EFD has a 7.5-minute response time for all structure fires and emergency paramedic units (City of Escondido 2012).

The proposed project would directly increase the EFD's service population resulting in an increase in demand for fire protection services, which may affect the EFD's maintenance of response times and service ratios. However, Chapter 6, Article 18B of the Escondido Municipal Code requires that all new residential and commercial development pay a Public Facility Development Fee as a condition of approval "for the purpose of assuring that the public facility standards established by the city are met with respect to the additional needs created by such development" (City of Escondido 2015). The proposed project would be required to pay such fees that would provide funds to the City that may only be used for funding the expansion of public facilities, including fire facilities, to serve new development. The potential future expansion of fire facilities that may result from the use of such fees is not reasonably foreseeable and beyond the scope of this MND. Additionally, the project would be required to comply with the Escondido Fire Code, which would minimize potential impacts to fire protection. With adherence to the municipal code and payment of fees, the project would have less than significant impacts to fire protection services.

### *Police Protection?*

**Less Than Significant Impact.** The project site is located in the highly developed downtown area of the City currently served by the Escondido Police Department (EPD) and would not require the expansion of the service area. The nearest police station is the Escondido Police and Fire Headquarters located at 1163 North Centre City Parkway, approximately 1.21 miles north of the project site. The EPD has a response time standard of 5 minutes for Priority 1 calls (crimes in progress or life threatening) and 6.5 minutes for Priority 2 calls (serious calls requiring rapid response but not life threatening incidents) (City of Escondido 2012). Unlike fire protection, police response typically

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occurs from field officers that patrol the City. The Patrol Division consists of 12 teams of police and community service officers assigned to work specific neighborhoods (Escondido Police Department 2015).

The proposed project would directly increase the EPD's service population resulting in an increase in demand for police protection services, which may affect the EPD's maintenance of response times and service ratios. However, Chapter 6, Article 18B of the Escondido Municipal Code requires that all new residential and commercial development pay a Public Facility Development Fee as a condition of approval "for the purpose of assuring that the public facility standards established by the city are met with respect to the additional needs created by such development" (City of Escondido 2015). The proposed project would be required to pay such fees that would provide funds to the City that may only be used for funding the expansion of public facilities, including police facilities, to serve new development. The potential future expansion of police facilities that may result from the use of such fees is not reasonably foreseeable and beyond the scope of this MND. With adherence to the municipal code and payment of fees, the project would have less than significant impacts to police protection services.

### *Schools?*

**Less Than Significant Impact.** The proposed project is located within the service boundaries of the Escondido Union School District (EUSD) for elementary and middle school students and in the Escondido Union High School District (EUHSD) for high school students. The project would be served by Felicita Elementary School (737 W 13th Avenue), Del Dios Middle School (1400 West Ninth Avenue), and Escondido High School (1535 North Broadway).

The proposed project would directly introduce a new student population within the service boundaries of EUSD and EUHSD. All residential development is required to pay school developer fees to the appropriate district prior to issuance of building permits. The proposed project would be required to pay such fees that would provide funds to EUSD and EUHSD. The potential future expansion of school facilities that may result from the use of such fees is not reasonably foreseeable and beyond the scope of this MND. Additionally, per California Government Code 65995, the payment of required school fees is considered full and complete mitigation of impacts to school facilities. Therefore, impacts to schools would be less than significant.

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### *Parks?*

**Less Than Significant Impact.** The proposed project would directly introduce a new population to the area which would increase the demand for parks. The City has a service ratio of 11.8 acres of active and passive parkland per 1,000 dwelling units (City of Escondido 2012). Based on this ratio, the City would need to provide approximately 1.4 acres of active and passive parkland to meet the increase in dwelling units.

Chapter 6, Article 18C of the Escondido Municipal Code requires that all new residential development pay a Park and Recreational Facilities Development Fee “for the purpose of assuring that the park land and recreational facility standards established by the city are met with respect to the additional needs created by such development” (City of Escondido 2015). The proposed project would be required to pay such fees prior to the issuance of building permits. The potential future expansion of park and recreational facilities that may result from the use of such fees is not reasonably foreseeable and beyond the scope of this MND. The project also includes a total 38,112 square feet of open space, which includes private decks, a recreation area/building, a pathway, and various other open space areas; the recreation area/building accounts for 10,197 square feet of the proposed total open space. With adherence to the municipal code and payment of fees, the project would have less than significant impacts on parks.

### *Other Public Facilities?*

**Less Than Significant Impact.** Chapter 6, Article 18B of the Escondido Municipal Code requires that all new residential and commercial development pay a Public Facility Development Fee as a condition of approval “for the purpose of assuring that the public facility standards established by the city are met with respect to the additional needs created by such development” (City of Escondido 2015). The proposed project would be required to pay such fees that would provide funds to the City that may only be used for funding the expansion of public facilities to serve new development. The potential future expansion of public facilities that may result from the use of such fees is not reasonably foreseeable and beyond the scope of this MND. With adherence to the municipal code and payment of fees, the project would have less than significant impacts on other public facilities.

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### 3.16 Recreation

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

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

**Less Than Significant Impact.** The proposed project would establish a high density residential development within the downtown area of the City of Escondido. It would then contribute a direct permanent increase to the population of the City (conservative estimate of approximately 381 people as discussed in Section 3.14, Population and Housing) and increase the demand for recreational areas. Therefore, the proposed project would likely increase the use of existing parks and recreational trails. However, the proposed project includes the development of usable recreational open space within the project site. Additionally, as discussed in Section 3.15, Public Services, the project would pay a Park and Recreational Facilities Development Fee consistent with the requirements of Chapter 6, Article 18C of the Escondido Municipal Code. The fee would be used by the City to meet the increased demand for parks and recreational facilities incurred by new development. Therefore, with the provision of an on-site recreational area and payment of fees, impacts would be less than significant.

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

**Less Than Significant With Mitigation Incorporated.** The project also includes a total of 38,112 square feet of open space, which includes private decks, a recreation area/building, a pathway, and various other open space areas; the recreation area/building accounts for

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10,197 square feet of the proposed total open space. As such, any adverse environmental impacts associated with the construction of the usable recreational area within the proposed project site are analyzed throughout this MND. Mitigation measure incorporated into the proposed project would ensure that any potential impacts that result from development of the recreational area would be less than significant.

### 3.17 Transportation and Traffic

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVII. TRANSPORTATION/TRAFFIC</b> – Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

This section is based upon the Gateway Grand Traffic Impact Analysis Report (traffic report) prepared by Michael Baker International in June 2016. The traffic report is included as Appendix G to this MND. Background and analysis methodologies regarding the traffic analysis are found in Appendix G.

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- a) *Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?*

**Less Than Significant Impact.** The traffic report evaluated the project's potential impacts to the following 14 intersections and 9 roadway sections:

### Intersections

1. Valley Parkway / I-15 Southbound Ramps
2. Valley Parkway / I-15 Northbound Ramps
3. Valley Parkway / La Terraza Blvd.-Plaza Las Palmas
4. Valley Parkway / North Tulip Street
5. Valley Parkway / Gateway Driveway
6. Valley Parkway / Quince Street
7. Valley Parkway / Centre City Parkway
8. Grand Avenue / Quince Street
9. Grand Avenue / Centre City Parkway
10. Second Avenue / Quince Street
11. Second Avenue / Centre City Parkway
12. North Hale Avenue / North Tulip Street
13. Valley Parkway / Project Driveway
14. West Grand Avenue / Project Driveway

### Roadway Segments

1. Valley Parkway, from I-15 to North Tulip Street
2. Valley Parkway, from North Tulip Street to Project Site
3. Valley Parkway, from Project Site to Quince Street
4. Valley Parkway, from Quince Street to Centre City Parkway
5. West Grand Avenue, North Tulip Street to Project Site

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6. Second Avenue, from Project Site to Quince Street
7. Second Avenue, from Quince Street to Centre City Parkway
8. North Tulip Street, from Valley Parkway to North Hale Avenue
9. North Hale Avenue, from I-15 Direct Access Ramps (DAR) to North Tulip Street

### Existing Conditions

The existing conditions analysis is based on a.m. and p.m. peak hour intersection counts that were collected for this project. Traffic counts were collected in September, November, and December 2015 on a typical weekday during the a.m. and p.m. peak periods (7:00-9:00 a.m. and 4:00-6:00 p.m.) and over a 24-hour period.

Table 3.17-1, Existing Conditions - Peak Hour Intersection Level of Service, summarizes the existing conditions peak hour level of service (LOS) analysis at the study intersections. As shown in Table 3.17-1, the study intersections currently operate at acceptable levels of service (LOS D or better) during the a.m. and p.m. peak hours. Note that there are no existing intersection operations for the proposed project driveways.

**Table 3.17-1  
Existing Conditions - Peak Hour Intersection Level of Service**

Intersection	Existing Conditions			
	AM Peak Hour		PM Peak Hour	
	Delay (sec)	LOS	Delay (sec)	LOS
Valley Parkway / I-15 Southbound Ramps	44.5	D	46.9	D
Valley Parkway / I-15 Northbound Ramps	30.4	C	35.9	D
Valley Parkway / La Terraza Blvd.-Plaza Las Palmas	17.6	B	23.2	C
Valley Parkway / North Tulip Street	27.9	C	29.8	C
Valley Parkway / Gateway Driveway	2.1	A	5.6	A
Valley Parkway / Quince Street	19.1	B	20.3	C
Valley Parkway / Centre City Parkway	22.1	C	21.2	C
Grand Avenue / Quince Street	17.7	B	25.8	C
Grand Avenue / Centre City Parkway	14.2	B	20.3	C
Second Avenue / Quince Street	14.5	B	19.9	B
Second Avenue / Centre City Parkway	17.8	B	22.1	C
North Hale Avenue / North Tulip Street	14.5	B	22.7	C

**Notes:**

<sup>1</sup> LOS = Level of Service

Daily roadway segment levels of service were calculated based on the roadway classification and capacity as well as existing average daily traffic (ADT) volumes. Table

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3.17-2, Existing Conditions – Daily Roadway Segment Level of Service, presents the results of the existing conditions daily roadway segment level of service analysis. As shown in Table 3.17-2, all study roadway segments are currently operating at LOS C or better based on existing ADT volumes and roadway capacity.

**Table 3.17-2  
Existing Conditions – Daily Roadway Segment Level of Service**

Roadway	Segment	Class (# Lanes)	LOS E Capacity	Existing Conditions		
				ADT	V/C	LOS
Valley Parkway	I-15 to North Tulip Street	Prime Arterial (7 / Two-Way)	65,000	37,513	0.577	C
	North Tulip Street to Project Site	Collector (3 / One-Way)	25,700	15,937	0.620	C
	Project Site to Quince Street	Collector (3 / One-Way)	25,700	16,717	0.650	C
	Quince Street to Centre City Parkway	Collector (3 / One-Way)	25,700	15,740	0.612	C
West Grand Avenue	North Tulip Street to Project Site	Collector (3 / One-Way)	25,700	15,273	0.594	C
Second Avenue	Project Site to Quince Street	Collector (4 / One-Way)	34,200	14,800	0.433	B
	Quince Street to Centre City Parkway	Collector (3 / One-Way)	25,700	11,663	0.454	B
North Tulip Street	Valley Parkway to North Hale Avenue	Collector (4)	34,200	11,041	0.323	A
North Hale Avenue	I-15 Direct Access Ramps to North Tulip Street	Collector (4)	34,200	15,532	0.454	B

**Notes:**

<sup>1</sup> LOS = Level of Service; ADT = Average Daily Traffic; V/C = Volume to Capacity

### Project Trip Generation and Distribution

SANDAG allows a 5% trip reduction for land uses located within ¼ mile of a transit station. The project site is located across Valley Parkway from the Escondido SPRINTER Station and Transit Center; therefore, a 5% trip reduction is applied to the trip generation for the project as well as a 30% pass-by reduction for the commercial flex-space (assumed to be a convenience market). In addition, SANDAG also allows up to a 10% trip reduction for mixed use developments. The project includes apartments and a convenience market, therefore a conservative 7% reduction was applied to the daily volumes and the a.m. and p.m. peak hour volumes. The proposed project would generate a net increase of

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approximately 955 daily trips, 76 a.m. peak hour trips, and 83 p.m. peak hour trips as shown on Table 3.17-3, Project Trip Generation. The project trip distribution was developed based on the proposed land use, the existing roadway network, and existing traffic patterns in the study area; refer to Appendix G for project trip distribution details.

**Table 3.17-3  
Project Trip Generation**

Land Use	Unit	Daily Trips Per Unit (ADTs)	AM Peak Hour			PM Peak Hour			
			% of Daily ADT	Inbound (% AM)	Outbound (% AM)	% of Daily ADT	Inbound (% PM)	Outbound (% PM)	
<i>Trip Generation Rates</i>									
Apartments	DU	6	8%	20%	80%	9%	70%	30%	
Convenience Market	KSF	500	8%	50%	50%	8%	50%	50%	
Land Use	Size	Unit	Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	Inbound	Outbound	Total	Inbound	Outbound
<i>Forecast Project Generated Trips</i>									
Apartments	126	DU	756	60	12	48	68	48	20
Convenience Market	1	KSF	500	40	20	20	40	20	20
<i>Subtotal</i>			1,256	100	32	68	108	68	40
5% Transit Trip Reduction			-63	-5	-2	-3	-5	-3	-2
30% Pass-By Trip Reduction			-150	-12	-6	-6	-12	-6	-6
7% Mixed Use Trip Reduction			-88	-7	-2	-5	-8	-5	-3
<b>Net Project Trips</b>			<b>955</b>	<b>76</b>	<b>22</b>	<b>54</b>	<b>83</b>	<b>54</b>	<b>30</b>

**Notes:**

<sup>1</sup> ADT = Average Daily Traffic; DU = Dwelling Unit; KSF = Thousand Square Feet

### Existing Plus Project Condition

The a.m. and p.m. peak hour project trips that were calculated for this project were added to the existing volumes at the study intersections to form the Existing Plus Project condition. Table 3.17-4, Existing Plus Project Condition – Peak Hour Intersection Level of Service. As shown in Table 3.17-4, the study intersections would continue operating at LOS D or better during the a.m. and p.m. peak hours with the addition of project-related traffic to existing traffic volumes and do not exceed the City’s significance thresholds (see Appendix G). The results of the Existing Plus Project conditions daily roadway segment analysis are presented in Table 3.17-5, Existing Plus Project Condition – Daily Roadway Segment Level of Service. Table 3.17-5 shows that consistent with existing

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conditions, the study roadway segments would continue operating at acceptable levels of service (LOS D or better) with the addition of project generated traffic to existing daily traffic volumes. The project-related increases in the volume-to capacity ratios (v/c) do not exceed the City's significance thresholds. Impacts during the Existing Plus Project Condition would be less than significant.

**Table 3.17-4  
Existing Plus Project Condition - Peak Hour Intersection Level of Service**

Intersection	Existing Conditions				Existing Plus Project Condition				Change in Delay (sec)	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM	PM
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS		
Valley Parkway / I-15 Southbound Ramps	44.5	D	46.9	D	44.5	D	47.4	D	0.0	0.5
Valley Parkway / I-15 Northbound Ramps	30.4	C	35.9	D	30.6	C	36.5	D	0.2	0.6
Valley Parkway / La Terraza Blvd.-Plaza Las Palmas	17.6	B	23.2	C	17.6	B	23.2	C	0.0	0.0
Valley Parkway / North Tulip Street	27.9	C	29.8	C	27.9	C	29.8	C	0.0	0.0
Valley Parkway / Gateway Driveway	2.1	A	5.6	A	2.1	A	5.6	A	0.0	0.0
Valley Parkway / Quince Street	19.1	A	20.3	C	19.1	B	20.3	C	0.0	0.0
Valley Parkway / Centre City Parkway	22.1	C	21.2	C	22.2	C	21.3	C	0.1	0.1
Grand Avenue / Quince Street	17.7	B	25.8	C	17.8	B	25.8	C	0.1	0.0
Grand Avenue / Centre City Parkway	14.2	B	20.3	C	14.3	B	20.3	C	0.1	0.0
Second Avenue / Quince Street	14.5	B	19.9	B	14.5	B	19.9	B	0.0	0.0
Second Avenue / Centre City Parkway	17.8	B	22.1	C	18.0	B	22.1	C	0.2	0.0
North Hale Avenue / North Tulip Street	14.5	B	22.7	C	14.6	B	22.7	C	0.1	0.0
Valley Parkway / Project Driveway	-	-	-	-	12.4	B	12.1	B	-	-
West Grand Avenue / Project Driveway	-	-	-	-	10.2	B	12.3	B	-	-

**Notes:**

<sup>1</sup> LOS = Level of Service

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**Table 3.17-5  
Existing Plus Project Condition – Daily Roadway Segment Level of Service**

Roadway	Segment	Class (# Lanes)	LOS E Capacity	Existing Conditions			Existing + Project			Change in V/C
				ADT	V/C	LOS	ADT	V/C	LOS	
Valley Parkway	I-15 to North Tulip Street	Prime Arterial (7 / Two-Way)	65,000	37,513	0.577	C	38,096	0.586	C	0.009
	North Tulip Street to Project Site	Collector (3 / One-Way)	25,700	15,937	0.620	C	16,252	0.632	C	0.012
	Project Site to Quince Street	Collector (3 / One-Way)	25,700	16,717	0.650	C	16,879	0.657	C	0.006
	Quince Street to Centre City Parkway	Collector (3 / One-Way)	25,700	15,740	0.612	C	15,893	0.618	C	0.006
West Grand Avenue	North Tulip Street to Project Site	Collector (3 / One-Way)	25,700	15,273	0.594	C	15,588	0.607	C	0.012
Second Avenue	Project Site to Quince Street	Collector (4 / One-Way)	34,200	14,800	0.433	B	14,924	0.436	C	0.004
	Quince Street to Centre City Parkway	Collector (3 / One-Way)	25,700	11,663	0.454	B	11,787	0.459	B	0.005
North Tulip Street	Valley Parkway to North Hale Avenue	Collector (4)	34,200	11,041	0.323	A	11,089	0.324	A	0.001
North Hale Avenue	I-15 Direct Access Ramps to North Tulip Street	Collector (4)	34,200	15,532	0.454	B	15,580	0.456	B	0.001

**Notes:**

<sup>1</sup> LOS = Level of Service; ADT = Average Daily Traffic; V/C = Volume to Capacity

### Existing Plus Cumulative Conditions – Without and With Project

To determine the Existing Plus Cumulative conditions in the project study area, forecast project traffic associated with City of Escondido approved or pending projects was added

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to existing traffic volumes. Six cumulative projects that would generate traffic into the study area by the project opening year (approximately 2018). Cumulative project traffic data through the study area is based on information from traffic impact studies prepared for the cumulative projects where available. The list of cumulative projects and the trips generated by each project are provided in Appendix G. The cumulative projects are forecast to generate approximately 12,119 trips per day, which includes approximately 700 a.m. peak hour trips and approximately 827 p.m. peak hour trips. To determine the Existing Plus Cumulative operating conditions, the cumulative project trips were added to the existing traffic volumes at the intersections and roadway segments within the project study area.

Table 3.17-6, Existing Plus Cumulative – Peak Hour Intersection Without and With Project, summarizes the Existing Plus Cumulative conditions peak hour intersection analysis without and with the proposed project. As shown in Table 3.17-6, all study intersections are forecast to operate at acceptable levels of service (LOS D or better) during the peak hours under Existing Plus Cumulative conditions both without and with the proposed project. The project-related increases in delay do not exceed the City’s significance thresholds. Table 3.17-7, Existing Plus Cumulative – Roadway Segments Without and With Project, presents the results of the Existing Plus Cumulative conditions roadway segment level of service analysis, without and with the proposed project. As shown in Table 3.17-7, all study roadway segments are forecast to operate at acceptable levels of service (LOS D or better) both without and with the proposed project. The project-related increases in the volume-to-capacity ratios (v/c) do not exceed the City’s significance thresholds. Therefore, impacts would be less than significant.

**Table 3.17-6  
Existing Plus Cumulative – Peak Hour Intersection Without and With Project**

Intersection	Year 2035 Without Project				Year 2035 With Project				Change in Delay (sec)	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	AM	PM
Valley Parkway / I-15 Southbound Ramps	47.5	D	51.2	D	47.7	D	52.1	D	0.2	0.9
Valley Parkway / I-15 Northbound Ramps	32.2	C	40.0	D	32.4	C	41.1	D	0.2	1.1
Valley Parkway / La Terraza Blvd.-Plaza Las Palmas	19.9	B	27.3	C	19.9	B	27.3	C	0.0	0.0
Valley Parkway / North Tulip Street	27.8	C	30.1	C	27.8	C	30.1	C	0.0	0.0

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**Table 3.17-6  
Existing Plus Cumulative – Peak Hour Intersection Without and With Project**

Intersection	Year 2035 Without Project				Year 2035 With Project				Change in Delay (sec)	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	AM	PM
Valley Parkway / Gateway Driveway	2.1	A	5.5	A	2.1	A	5.5	A	0.0	0.0
Valley Parkway / Quince Street	19.4	B	20.7	C	19.4	B	20.7	C	0.0	0.0
Valley Parkway / Centre City Parkway	23.2	C	22.1	C	23.3	C	22.2	C	0.1	0.1
Grand Avenue / Quince Street	17.8	B	26.0	C	17.9	B	26.0	C	0.0	0.0
Grand Avenue / Centre City Parkway	14.5	B	20.7	C	14.5	B	20.7	C	0.0	0.0
Second Avenue / Quince Street	14.5	B	19.9	B	14.5	B	19.9	B	0.0	0.0
Second Avenue / Centre City Parkway	18.2	B	22.9	C	18.4	B	23.0	C	0.1	0.1
North Hale Avenue / North Tulip Street	14.8	B	25.6	C	14.8	B	25.7	C	0.1	0.1
Valley Parkway / Project Driveway	-	-	-	-	13.0	B	12.5	B	-	-
West Grand Avenue / Project Driveway	-	-	-	-	10.4	B	12.8	B	-	-

**Notes:**

<sup>1</sup> LOS = Level of Service

**Table 3.17-7  
Existing Plus Cumulative – Roadway Segment Level of Without and With Project**

Roadway	Segment	Class (# Lanes)	LOS E Capacity	Without Project			With Project			Change in V/C
				ADT	V/C	LOS	ADT	V/C	LOS	
Valley Parkway	I-15 to North Tulip Street	Prime Arterial (7 / Two-Way)	65,000	39,028	0.600	C	39,610	0.609	C	0.009
	North Tulip Street to Project Site	Collector (3 / One-Way)	25,700	16,436	0.640	C	16,752	0.652	C	0.012
	Project Site to Quince Street	Collector (3 / One-Way)	25,700	17,216	0.670	C	17,379	0.676	C	0.006

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**Table 3.17-7  
Existing Plus Cumulative –Roadway Segment Level of Without and With Project**

Roadway	Segment	Class (# Lanes)	LOS E Capacity	Without Project			With Project			Change in V/C
				ADT	V/C	LOS	ADT	V/C	LOS	
	Quince Street to Centre City Parkway	Collector (3 / One-Way)	25,700	16,239	0.632	C	16,392	0.638	C	0.006
West Grand Avenue	North Tulip Street to Project Site	Collector (3 / One-Way)	25,700	15,772	0.614	C	16,088	0.626	C	0.012
Second Avenue	Project Site to Quince Street	Collector (4 / One-Way)	34,200	15,251	0.446	B	15,375	0.450	B	0.004
	Quince Street to Centre City Parkway	Collector (3 / One-Way)	25,700	12,114	0.471	B	12,238	0.476	B	0.005
North Tulip Street	Valley Parkway to North Hale Avenue	Collector (4)	34,200	11,149	0.326	A	11,196	0.327	A	0.001
North Hale Avenue	I-15 Direct Access Ramps to North Tulip Street	Collector (4)	34,200	15,869	0.464	B	15,917	0.456	B	0.001

**Notes:**

<sup>1</sup> LOS = Level of Service; ADT = Average Daily Traffic; V/C = Volume to Capacity

### **Pedestrian Crosswalks**

The project would include a signalized pedestrian crosswalk spanning West Valley Parkway, providing a safe pedestrian connection to the Escondido Transit Center. Another signalized crosswalk, spanning West Grand Avenue at South Spruce Street, is under consideration for inclusion in the proposed project as a potential public benefit. A determination of the inclusion of this crosswalk would be undertaken as part of the Development Agreement process. The inclusion of both signalized crosswalks would not substantially alter traffic circulation and impacts would be less than significant.

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- b) *Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?*

**Less Than Significant Impact.** Refer to response 3.17(a). The project's average daily trips would have less than significant impacts to the surrounding circulation network and would not require alterations to roadways or intersections such that the project would conflict with SANDAG's Congestion Management Program. Impacts would be less than significant.

- c) *Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

**No Impact.** The project is not located within an airport land use plan and there are no airports within two miles of the project site. The nearest airport, the McClellan-Palomar Airport, is located approximately 10.2 miles to the west. Due to the distance to the nearest airport, development of the project would not result in the alteration of air traffic patterns and no impact would occur.

- d) *Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

**Less Than Significant Impact.** A sight distance assessment was performed for the project driveway locations as shown in the project site plan to determine if adequate intersection corner sight distance would be provided for vehicles exiting the project site.

The design speed used to determine the minimum sight distance requirement is the greater of the posted speed limit, the current prevailing (85th percentile) speed, or the design speed of the respective road classification based on the City's Minimum Street Design Standards (page 16 of the *City of Escondido Design Standards and Standard Drawings*). The posted speed limit on both Valley Parkway and West Grand Avenue is 35 miles per hour (mph). The segments of Valley Parkway and West Grand Avenue adjacent to the project site are classified as Collector roadways according to the City's General Plan Mobility Element. Based on the City's Minimum Street Design Standards, a Collector roadway has a design speed of 40 mph.

To determine the current prevailing (85th percentile) speeds, radar speed surveys were conducted over a two-hour period on a typical weekday during non-peak hours in December 2015 on Valley Parkway and on West Grand Avenue in front of the approximate locations of the project driveways. The results of the speed surveys showed

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that the prevailing (85th percentile) speed on Valley Parkway is approximately 41 mph, and the prevailing speed on West Grand Avenue is approximately 40 mph. Therefore, the current prevailing (85th percentile) speeds and the design speed according to the City's Minimum Street Design Standards are approximately the same.

According to the Caltrans *Highway Design Manual*, the minimum corner sight distance needed based on a prevailing or design speed of 40 mph is 440 feet. Therefore, the minimum required line of sight from the project driveways is 440 feet. Looking east from the approximate driveway location on Valley Parkway, there is a clear line of sight to the intersection with Centre City Parkway, a distance of approximately 1,100 feet. The field-measured line of sight looking west is approximately 460 feet from the West Grand Avenue driveway location. Therefore, adequate site distance would be provided at the project driveways.

The proposed access, parking, and internal driveways would conform with the design requirements of the Escondido Municipal Code to ensure adequate size and line of site to minimize potential hazards. The project would include a signalized pedestrian crosswalk spanning West Valley Parkway, providing a safe pedestrian connection to the Escondido Transit Center. Another signalized crosswalk, spanning West Grand Avenue at South Spruce Street, is under consideration for inclusion in the proposed project as a potential public benefit. A determination of the inclusion of this crosswalk would be undertaken as part of the Development Agreement process. The crosswalk(s) would be designed to adequate safety standards. Therefore, impacts would be less than significant.

e) ***Would the project result in inadequate emergency access?***

**Less Than Significant Impact.** Construction equipment and vehicles would be staged within the on-site existing parking areas associated with the former City police station. Staging and use of construction equipment would not require encroachment into the surrounding West Valley Parkway and West Grand Avenue ROWs, and would not adversely affect emergency access. Operation of the project would occur entirely within the project site. Therefore, the proposed project would not result in inadequate emergency access during construction or operation. Therefore, impacts would be less than significant.

f) ***Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?***

**Less Than Significant Impact.** The proposed project would further the intent of the Downtown SPA (specifically the Gateway Transit District) to encourage higher density

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urban residential land uses to encourage a pedestrian-oriented area, a multi-modal transportation network less dependent on single-occupancy automobiles, and higher density residential nearby retail. The project’s location would encourage the use of mass transit options at the nearby Escondido Transit Center. Additionally, the project’s location would encourage walkability, as it is located within half a mile of major retail land uses. The project would include a signalized pedestrian crosswalk spanning West Valley Parkway, providing a safe pedestrian connection to the Escondido Transit Center. Another signalized crosswalk, spanning West Grand Avenue at South Spruce Street, is under consideration for inclusion in the proposed project as a potential public benefit. A determination of the inclusion of this crosswalk would be undertaken as part of the Development Agreement process. Therefore, the project would not conflict with plans or policies related to alternative transportation and impacts would be less than significant.

### 3.18 Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVIII. UTILITIES AND SERVICE SYSTEMS – Would the project:</b>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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- a) *Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

**Less Than Significant Impact.** The proposed project would discharge wastewater into the City's Utilities Wastewater Division facilities. The City owns and operates the Hale Avenue Resource Recovery Facility (HARRF) that collects, treats, and discharges wastewater. The proposed project would not impede or alter the HARRF's ability to treat wastewater and remain in compliance with the Regional Water Quality Control Board discharge requirements. Therefore, impacts would be less than significant.

- b) *Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

**Less Than Significant Impact.** The proposed project would increase demand for water and would produce wastewater. The City of Escondido Utilities Water and Wastewater Divisions would serve the project's needs. The proposed project would include private connections to existing water and wastewater lines that currently connect to the project site via West Valley Parkway. The extension of water and wastewater lines would not be required to serve the project. The private water and wastewater connections are a component of the project and are included in the analysis throughout this MND. Mitigation measure incorporated into the proposed project would ensure that any potential impacts that result from development of the private water and wastewater lines would be less than significant. The project would not result in the construction of additional water or wastewater facilities, therefore, impacts would be less than significant.

- c) *Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

**Less Than Significant Impact.** The proposed project would redevelop a site with existing hardscape and engineered drainage facilities. Per the geotechnical report, surface flows generally follow topography to the north when stormwater would enter the storm drain system (Appendix D). While the proposed project would alter the amount of impervious surfaces on the project site compared to the existing condition, the increase would not be substantial. The project would include landscaped areas that would allow for infiltration. The site would be designed to mimic existing drainage patterns and would not substantially alter the existing drainage pattern such that it would necessitate the construction of new storm water drainage facilities. Therefore, impacts would be less than significant.

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- d) *Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

**Less Than Significant Impact.** The project would result in an incremental increase in water demand in the City. Water to the project site is provided by the City Water Division. The City supplies water from local surface water stored in Lakes Dixon, Henshaw, and Wohlford, and from imported water supplied by the San Diego County Water Authority (City of Escondido 2012). The City relies on approximately 18% of its water supply to be sourced from local surface water, while the remainder is accounted for by imported and recycled water; the City is pursuing a variety of supply enhancing projects including local surface water augmentation through indirect potable reuse and increasing recycled water use in future years (City of Escondido 2011).

As described in Section 3.10, Land Use, and Section 3.14, Population and Housing, the project would be consistent with the Downtown Specific Plan and would not contribute to substantial growth. The project site is contemplated and planned for high density residential development and is permitted up to 100 dwelling units per acre. The proposed project would develop substantially less than the allowable density (48 dwelling units per acre). The project is consistent with the planned and envisioned growth of the Downtown SPA and, in combination with the contemplated future increases in water supply sources, would not cause the City Water Division to exceed its available water supplies. Therefore, impacts would be less than significant.

- e) *Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

**Less Than Significant Impact.** The project would result in an incremental increase in wastewater production within the City. The City Wastewater Division would provide wastewater treatment services to the proposed project. The City Wastewater Division operates the HARRF which has a capacity of 18 mgd and has a current flow rate of 15.6 mgd. As described in Section 3.10, Land Use, and Section 3.14, Population and Housing, the project would be consistent with the Downtown Specific Plan and would not contribute to substantial growth. The project site is contemplated and planned for high density residential development and is permitted up to 100 dwelling units per acre. The proposed project would develop substantially less than the allowable density (48 dwelling units per acre). The project is consistent with the planned and envisioned growth of the Downtown SPA and, in combination with the available capacity at HARRF, would not cause the City Wastewater Division to exceed capacity. Therefore, impacts would be less than significant.

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- f) *Would the project be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?*

**Less Than Significant Impact.** The project would produce waste during construction and operation. Construction would be a short-term and temporary source of waste. Operation would result in a long-term source for solid waste. The City’s solid waste is first brought to a collection and sorting transfer facility in the city before being taken to Sycamore Land Fill (City of Escondido 2012). The Sycamore Landfill has an estimated remaining capacity of 39,608,998 cubic yards (as of December 31, 2014) and has an estimated ceased operation date of December 2042 (CalRecycle 2015). Given the landfill’s capacity and the City’s overall goal to reduce solid waste generation and disposal by providing recycling ordinances and programs, the project would be adequately served by a landfill (City of Escondido 2012). Therefore, impacts would be less than significant.

- g) *Would the project comply with federal, state, and local statutes and regulations related to solid waste?*

**No Impact.** During construction and operation, the project would be required to comply with applicable federal, state, and local regulations regarding the proper disposal of solid waste, including the Escondido Municipal Code as it related to solid waste and recycling. Therefore, no impact would occur.

### 3.19 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIX. MANDATORY FINDINGS OF SIGNIFICANCE</b>				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Gateway Grand TOD Mitigated Negative Declaration

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIX. MANDATORY FINDINGS OF SIGNIFICANCE</b>				
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

**Less than Significant Impact with Mitigation Incorporated.** As discussed in Section 3.4, Biological Resources, construction of the proposed project would potentially result in significant impacts to nesting birds. However, with incorporation of mitigation measure MM-BIO-1, all potentially significant impacts would be reduced to a level below significance. The proposed project would not substantially degrade the quality of the environment, impact fish or wildlife species, or plant communities. As discussed in Section 3.5, Cultural Resources, potential impacts regarding inadvertent discovery of cultural resources could occur during excavation associated with the proposed bikeway path. However, implementation of mitigation measure MM-CUL-1 would ensure that impacts would be less than significant. Overall, impacts would be less than significant with the incorporation of mitigation.

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

**Less than Significant Impact with Mitigation Incorporated.** As provided in the analysis presented in Section 3, the proposed project would not result in significant impacts to aesthetics, agriculture and forestry resources, air quality, GHG emissions,

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hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, transportation and traffic, and utilities and service systems. Mitigation measures recommended for biological resources, cultural resources, geology and soils, hazards and hazardous materials, and noise, would reduce impacts to below a level of significance.

The proposed project would incrementally contribute to cumulative impacts for projects occurring within the City. With mitigation, however, implementation of the proposed project would not result in any residually significant impacts that could contribute to a cumulative impact. In the absence of residually significant impacts, the incremental accumulation of effects would not be cumulatively considerable and would be less than significant.

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

**Less than Significant Impact with Mitigation Incorporated.** The potential for adverse direct or indirect impacts to human beings was considered in this MND in Sections 3.1, Aesthetics; 3.3, Air Quality; 3.5, Cultural Resources; 3.6, Geology and Soils; 3.7, Greenhouse Gas Emissions; 3.8, Hazards and Hazardous Materials; 3.9, Hydrology and Water Quality; 3.12, Noise; 3.14, Population and Housing; 3.15, Public Services; 3.16, Recreation; 3.17, Transportation and Traffic; and 3.18, Utilities and Service Systems. Based on this evaluation, there is no substantial evidence that construction or operation of the proposed project with the proposed mitigation measures incorporated would result in a substantial adverse effect on human beings.

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## 4 REFERENCES AND PREPARERS

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## 4.2 List of Preparers

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Bill Martin, AICP, Interim Director of Community Development

### Dudek

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Mike Greene, Environmental Specialist/Acoustician

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### EEL, Geotechnical & Environmental Solutions

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Jeffery P. Blake, CEG 2248, Senior Engineering Geologist

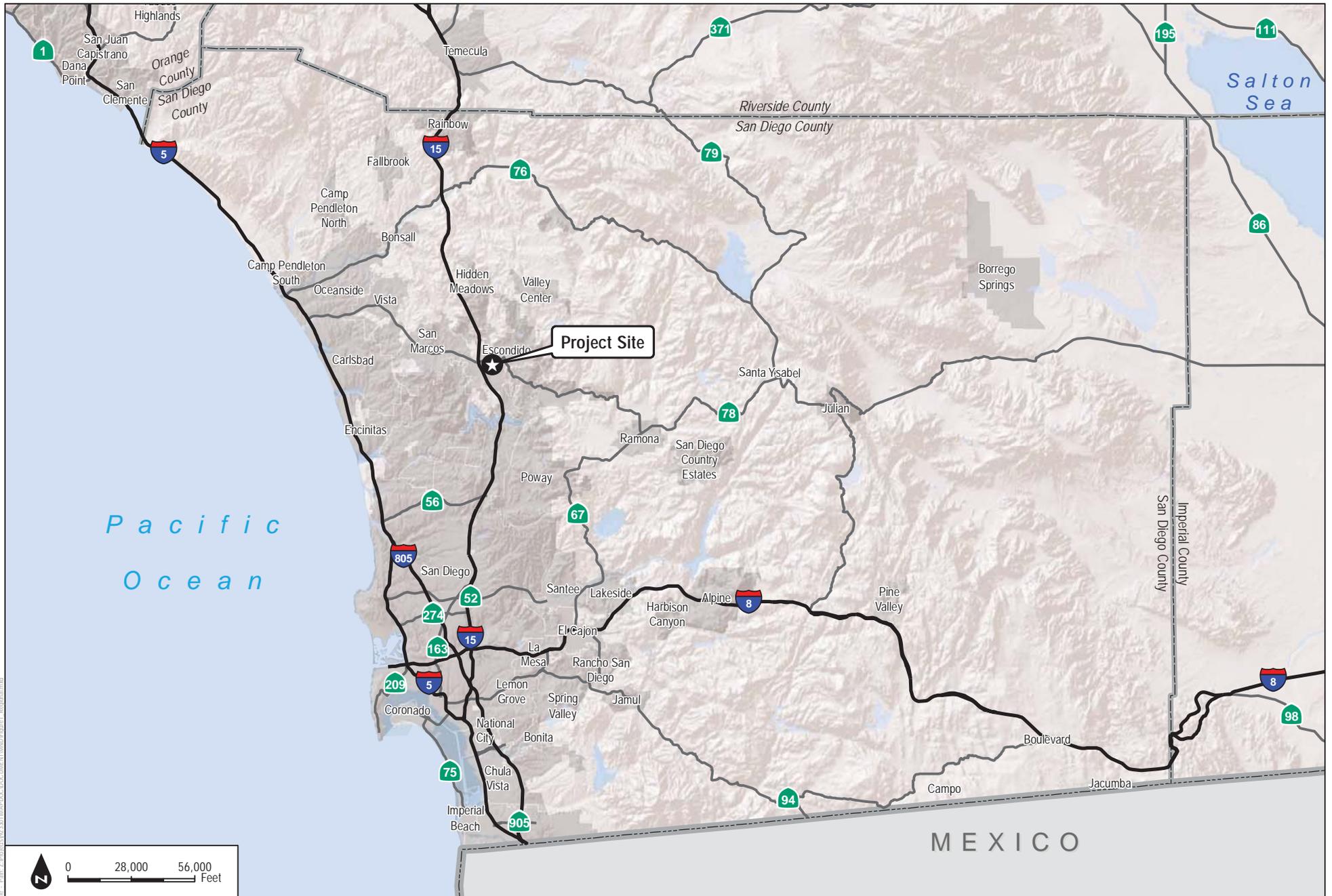
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Polly Ivers, Project Scientist

Bernard A. Sentianin, PG, 5530, Principal Geologist

### Michael Baker International

David Mizell, AICP, Transportation Planner



**FIGURE 1**  
Regional Map

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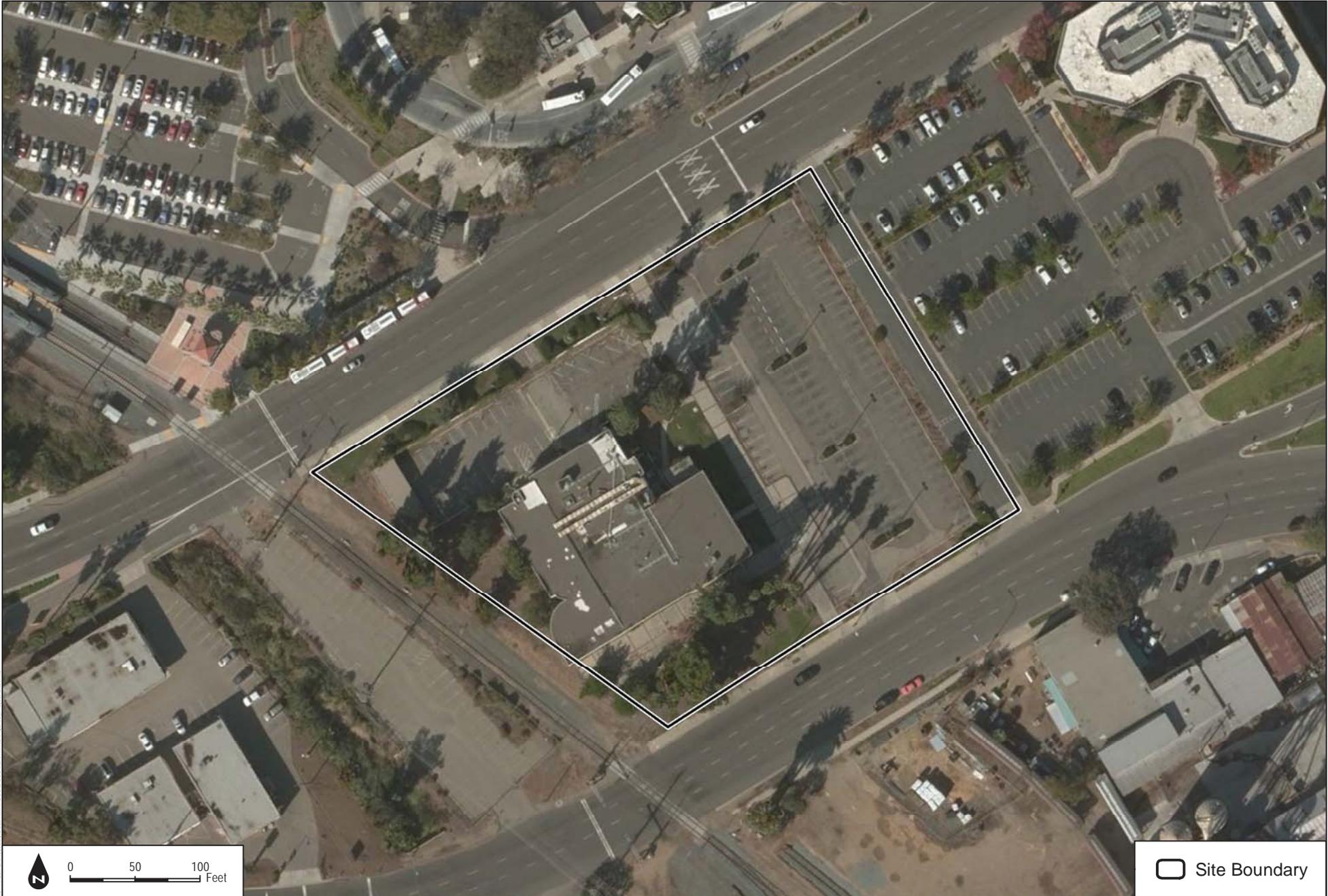
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0 50 100 Feet

 Site Boundary

**DUDEK**

SOURCE: Bing Maps, 2015

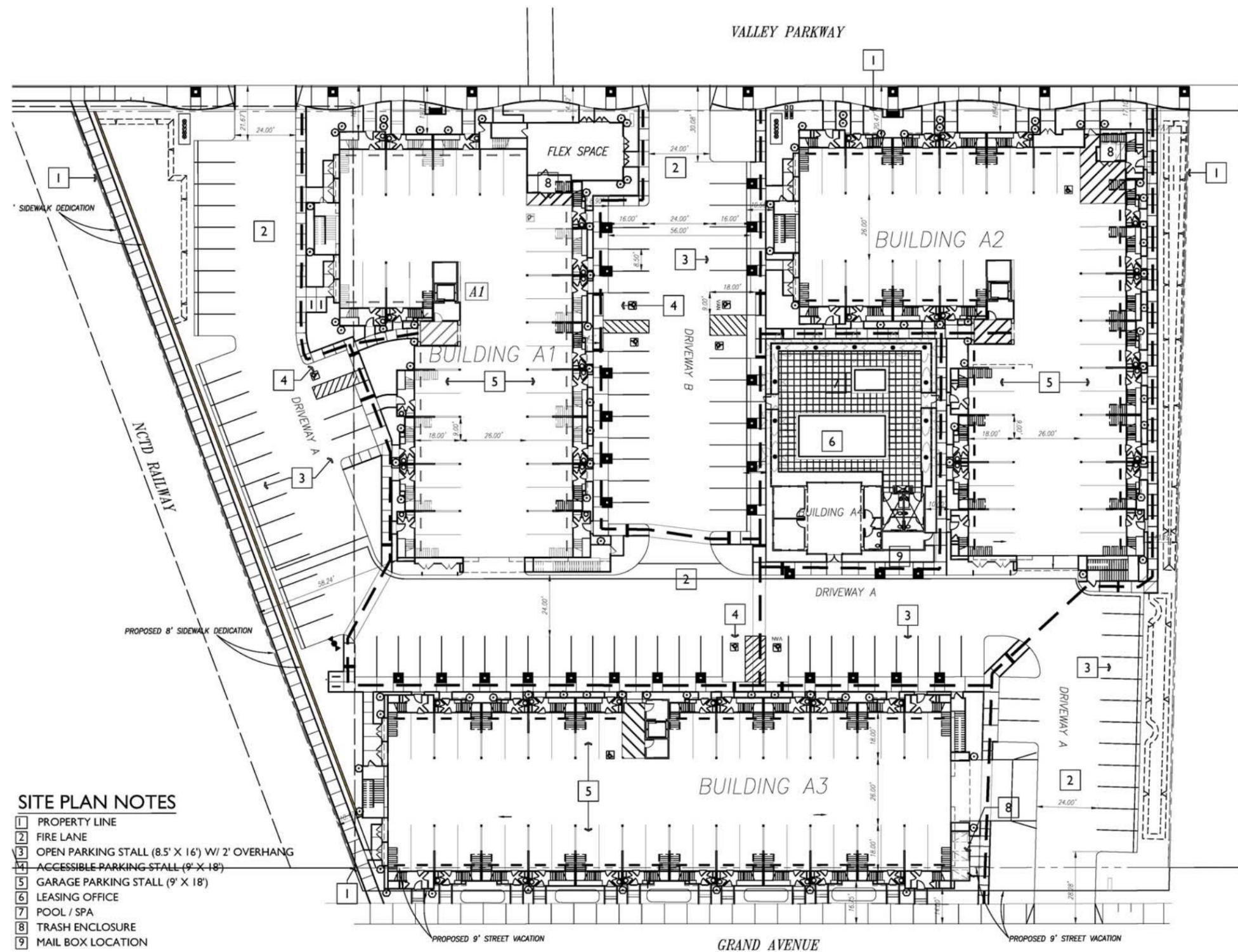
**FIGURE 3**  
Project Site

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- SITE PLAN NOTES**
- 1 PROPERTY LINE
  - 2 FIRE LANE
  - 3 OPEN PARKING STALL (8.5' X 16') W/ 2' OVERHANG
  - 4 ACCESSIBLE PARKING STALL (9' X 18')
  - 5 GARAGE PARKING STALL (9' X 18')
  - 6 LEASING OFFICE
  - 7 POOL / SPA
  - 8 TRASH ENCLOSURE
  - 9 MAIL BOX LOCATION

ACCESSIBLE PATH OF TRAVEL - - - - -

**PROJECT SUMMARY**

APN #	232-100-16
SITE AREA	2.6 ACRES (112,927 SF)
LOT COVERAGE	50,854 SF = 45%
FAR	1.53
DENSITY	48 DU/AC
RESIDENCES	126 HOMES
BUILDING HEIGHT	62' - (75' MAX)

PRODUCT:  
 4-STORY - TYPE VA WOOD PODIUM  
 R2 RESIDENTIAL W/ MEZZANINE O/ S-2 COMMON GARAGE

**PROJECT AREAS**

FLEX SPACE	1,000 SF (GROUND FLOOR)
RESIDENTIAL	134,185 SF
GARAGE	39,250 SF
LEASING	1,800 SF
FITNESS	1,200 SF
ROOF TOP DECK	600 SF

**PARKING**

63 - STUDIO LOFTS	94.5 SPACES (1.5)
42 - 2 BED TH	73.5 SPACES (1.75)
21 - 3 BED TH	42.0 SPACES (2.0)
GUEST (126)	31.5 SPACES (.25)
<b>REQUIRED PARKING</b>	<b>242 SPACES (1.9 SP/DU)</b>

**PROVIDED**

	126 GARAGES (1:1)
	100 OPEN
	226 TOTAL (1.8 SP/DU)

**OPEN SPACE**

REQUIRED:  
 300 SF/DU = 300 SF X 126 UNITS = 37,800 SF

PROVIDED:	
PRIVATE BALCONIES	11,200 SF
REC BLDG	3,600 SF
REC AREA	6,597 SF
WESTERN PATH	2,600 SF
MISC AREAS	14,115 SF
<b>TOTAL</b>	<b>38,112 SF (302 SF/DU)</b>

**SETBACKS**

	PROPOSED MINIMUM
VALLEY PARKWAY	14' TO CURB (FLEX SPACE)
VALLEY PARKWAY	17' TO CURB (RESIDENTIAL)
EAST SIDE YARD	13' MIN
WEST SIDE YARD	10' MIN
GRAND AVENUE	14' TO CURB

SOURCE: Summa Architecture 2016



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**FIGURE 4**  
**Site Plan**

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