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

MITIGATED NEGATIVE DECLARATION

CASE NO.: SUB 13-0003

DATE ISSUED: April 18, 2014

PUBLIC REVIEW PERIOD: April 22, 2014 to May 12, 2014

PROJECT DESCRIPTION: A proposed Tentative Subdivision Map with 16 single-family residential lots on a 4.63-acre parcel in the R-1-10 zone (Single-family Residential – 10,000 SF minimum lot size). Proposed lot sizes range from 10,013 SF to 11,830 SF. Access to the new residences would be provided from a single cul-de-sac street extending south from Stanley Avenue. Access to the new residences would be provided from a single cul-de-sac street extending south from Stanley Avenue. Off-site street improvements to the Ash Street/Vista Avenue and Ash Street/Lehner Avenue intersections would be provided in conjunction with this project and others anticipated for the area. The project also includes a proposed Development Agreement with a five-year term to authorize residential construction within the North Broadway Deficiency Area. The terms of the agreement would allow the developer to proceed with construction of 16 residences in return for upgrading existing water, street and drainage infrastructure in the area. The developer also would be obligated to pay additional deficiency fees towards future construction of priority street and drainage improvements in the North Broadway area.

LOCATION: The project site is located on the southern side of Stanley Avenue and northern side of Lehner Avenue, between Conway Drive and Ash Street, addressed as 836 Stanley Avenue.

APPLICANT: Pacific Land Investors, LLC

An Initial Study has been prepared to assess this project as required by the California Environmental Quality Act and Guidelines, Ordinance and Regulations of the City of Escondido. The Initial Study is on file in the City of Escondido Planning Division.

Findings: The findings of this review are that the Initial Study identified potentially significant impacts associated with biological resources, noise, and transportation/traffic. However, mitigation measures incorporated into the project, and agreed to by the applicant, would reduce impacts to a less than significant level.

Bill Martin
Principal Planner

Draft Environmental Document

INITIAL STUDY / MITIGATED NEGATIVE DECLARATION
California Environmental Quality Act (CEQA)

SUB 13-0003, APN 224-142-04

16-lot Subdivision on Stanley Avenue

Submitted to:
City of Escondido
Planning Division
201 North Broadway
Escondido, CA 92025-2798

Prepared for:
Pacific Land Investors, LLC

Prepared by:
VCS Environmental
30900 Rancho Viejo Road, Suite 100
San Juan Capistrano, CA 92675-1763
949.489.2700

April 2014

Bill Martin, AICP
Principal Planner

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APPENDICES

Mitigation Monitoring Program

City of Escondido

SUB 13-0003 Residential Project

TABLE 1: MITIGATION MONITORING PROGRAM

Issue	Potential Impact	Mitigation Measures	Action	Implement-ing Entity	Governing Agency	Implement-ation Timing	Monitoring Frequency
IV. Biology	Trees	**BIO-1**: The Applicant shall replace 8 removed mature trees on site at a 1:1 ratio. Replacement trees shall be a minimum size of 24-inch box.	Replacement of trees.	Applicant	City of Escondido	Prior to occupancy	One-time planting
IV. Biology	Raptor Nests	**BIO-2**: A qualified biologist shall determine if any active raptor nests occur on or in the immediate vicinity of the project site if construction is set to commence or continue into the breeding seasons of raptors (January 1 to September 1). If active nests are found, their situation shall be assessed based on topography, line of site, existing disturbances, and proposed disturbance activities to determine an appropriate distance of temporal buffer.	Surveys if construction between January 1 to September 1. Avoidance and buffer if nests found.	Applicant	City of Escondido	Pre-construction	Pursuant to measure
IV. Biology	Nesting Birds	**BIO-3**: If project construction cannot be avoided during the period of January 1 through September 1, a qualified biologist shall survey potential nesting vegetation within the project site for nesting birds, prior to commencing any project activity. Surveys shall be conducted at the appropriate time of day, no more than	Surveys if construction between January 1 to September 1. Avoidance and buffer if nests found.	Applicant	City of Escondido	Pre-construction	Pursuant to measure

Issue	Potential Impact	Mitigation Measures	Action	Implement-ing Entity	Governing Agency	Implement-ation Timing	Monitoring Frequency
		three days prior to vegetation removal and/or disturbance. Documentation of surveys and findings shall be submitted to the City for review and concurrence prior to conducting project activities. If no nesting birds were observed and concurrence was received, project activities may begin. If an active bird nest is located, the nest site shall be fenced a minimum of 200 feet (500 feet for special status species and raptors) in all directions, and this area shall not be disturbed until after September 15 or until the nest becomes inactive. If threatened or endangered species are observed within 500 feet of the work area, no work shall occur during the breeding season (January 1 through September 1) to avoid direct or indirect (noise) take of listed species.					
IV. Biology	Water Quality	**BIO-4:** To address potential impacts to water quality that may affect offsite wildlife species, a construction SWPPP shall be developed to minimize erosion and identify specific pollution prevention measures that will eliminate or control potential point and nonpoint pollution sources on-site during and following the project's construction phase. The SWPPP shall meet the requirements of the Construction General Permit and shall	Develop and implement SWPPP.	Contractor	City	Pre-construction	Pursuant to SWPPP

Issue	Potential Impact	Mitigation Measures	Action	Implement-ing Entity	Governing Agency	Implement-ation Timing	Monitoring Frequency
		identify potential pollutant sources associated with construction activities; identify non-storm water discharges; develop a water quality monitoring and sampling plan; and identify, implement, and maintain best management practices (BMPs) to reduce or eliminate pollutants associated with the construction site.					
IV. Biology	Loss of non-native grassland	**BIO-5:** To compensate for the loss of 4.48 acres of non-native grassland, the applicant shall purchase 2.24 mitigation credits from the Daley Ranch Bank or other approved mitigation bank.	Purchase of 2.24 credits from Daley Ranch Bank	Applicant	City of Escondido	Prior to issuance of grading permit	N/A
XII. Noise	During construction, there is a potential of exposure to high noise levels	**N-1:** The Project Applicant and/or contractor shall ensure that all construction equipment will have properly operating mufflers.	Maintain equipment.	Applicant/ Contractor	City of Escondido	During Construction	Daily monitoring during project construction
XII. Noise	During construction, there is a potential of exposure to high noise levels	**N-2:** Noise and groundborne vibration construction activities whose specific location on the Project site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration-sensitive land uses.	Locate equipment away from sensitive receptors.	Applicant/ Contractor	City of Escondido	During Construction	Daily monitoring during project construction

Issue	Potential Impact	Mitigation Measures	Action	Implement-ing Entity	Governing Agency	Implement-ation Timing	Monitoring Frequency
XII. Noise	During construction, there is a potential of exposure to high noise levels	**N-3:** Construction activities associated with the proposed Project shall, to the extent feasible, be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels. When the use of impact tools are necessary, they shall be hydraulically or electrically powered when feasible to minimize noise associated with compressed air exhaust from pneumatically powered tools.	Construction scheduling, monitoring use of impact tools.	Applicant/ Contractor	City of Escondido	During Construction	Daily monitoring during project construction
XII. Noise	During construction, there is a potential of exposure to high noise levels	**N-4:** The Applicant shall locate stationary construction noise sources away from adjacent receptors, to the extent feasible, and ensure that they are muffled and enclosed within temporary sheds, incorporate insulation barriers, or other measures to the extent feasible.	Locate equipment away from sensitive receptors.	Applicant/ Contractor	City of Escondido	During Construction	Daily monitoring during project construction
XII. Noise	During construction, there is a potential of exposure to high noise levels	**N-5:** The applicant shall designate a construction relations officer to serve as a liaison with surrounding residents and property owners who shall be responsible for responding to any concerns regarding construction noise and vibration.	The liaison's telephone number(s) shall be prominently displayed at the project site. Signs shall also be posted at the project site that include permitted construction days and hours.	Applicant/ Contractor	City of Escondido	During Construction	Daily monitoring during project construction

Issue	Potential Impact	Mitigation Measures	Action	Implement-ing Entity	Governing Agency	Implement-ation Timing	Monitoring Frequency
XII. Noise	During construction, there is a potential of exposure to high noise levels	**N-6:** Construction activities shall be limited to between the hours of 7:00 A.M. and 6:00 P.M. from Monday through Friday, and between the hours of 9:00 A.M. and 5:00 P.M. on Saturdays. Further, no construction activity shall be undertaken on Sundays and recognized City holidays (Section 17-234 of the City's Municipal Code).	Limit hours of construction operation.	Applicant/ Contractor	City of Escondido	During Construction	Daily monitoring during project construction
XII. Noise	During construction, there is a potential of exposure to high noise levels	**N-7:** The operation of construction equipment that generates high levels of vibration, such as large bulldozers and loaded trucks, shall be prohibited within 45 feet of existing nearby residential structures during construction of the proposed Project. Instead, small bulldozers not exceeding 310 horsepower shall be used within this area during grading and excavation operations. The use of smaller bulldozers would result in vibration levels of 0.01 PPV at the residences located immediately to the east and west of the Project site, which would not exceed Caltrans' "barely perceptible" vibration criteria for transient vibration sources .	Locate equipment away from sensitive receptors.	Applicant/ Contractor	City of Escondido	During Construction	Daily monitoring during project construction
XII. Noise	During occupancy	**N-8:** Prior to the issuance of a certificate of occupancy, the Applicant shall ensure that all exterior windows associated with the proposed residential uses at the Project site shall be constructed to provide	Sound insulating windows.	Applicant/ Contractor	City of Escondido	Prior to occupancy	One-time review

Issue	Potential Impact	Mitigation Measures	Action	Implement-ing Entity	Governing Agency	Implement-ation Timing	Monitoring Frequency
		a sufficient amount of sound insulation to ensure that interior noise levels would be below an Ldn or CNEL of 45 dB in any room.					
XVI. Transportation & Traffic	Decrease in service at the N. Ash Street / Lehner Avenue intersection	**T-1:** N. Ash Street / Lehner Avenue - The applicant shall improve this intersection prior to construction of the 40th unit within the Lehner / Stanley block (the area bound by N. Ash Street / Conway Drive / Lehner Avenue and Stanley Avenue). Dedicated turn lanes should be provided at the southbound, westbound and northbound approaches. The developer will be responsible for all widening, transitions, necessary right of way acquisitions and other aspects of the design and construction process to the City Engineer's satisfaction. School related signing and striping should be implemented at the intersection per the Manual on Uniform Traffic Control Devises (MUTCD).	Improvement of intersection.	Applicant	City of Escondido	Prior to construction of 40th unit	N/A

Issue	Potential Impact	Mitigation Measures	Action	Implement-ing Entity	Governing Agency	Implement-ation Timing	Monitoring Frequency
XVI. Transportation & Traffic	Decrease in service at the N. Ash Street / Vista Avenue intersection	**T-2:** N. Ash Street / Vista Avenue - The applicant shall improve this intersection with dedicated turn lanes on all approaches prior to construction of the 40th dwelling unit within the Lehner / Stanley block (the area bound by N. Ash Street / Conway Drive / Lehner Avenue and Stanley Avenue). School related signing and striping should be implemented at the intersection per the MUTCD. The developer will be responsible for all widening, transitions, necessary right of way acquisitions and other aspects of the design and construction process to the City Engineer's satisfaction.	Improvement of intersection payment of fair share.	Applicant	City of Escondido	Prior to construction of 40th unit	N/A
XVI. Transportation & Traffic	Increased traffic and construction scheduling	**T-3:** No construction material or equipment deliveries should be scheduled during peak school pick-up/drop-off periods	Schedule deliveries to not interfere with school traffic.	Applicant	City of Escondido	During construction	Daily
XVI. Transportation & Traffic	Pedestrian mobility	**T-4:** Provide a 4 foot wide pedestrian path along Conway Street between Rincon Avenue and Stanley Avenue	Construct pedestrian path.	Applicant	City of Escondido	During construction	N/A
XVI. Transportation & Traffic	Decrease in service at the N. Ash Street / Vista Avenue intersection	**T-5:** Prior to the issuance of a building permit, the applicant shall deposit with the City a Fair Share Contribution for the construction of a traffic signal at the N. Ash Street/Vista Avenue intersection to the satisfaction of the City Engineer.	Improvement of intersection payment of fair share.	Applicant	City of Escondido	Prior to issuance of building permits	N/A

CITY OF ESCONDIDO
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ACKNOWLEDGEMENT OF ENFORCEABLE COMMITMENT

Case No.: SUB 13-0003

The items listed on the attached Mitigation Monitoring Program constitute an enforceable commitment in conformance with Section 21081.6(b) of the California Environmental Quality Act (Public Resources Code Sections 21000-21178). The applicant shall be required to provide, and comply with, all of the mitigation measures listed herein. These mitigation measures also have been included as conditions of the project approval.

4/17/14	John Kaye	
Date	Applicant's Name (printed)	Applicant's Signature

INITIAL STUDY / ENVIRONMENTAL CHECKLIST

PROJECT TITLE

SUB 13-0003, Residential Project - 16-lot Subdivision on Stanley Avenue, APN 224-142-04

LEAD AGENCY

City of Escondido
201 North Broadway
Escondido, CA 92025

Prepared by:
VCS Environmental
30900 Rancho Viejo Road, Suite 100
San Juan Capistrano, CA 92675-1763

PROJECT CONTACT

Bill Martin
City of Escondido, Planning Division
Bmartin@escondido.org
(760) 839-4671

PROJECT LOCATION

The Project site is located at the northern limits of the City of Escondido, and within the North Broadway Region of Influence identified in the City's Growth Management Ordinance. The site is located on the southern side of Stanley Avenue and northern side of Lehner Avenue, between Conway Drive and Ash Street, addressed as 836 Stanley Avenue.

PROJECT PROPONENT

Mark Ferraro
Pacific Land Investors, LLC
111 Pacifica, Suite 130
Irvine, CA 92618

GENERAL PLAN / ZONING

City of Escondido R-1-10 zoning standards (Single-Family Residential – Suburban - 10,000 SF minimum lot size).

PROJECT DESCRIPTION

The project would construct 16 new, single-family detached residences on a currently vacant 4.6 acre site. The project results in improvements to existing streets and the construction of a new street/cul-de-sac and two bioretention basins on site to manage storm water generated by the development. The project lies within the North Broadway Region of Influence, which has had critical infrastructure deficiencies with respect to streets, drainage and water storage and delivery. Per City Ordinance 94-16, should adequate facilities not be available within the region of influence, development projects are subject to the approval of a Development Agreement. The Agreement must ensure that the project either provides facilities necessary to upgrade existing deficiencies or financially participates toward their solution. The project proposes to contribute to improvements as required by the project's Development Agreement and Conditions of Approval, and the terms of the Development Agreement would allow the developer to proceed with construction in return for funding for the upgrading to existing water, street and drainage infrastructure in the area. As described in the Development Agreement, compensation for these upgrades includes payment of a Community Benefit Fee of $12,500 per dwelling unit for street and traffic improvements. The Development Agreement also requires that the applicant reimburse the owner of Tract 889 $3,555 per dwelling unit for construction of the 12" water line along Stanley Avenue between Ash Street and Conway Drive. Certain intersection improvements are also required. This MND is intended to serve as the environmental clearance for the Development Agreement, Tentative Tract Map, and the development project. The project is expected to begin approximately August 2014 and completed by June 2015.

ENVIRONMENTAL SETTING

The project site is located on a vacant parcel of land bounded by Stanley Avenue to the north and Lehner Avenue to the south. Adjacent land uses consist of two single family homes on the west, large lot single family residential homes to the north across Stanley Avenue, a single family home and vacant land to the east, and Rincon Middle School to the South across Lehner Avenue. Primary access to the site is from Stanley Avenue and secondary access from Lehner Avenue. The project site consists of vacant land and has no current uses. The project site is disturbed from past agricultural activities. Elevations on the site range from approximately 740 feet in the south to 810 feet above mean sea level in the north with topographic features including mild slopes. Vegetation includes fragmented non-native grasses, few mature trees and shrubs, agriculture, disturbed, and developed areas.

REQUIRED AGENCY APPROVALS

Federal Agencies: None

State Agencies: None

City/County Agencies: City of Escondido Development Agreement, City of Escondido Grading Permit

Financing Approval and Participation Agreements: Community Benefit Fee/Infrastructure Deficiency Fee

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors, as marked below, would potentially be affected by this project.

☐	Aesthetics	☐	Land Use/Planning
☐	Agriculture and Forestry Resources	☐	Mineral Resources
☐	Air Quality	■	Noise
■	Biological Resources	☐	Population/Housing
☐	Cultural Resources	☐	Public Services
☐	Geology/Soils	☐	Recreation
☐	Greenhouse Gas Emissions	■	Transportation/Traffic
☐	Hazards & Hazardous Materials	■	Utilities/Service Systems
☐	Hydrology/Water Quality	■	Mandatory Findings of Significance

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 the mitigation measures described on an attached sheet have been added to the project. 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" 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, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." 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, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature: _____ Date: 4/14/14

Printed Name: Bill Martin Title: Principal Planner

INITIAL STUDY CHECKLIST

I. Aesthetics

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

I. Aesthetics Discussion

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

No Impact. The site is not located on a ridgeline identified in the Community Open Space/Conservation Element of the General Plan. The nearest significant ridgelines are intermediate ridgelines located approximate 0.8 mile to the east and a skyline ridgeline over 2 miles to the east. These ridgelines are partially visible looking east from Stanley Avenue and Lehner Avenue adjacent the property. However, neither of these ridgeline views would be obstructed by the proposed project due to the location of the development and orientation of the views in relationship to the streets.

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

Less Than Significant Impact. There are no state scenic highways located near the project site and the site is not visible from a scenic highway. The site contains 7 mature trees and one oak tree that would be replaced on site. The project area contains no rock outcroppings or historic buildings.

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

Less Than Significant Impact. The existing development comprises a mixture of single-family residences and equestrian uses. As the City's General Plan becomes fully implemented, this area would be developed as a suburban residential neighborhood. The addition of 16 new single-family residences would not substantially alter the overall appearance or degrade the existing visual character of the area.

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 project's design incorporates the use of varied setbacks and grade differences to ensure that potential light or glare would not impact the surrounding properties The project will comply with the City's Outdoor Lighting Ordinance (Escondido Zoning Code Article 35), which will ensure potential impacts associated with glare or light will be minimized for the benefit of the neighbors and the astronomical research at Palomar Observatory. The use of shielded outdoor light fixtures will reduce potential glare or light impacts to below significant levels. Therefore, no significant light or glare impact will result from the proposed project.

Source(s): California Scenic Highway Mapping System (CA Department of Transportation, 2013); City of Escondido General Plan (City of Escondido, 2012); Escondido Zoning Code; Field Investigation; Project Description.

II. Agricultural and Forest Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. – Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing agricultural zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

II. Agricultural and Forest Resources Discussion

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. The project site is identified as "Other Land" and surrounded by "Urban and Built-up Land"; it is not identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance according to the Farmland Mapping and Monitoring Program.

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

No Impact. Former uses of the project site and surrounding lots included agricultural uses, such as orchards, grazing, and corralled animals. The property is not involved in a Williamson Act Contract or other agricultural land contract. The City of Escondido General Plan currently designates the zoning for the project area as suburban residential use. Therefore, the project would not conflict with existing agricultural zoning or a Williamson Act contract.

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 is not zoned as forest land and contains neither timberland resources nor an association with timberland resources or timberland production.

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 contains neither forest land nor would it result in the conversion of forest land within the proposed development.

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 historically supported agricultural uses, primarily orchards. There is no evidence of current agricultural use of the site. Figure VII-6 of the General Plan identifies the site as an Agricultural Area, but it is not farmland. The site is currently zoned for suburban residential and is consistent with the City of Escondido's General Plan. The project site contains neither forest land nor would it result in the conversion of forest land within the proposed development.

Source(s): California Important Farmland Finder (California Department of Conservation, 2013); City of Escondido General Plan (City of Escondido, 2013); Field Investigation; Project Description

III. Air Quality

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. – Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

III. Air Quality Discussion

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

Less Than Significant Impact. Based on the air quality technical report for the project (Appendix B), the proposed development of 16 single-family dwelling units on the approximately 4.6-acre project site would be consistent with the "Suburban" land use category designated for the site under the City's previous (1990) and current (2012) General Plan. As such, implementation of the proposed project would be in conformance with the City's General Plan, and thus, consistent with San Diego Association of Governments (SANDAG) and Regional Air Quality Strategy (RAQS) growth forecasts. Accordingly, the project's emissions have been accounted for in the RAQS, which was created to bring the San Diego Air Basin (SDAB) into attainment for ozone. Additionally, the project's construction and operational emissions would not exceed the City's established CEQA significance criteria for air quality in its Environmental Quality Regulations (EQR) articulated in Escondido Zoning Code Article 47. Consequently, the project would conform to the City's quality of life standards. Furthermore, the project would be required to comply with all applicable rules and regulations established by the San Diego Air Pollution Control District (SDAPCD) during construction activities at the Project site (i.e., SDAPCD Rule 50 [Visible Emissions], Rule 51 [Nuisance], Rule 55 [Fugitive Dust], and Rule 67 [Architectural Coatings], etc.). Therefore, implementation of the proposed project would not conflict with applicable air quality plans and this impact 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. Impacts to air quality standards could potentially result from construction and operation of the proposed project. A discussion for each phase is included below.

Construction: Construction activities associated with the proposed project would generate pollutant emissions from the following construction activities: (1) site preparation, grading, and excavation; (2) construction workers traveling to and from project site; (3) delivery and hauling of construction supplies to, and debris from, the project site; (4) fuel combustion by on site construction equipment; (5) building construction; application of architectural coatings; and paving. These construction activities would temporarily create emissions of dust, fumes, equipment exhaust, and other air contaminants. The amount of emissions generated on a daily basis would vary, depending on the intensity and types of construction activities occurring simultaneously at the time.

Table 2 summarizes the modeled worst-case daily emissions of criteria air pollutants and ozone precursors associated with the proposed project's construction activities. As shown in Table 2, the maximum daily construction emissions generated by the proposed project over the course of the construction schedule would not exceed any of the City's CEQA significance thresholds or the SDAPCD's recommended threshold levels. Thus, air quality impacts from construction are considered to be less than significant. As shown, the project's construction emissions would also not exceed the SDAPCD's recommended threshold levels.

TABLE 2: PROPOSED PROJECT REGIONAL CONSTRUCTION EMISSIONS (UNMITIGATED)

	Estimated Maximum Daily Emissions (lbs/day)					
Construction Activities	**VOC**	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Site Preparation						
Fugitive Dust Emissions	--	--	--	--	6.87	3.40
Off-Road Emissions	2.38	25.09	18.36	0.02	1.51	1.39
On-Road Emissions	0.20	0.06	0.55	0.00	0.08	0.02
Total Emissions	**2.58**	**25.15**	**18.91**	**0.02**	**8.46**	**4.81**
City CEQA Significance Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Exceed City Threshold?	No	No	No	No	N/A	No
SDAPCD Significance Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Exceed SDAPCD Threshold?	No	No	No	No	No	No
Grading						
Fugitive Dust Emissions	--	--	--	--	6.55	3.37
Off-Road Emissions	3.44	36.04	23.33	0.02	2.12	1.95
On-Road Emissions	0.26	0.07	0.71	0.00	0.11	0.03
Total Emissions	**3.70**	**36.11**	**24.04**	**0.02**	**8.78**	**5.35**
City CEQA Significance Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Exceed City Threshold?	No	No	No	No	N/A	No
SDAPCD Significance Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Exceed SDAPCD Threshold?	No	No	No	No	No	No

Construction Activities	Estimated Maximum Daily Emissions (lbs/day)					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Building Construction						
Off-Road Emissions	3.20	23.30	16.17	0.02	1.86	1.76
On-Road Emissions	0.18	0.30	0.67	0.00	0.07	0.02
Total Emissions	**3.38**	**23.60**	**16.84**	**0.02**	**1.93**	**1.78**
City CEQA Significance Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Exceed City Threshold?	No	No	No	No	N/A	No
SDAPCD Significance Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Exceed SDAPCD Threshold?	No	No	No	No	No	No
Paving						
Off-Road Emissions	2.00	21.00	12.67	0.02	1.26	1.16
On-Road Emissions	0.39	0.11	1.10	0.00	0.17	0.04
Total Emissions	**2.39**	**21.11**	**13.77**	**0.02**	**1.43**	**1.20**
City CEQA Significance Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Exceed City Threshold?	No	No	No	No	N/A	No
SDAPCD Significance Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Exceed SDAPCD Threshold?	No	No	No	No	No	No
Architectural Coatings						
Coatings	50.06	--	--	--	--	--
Off-Road Emissions	0.45	2.78	1.92	0.00	0.25	0.25
On-Road Emissions	0.02	0.01	0.05	0.00	0.01	0.00
Total Emissions	**50.53**	**2.79**	**1.97**	**0.00**	**0.26**	**0.25**
City CEQA Significance Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Exceed City Threshold?	No	No	No	No	N/A	No
SDAPCD Significance Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Exceed SDAPCD Threshold?	No	No	No	No	No	No

Note: N/A = non-applicable

Operation: Implementation of the proposed project would result in long-term regional emissions of criteria air pollutants and ozone precursors associated with area sources, such as natural gas consumption, landscaping, applications of architectural coatings, and consumer products, in addition to operational mobile emissions. According to the traffic impact analysis prepared for the project, development of the 16 single-family residential dwelling units would result in 160 additional vehicle trips per day. Operations emissions associated with the proposed project were modeled using CalEEMod, where model defaults were adjusted to reflect project-specific data, where available, including the size and type of the proposed land use. Modeled operations emissions are presented in Table 3 on the following page.

TABLE 3: PROPOSED PROJECT OPERATIONAL EMISSIONS

Emissions Source	Estimated Emissions (lbs/day)					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Area Sources	0.91	0.02	1.35	0.00	0.01	0.01
Energy Sources	0.01	0.11	0.05	0.00	0.01	0.01
Mobile Sources	2.37	1.90	8.46	0.02	1.04	0.30
Total Emissions	**3.29**	**2.03**	**9.86**	**0.02**	**1.06**	**0.32**
City CEQA Significance Threshold	*55*	*250*	*550*	*250*	*100*	*55*
Exceed City Threshold?	No	No	No	No	N/A	No
SDAPCD Significance Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Exceed SDAPCD Threshold?	No	No	No	No	No	No

As shown in Table 3, implementation of the proposed project would result in long-term regional emissions of criteria air pollutants and ozone precursors that are below the City's CEQA significance thresholds. Therefore, the project's operational emissions would not result in or substantially contribute to emissions concentrations that exceed the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) and no mitigation would be required. The project's operational emissions would also not exceed the SDAPCD's recommended threshold levels.

c) ***Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in 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. A cumulative impact arises when two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. Cumulative impacts can result from individually minor but collectively significant impacts, meaning that the project's incremental effects must be viewed in connection with the effects of past, current, and probable future projects.

The generation of daily construction and operational emissions associated with cumulative development could result in a cumulative significant impact associated with the cumulative net increase of ozone, PM_{10} and $PM_{2.5}$ for which the region is in non-attainment. The proposed project would be consistent with the RAQS, which is intended to bring the SDAB into attainment for all criteria pollutants. In addition the daily emissions generated during construction and operation by the project would not exceed the City's CEQA significance thresholds that have been established as quality of life standards. Therefore, the project's contribution to cumulative air quality impacts would be less than significant.

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

Less Than Significant Impact. The closest sensitive receptors are single-family residences on the northeastern most point and the western edge, immediately adjacent the property. Single family homes are also located on the north side, across Stanley Avenue, and Rincon Middle School is located to the south across Lehner Avenue. According to the project's air quality

technical report, construction and operation of the proposed project could potentially expose sensitive receptors, located within and adjacent to the project site, to Carbon Monoxide (CO) hotspots and concentrations of toxic air contaminants (TACs) from onsite sources during project construction as well as TACs from operational sources.

Carbon Monoxide Hotspots: CO concentration is a direct function of motor vehicle activity (e.g., idling time and traffic flow conditions), particularly during peak commute hours and certain meteorological conditions. Under specific meteorological conditions (e.g., stable conditions that result in poor dispersion), CO concentrations may reach unhealthy levels with respect to local sensitive land uses such as residential areas, schools, and hospitals. The project would increase the amount of vehicular traffic on existing roads by 160 average daily vehicle trips, with the potential of lowering the Level of Service (LOS) on those roads, and therefore increasing CO concentrations associated with increased vehicle activity.

Of the five study intersections analyzed in the traffic impact analysis for the proposed project, one is signalized, one is a one-way stop controlled (OWSC) intersection, and the remaining are all allway stop controlled (AWSC) intersections. The proposed project's traffic impact analysis indicates that the one signalized intersection (N. Broadway and Vista Avenue) would continue to operate at an acceptable LOS with the addition of the proposed project. In addition, all the other intersections would continue to operate at acceptable LOS levels with the addition of the project once all mitigation related to transportation and traffic is implemented. As such, because the addition of 160 average daily vehicle trips by the project would not adversely affect the existing traffic conditions in the project area, impacts associated with CO hotspots would be less than significant and no mitigation is required.

Concentrations of Toxic Air Contaminants: Project construction would result in short-term emissions of diesel Particulate Matter (PM), which is a TAC. The exhaust of off-road heavy-duty diesel equipment would emit diesel PM during site preparation (e.g., excavation, grading, and clearing); paving; installation of utilities, materials transport and handling; building construction; and other miscellaneous activities. SDAPCD has not adopted a methodology for analyzing such impacts and has not recommended that health risk assessments be completed for construction-related emissions of TACs. However, because off-road heavy-duty diesel equipment would be used only temporarily, project construction would not substantially expose sensitive receptors to substantial emissions of TACs.

As the proposed project would involve the development of single-family residential uses at the project site, project operation would not introduce any new stationary sources of TACs, such as diesel-fueled backup generators that are more commonly associated with large commercial and industrial uses. In addition, the project is sited 1.2 miles away from the nearest freeway, well over the 500-foot threshold set by CARB to avoid exposure of resident to TACs. Based on the criteria in the California Air Resources Board (CARB) guidance document, it can be ascertained that the proposed project would not have the potential to expose sensitive receptors to TACs from mobile sources to an extent that health risks could result.

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

No Impact. The proposed residential development does not include any uses that have been identified as being associated with odors such as dairy operations or chemical plants. Thus, the proposed project is not expected to result in objectionable odors for future residents or for the neighboring uses.

During construction of the proposed project, exhaust from equipment and activities associated with the application of architectural coatings and other interior and exterior finishes may produce discernible odors typical of most construction sites. Such odors would be a minor, temporary source of nuisance to adjacent uses, and would not affect a substantial number of people. As odors associated with project construction would be temporary and intermittent in nature, and would likely appreciably disperse on site, the odors would have no impact.

Source(s): Air Quality and Greenhouse Gas Emissions Technical Report (ESA, 2014); Escondido Zoning Code; Project Description

IV. Biological Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
c) Have a substantial adverse effect on biological resources involved within a jurisdictional water feature as defined by federal, state or local regulations (e.g., Section 404 of the Clean Water Act, Section 401 of the Clean Water Act, Section 1602 of California Fish and Game Code, Porter-Cologne Water Quality Control Act, etc.) through direct removal, filing, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐

IV. Biological Resources Discussion

The study area (comprised of the project site and road improvements) is comprised nearly entirely of non-native grassland (NNG), with ornamental and native tree species scattered in the northwestern portion of the property. The study area consists of 3.99 acres of annual NNG, 0.49 acre of annual NNG/ragweed habitat, 0.11 acre of non-native vegetation, and 0.19 acre of disturbed habitat. The off-site intersection improvements associated with this project would occur in previously-disturbed areas, would not impact threatened or endangered habitats, and would not conflict with existing laws, regulations, policies, or ordinances.

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 the U.S. Fish and Wildlife Service?*

Less Than Significant with Mitigation. The project would not directly adversely affect candidate, sensitive or special status species (Habitat Assessment and Tree Survey, 2013, Appendix C). No California Natural Diversity Database (CNDDB) occurrences were found on the project site and no critical habitat was found. The nearest occurrence of such species was the coastal California gnatcatcher (CAGN), recorded approximately 0.9 mile northwest of the project site and observed in 2000. The nearest critical habitat is located approximately 0.7 mile to the northwest and northeast of the project site for CAGN. No suitable CAGN habitat or coastal sage scrub exists on the project site and no CAGN were observed during the field survey. Bird species such as house finches were observed as well as burrows, likely belonging to California ground squirrels. No sensitive plant or animal species were observed or detected on-site.

Indirect impacts to raptors could result from the loss of forage and nesting habitat. The NNG provides habitat for raptor prey and the mature Mexican fan palm trees may provide for nesting or roosting opportunities. There was no evidence of use of the trees as nesting or resting sites for raptors during the field investigation. If construction activities, including vegetation removal, cannot be avoided between January 1 and September 1, a qualified biologist will survey the project site for raptor or other nesting birds prior to project activities to reduce this potentially significant impact to below significance. See Mitigation Measures BIO-2 and BIO-3.

The project will result in the loss of approximately 4.48 acres of NNG habitat. The City uses the Escondido Draft Subarea Plan to implement the approved MHCP within City limits. The City's draft Subarea Plan requires impacts to NNG to be mitigated at a reduced ratio of 0.5:1 through the acquisition of NNG credits from the Daley Ranch Bank or other approved mitigation bank. Therefore, the applicant will purchase 2.24 credits from the Daley Ranch Bank or other approved mitigation bank to reduce this potentially significant impact to below significance. See Mitigation Measure BIO-5.

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, and regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?*

Less Than Significant Impact. The property shows no evidence of surface water or surface flows that would be associated with riparian habitat or be considered jurisdictional riparian habitat by any plan, policy, regulation or regulatory agency. No critical habitat or other sensitive natural community was identified on site. Therefore, the modification of existing on-site disturbed habitat would be less than significant. See also, Response IV.a.

c) *Would the project have a substantial adverse effect on biological resources involved within a jurisdictional water feature as defined by federal, state or local regulations (e.g., Section 404 of the Clean Water Act, Section 401 of the Clean Water Act, Section 1602 of California Fish and Game Code, Porter-Cologne Water Quality Control Act, etc.) through direct removal, filing, hydrological interruption, or other means?*

No Impact. According to the Habitat Assessment and Tree Survey performed for the project, there was no evidence of surface water on the property. At Lehner Avenue, the topographic low-point of the property, there was no evidence of flow observed alongside the road. English plantain occurred scattered along the roadside. A catch basin is located along Lehner Avenue,

receiving water from areas east and south of the property. No flowing water or ponding was observed. The results of the assessment indicate that there are no jurisdictional waters on site and therefore the project would not affect biological resources associated with a jurisdictional water.

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 Impact. The project site consists of NNG, agricultural land, and disturbed land that contain no waters capable of supporting migratory fish. The site is surrounded by existing suburban development, schools and single-family residences. The site is not a part of a migratory wildlife corridor. The project would result in the loss of approximately 4.48 acres of NNG, 0.11 acre of invasive species (tree of heaven, pepper tree), and 0.19 acre of disturbed habitat. NNG supports small burrowing rodents which in turn are part of the food supply for the local raptor population. In addition, impacts to raptors could occur if an active nest was abandoned or destroyed as a result of construction noise or direct impact.

A total of 8 mature trees would be removed. Implementation of Mitigation Measure BIO-1, below, would reduce this potential impact to below significance.

The site supports a rodent population, as well as potential raptor nesting habitat. The project could result in significant impacts to raptors if an active nest was abandoned or destroyed during project implementation. With the implementation of Mitigation Measures BIO-2 and BIO-3, below, this potential impact would be reduced to below significance.

Potential impacts to water quality (erosion, siltation, and turbidity) are substantially reduced by the implementation of BMPs associated with the Storm Water Pollution Prevention Plan (SWPPP) and compliance with the National Pollutant Discharge Elimination System (NPDES). See Mitigation Measure BIO-4.

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

Less Than Significant Impact. A total of 10 trees with a diameter at breast height (dbh) greater than or equal to 4 inches were observed on the project site. All 10 trees are planned for removal as part of the project. Of these, 8 trees are considered "mature" pursuant to the City of Escondido (Zoning Code, Article 55, 33-1052). One is an oak tree with a dbh greater than 4 inches but less than 10 inches, which is defined as a mature oak, and two are Mexican fan palms less than 8 inches dbh. For compliance with the City's mature tree preservation requirements and to reduce impacts to a level below significance, the 8 removed mature trees would be replaced on-site at a one-to-one ratio with a minimum size of a 24-inch box, consistent with City of Escondido Zoning Code Sections 33-1068.C and 33.1069. In addition, BMPs for vegetation removal would be implemented, including project scheduling around nesting bird season and/or surveying of potential nesting habitat to avoid impacts to nesting birds, including raptors, and to

establish work buffer areas consistent with local, state, and federal requirements. The project would affect no other local policy or ordinance protecting biological resources.

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. The City of Escondido General Plan and the Escondido Subarea Multiple Habitat Conservation Plan (MHCP), a component of the San Diego County MSCP, were consulted as part of the Habitat Assessment and Tree Inventory Survey performed for the project. The site is not located in any other natural community or habitat conservation plan. Therefore, the project impacts would not be in conflict with adopted provisions of an applicable plan.

Source(s): City of Escondido General Plan (City of Escondido, 2013); City of Escondido Municipal Code (City of Escondido, 2013); Field Investigation; Habitat Assessment and Tree Survey (VCS Environmental, 2013); Project Description

Biological Resources Avoidance, Minimization, and Mitigation. The following mitigation measure would be implemented to minimize potential impacts:

BIO-1: To replace the 8 removed mature or protected trees, 8 trees shall be replaced on site at a 1:1 ratio. Replacement trees shall be at a minimum size of 24-inch box.

BIO-2: A qualified biologist shall determine if any active raptor nests occur on or in the immediate vicinity of the project site if construction is set to commence or continue into the breeding seasons of raptors (January 1 to September 1). If active nests are found, their situation shall be assessed based on topography, line of site, existing disturbances, and proposed disturbance activities to determine an appropriate distance of temporal buffer.

BIO-3: If project construction cannot be avoided during the period of January 1 through September 1, a qualified biologist shall survey potential nesting vegetation within the project site for nesting birds, prior to commencing any project activity. Surveys shall be conducted at the appropriate time of day, no more than three days prior to vegetation removal and/or disturbance. Documentation of surveys and findings shall be submitted to the City for review and concurrence prior to conducting project activities. If no nesting birds were observed and concurrence was received, project activities may begin. If an active bird nest is located, the nest site shall be fenced a minimum of 200 feet (500 feet for special status species and raptors) in all directions, and this area shall not be disturbed until after September 1 or until the nest becomes inactive. If threatened or endangered species are observed within 500 feet of the work area, no work shall occur during the breeding season (January 1 through September 1) to avoid direct or indirect (noise) take of listed species.

BIO-4: To address potential impacts to water quality that may affect offsite wildlife species, a construction SWPPP shall be developed to minimize erosion and identify specific pollution prevention measures that will eliminate or control potential point and nonpoint pollution

sources on-site during and following the project's construction phase. The SWPPP shall meet the requirements of the Construction General Permit and shall identify potential pollutant sources associated with construction activities; identify non-storm water discharges; develop a water quality monitoring and sampling plan; and identify, implement, and maintain best management practices (BMPs) to reduce or eliminate pollutants associated with the construction site.

BIO-5: To compensate for the loss of 4.48 acres of NNG, the applicant shall purchase 2.24 mitigation credits from the Daley Ranch Bank or other approved mitigation bank.

V. Cultural Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

V. Cultural Resources Discussion

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

No Impact. A cultural resources assessment was conducted on the project area and the research and field survey indicate that any cultural resources on site are not of historic significance. Information from the South Coastal Information Center (SCIC) indicated that 23 previous cultural resources investigations have been conducted within 0.5 mile of the project and that one study included the current project boundaries (Kyle 2006). In 2006, Kyle surveyed the current parcel, the adjacent parcel to the west, and the parcel immediately west of Conway Drive for a total of 13.1 acres. No cultural resources were identified and Kyle recommended that no additional work be conducted. The SCIC identified seven previously recorded cultural resources within 0.5 mile of the project. The closest of these resources is CA-SDI-1050, a Pauma Complex site with scattered chipping waste and 5 manos, but no midden, 150 feet from the NW corner of the project, on the top of the hill across Stanley Avenue. The remaining six resources consist of CA-SDI-1049, a lightly scattered temporary campsite with a sub-surface component; CA-SDI-1057, a San Luis Rey I-II village, with possible Pauma Complex materials added; CA-SDI-1058, a Pauma Complex village with no midden; CA-SDI-1245, a milling station with a midden, remains of an adobe house, and another historic house; and CA-SDI-15357, a large bedrock outcrop with milling features; but none were previously recorded in the project site.

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

No Impact. The site-specific cultural resources assessment conducted on the proposed project area indicated a low to moderate sensitivity for cultural resources and a low sensitivity for

paleontological resources in the project. The water conveyance elements still present on the project are typical of agricultural activities of the pre-World War II period and later. No known cultural resources will be impacted. Therefore, no recommendations are made for further investigation on the subject property. While no cultural resources are expected to be discovered during construction based on the field survey and research, a qualified archaeologist would be available for consultation should cultural resources be discovered during the construction phase of the project to assess the nature and significance of the find.

c) ***Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?***

No Impact. Published geological maps (Kennedy and Tan 2005) describe the underlying geology as Mesozoic-age metamorphic rocks. Site records housed in the Department of Paleontology at the San Diego Natural History Museum indicate that no fossil localities occur within the vicinity of the project site, and the nearest fossil locality is approximately 10 miles to the west. The paucity of fossil localities is mostly due to the abundance of Mesozoic-age igneous and metamorphic rocks in the vicinity of the project. These rock types have zero paleontological sensitivity because the high temperatures and/or pressures they form at are not conducive to fossil preservation.

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

No Impact. No human remains are known to exist on-site and therefore no impacts are expected to occur. The contractor education program will include information on the notification protocol should human remains be discovered on site, and all requirements and protocols would be followed should human remains be discovered during ground disturbance. Specifically, to comply with State Health and Safety Code Section 7050.5, if human remains are encountered, the County Coroner must be notified of the find immediately. No further disturbance would occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

Source(s): Draft Cultural and Paleontological Resources Assessment (Duke CRM, 2013); Field Investigation; Project Description

VI. Geology and Soils

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a Known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994 or most current edition), creating substantial risks to life or property?	☐	☐	☒	☐
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?	☐	☐	☐	☒

VI. Geology and Soils Discussion

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.

No Impact The nearest active fault is the Elsinore fault zone, located approximately 12± to 14± miles northeast of the site. Furthermore, according to the geotechnical report (Appendix E) completed for the project, the site does not lie within the boundaries of an "Earthquake Fault Zone" as defined by the State of California in the Alquist-Priolo Earthquake Fault Zoning Act.

ii) ***Strong seismic ground shaking?***

No Impact. The geotechnical report indicates that the project is neither located in an Earthquake Fault Zone nor does the site contain soils or other geological conditions that would result in strong seismic ground shaking.

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

No Impact. The General Plan Figure VI-9 indicates that the site is located in a Liquefaction Hazard Area. However, according to the Geotechnical Studies the property would not be susceptible to earthquake-induced soil liquefaction and landsliding based on the Seismic Hazard Zones map established by the California Division of Mines and Geology. In addition, given the composition of soils and dense bedrock materials, the possibility of earthquake induced soil liquefaction, which requires loose granular soils, is considered non-existent. Because the topography of the area contains only gradual slopes, the possibility of an earthquake induced landslide is also negligible.

iv) ***Landslides?***

No Impact. See answer a.iii) above.

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

Less Than Significant Impact. Because the project site is located on an existing slope, the potential for erosion does exist without proper design considerations and project implementation measures aimed to eliminate erosion problems. The measures recommended in the Standard Grading Specifications of the project's 2013 Geotechnical Study would be implemented to eliminate the possibility of substantial soil erosion and loss of topsoil. They include measures for BMPs during project construction activities and measures for landscaping to control erosion during project operation. With implementation of these Standard Grading Specifications including the BMPs, potential 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 offsite landslide, lateral spreading, subsidence, liquefaction or collapse?***

No Impact. Based on conclusions drawn from the project's geotechnical studies and in consideration of the proposed grading plans and planned development, the site contains stable geological characteristics and soils that would support the project. The project would follow recommendations for site preparation and grading included in the 2013 geotechnical report (or equivalent), which would ensure none of these issues would occur on or offsite. Loose topsoil would be excavated and appropriate fill materials compacted consistent with the grading plans. Furthermore, the project would be required to comply with the California Building Code and City of Escondido building requirements.

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 of life or property?***

Less Than Significant Impact. The results of the geotechnical studies for the project indicate that the majority of near surface soils are collapsible and are essentially non-expansive; the loose natural soil encountered in the upper 3 to 4 feet, in some areas, is susceptible to collapse upon the introduction of water and/or additional loads. These surficial soils have a variable expansion potential that ranges from very low to moderate. Recommendations for treatment of expansive soil described in the geotechnical studies (or equivalent) would be implemented in order to eliminate the potential impacts to people and property. These include either the strategic placement of soils at a safe distance from proposed structures and/or the blending and re-compacting of expansive soil with non-expansive soil. Loose soils would be removed near the surface and appropriate fill would be placed where needed for structural integrity. In addition, footings and slabs would be constructed consistent with procedures of the California Building Code applicable to expansive soils. These measures would ensure impacts are 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 proposed project would have access to existing City wastewater infrastructure from Lehner Avenue and would not require the use of septic tanks or alternative wastewater disposal systems.

Source(s): City of Escondido General Plan (City of Escondido, 2013); Geotechnical Study (Petra, 2013); Geotechnical Study (American Geotechnical, Inc., 2004); Field Investigation; Preliminary Soils Investigation (CEI, 2004); Project Description

VII. Greenhouse Gas Emissions

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

VII. Greenhouse Gas Emissions Discussion

The proposed project would generate Greenhouse Gas (GHG) emissions from a variety of sources. First, GHG emissions would be generated during construction of the project. Once fully operational, the project's operations would generate GHG emissions from both area sources and mobile sources. Indirect source emissions associated with the proposed residential uses include electrical consumption, water and wastewater usage (transportation), and solid waste disposal. Mobile (direct) sources of air pollutants associated with the proposed project would consist of motor vehicles trips generated by residents and visitors.

Based on a review of Appendix B of the City of Escondido Greenhouse Gas Emissions Adopted CEQA Thresholds and Screening Tables document, it is determined that it would generally require up to 86 single-family residential dwelling units in order to generate 2,500 metric tons (MT) of carbon dioxide (CO_2^e) per year. Given that the proposed project would only consist of the development of 16 single-family residential units, it is concluded that the GHG emissions generated by the project would not exceed 2,500 MT CO_2^e per year. Thus, the GHG emissions attributable to the project would be less than significant.

Nonetheless, pursuant to full disclosure under CEQA, the estimated construction and operational GHG emissions associated with the project have been quantified as part of this analysis to further confirm that the total annual emissions of the project would not exceed 2,500 MT CO_2^e per year (ESA. 2014. Appendix B).

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

Less Than Significant Impact. The proposed project consists of the construction of 16 single family residential dwelling units at the approximately 4.6-acre project site. The project's construction GHG emissions were estimated using the same assumptions and methodology as the air quality analysis and are shown in Table 4. As shown in Table 4, the total GHG emissions that are anticipated from construction of the proposed project would be approximately 145 MT CO_2^e.

During operations, area and indirect emissions sources associated with the proposed project would primarily result from electricity and natural gas consumption, water and wastewater transport (the energy used to pump water and wastewater to and from the project site, respectively), and solid waste generation. GHG emissions from electricity consumed on site by the proposed project would be generated offsite by fuel combustion at the electricity provider. GHG emissions from water and wastewater transport are also indirect emissions resulting from the energy required to transport water from its source, and the energy required to treat wastewater and transport it to its treated discharge point. In addition, the residential uses at the project site would also generate mobile source emissions from motor vehicle trips generated by residents and visitors. The various operational GHG emissions associated with the proposed project are shown in Table 4. Overall, the proposed project's total annual GHG emissions resulting from construction and operational activities would be 431 MT CO_2^e per year.

TABLE 4: ESTIMATED PROJECT CONSTRUCTION AND OPERATIONS-RELATED GHG EMISSIONS

Emission Source	Proposed Project Emissions CO_2e (MT/yr.)
Construction	
Total	145
Construction (Amortized over 30 years)	5
Operations	
Mobile Sources	208
Electricity Consumption	37
Natural Gas Consumption	24
Water Consumption	8
Solid Waste	9
Area Source	0.20
Subtotal	286
TOTAL ANNUAL PROJECT EMISSIONS	**431**[a]
City Screening Threshold	2,500
Significant Impact?	No

NOTES: CO_2e= carbon dioxide equivalent; MT/yr = metric tons per year; see Appendix A for CalEEMod model outputs.

[a] The total project annual GHG emissions include both construction and operational emissions. It should be noted that construction emissions would only be temporary and would only occur in 2014 when the project is being constructed. After 2014, only the project's operational GHG emissions would be generated.

As shown in Table 4, the project's construction and operational GHG emissions, which would occur together in 2014 only, would not exceed the 2,500 MT of CO_2^e per year. Thus, the proposed project would not result in the generation of substantial levels of GHG emissions and would not result in emissions that would adversely affect the statewide attainment of GHG emission reduction goals of AB 32. This impact would be less than significant..

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

No Impact. As discussed above, the GHG emissions generated by the proposed project would not exceed the City's 2,500 MT of CO_2^e per year screening threshold. As the 2,500 MT of CO_2^e per year threshold has been developed as part of the E-CAP development review process, the project would not interfere with implementation of the E-CAP. Consequently, the implementation of the proposed project would not hinder the ability of the State to achieve AB 32's goal of achieving 1990 levels of GHG emissions by 2020. In addition, once the energy and water consumption reductions from compliance with the mandatory requirements of CALGreen are accounted for, the GHG emissions associated with the proposed project would be even lower.

Consistency with CARB Scoping Plan: Out of the Recommended Actions contained in CARB's Scoping Plan, the actions that are most applicable to the project would be Actions E-1 and GB-1. CARB Scoping Plan Action E-1, together with Action GB-1 (Green Building), aims to reduce electricity demand by increased efficiency of Utility Energy Programs and adoption of more stringent building and appliance standards. The proposed project would be required to include all mandatory green building measures for new residential developments under the CALGreen Code. Therefore, the proposed project would be consistent with the Scoping Plan measures through incorporation of stricter building and appliance standards.

Consistency with City of Escondido Climate Action Plan: As discussed previously, the E-CAP serves as an implementation tool of the City General Plan to guide development in the City to meet the objectives of conserving resources and reducing GHG emissions. Following the State's adopted AB 32 GHG reduction target, the E-CAP sets a goal to reduce its GHG emissions back to 1990 levels by the year 2020. This target was calculated as a 15 percent decrease from 2005 levels, as recommended in the AB 32 Scoping Plan. In order to reduce its GHG emissions by 15 percent from 2005 levels by 2020, the City estimated the community-wide emissions for the year 2020, based on population and housing growth projections associated with the assumptions used in the City's General Plan Update, which was completed in 2012. Through this forecast, the City was able to determine the amount of GHG emissions that would need to be reduced in order for the City to reach its reduction target by 2020. Thus, because development of the proposed project would be consistent with the residential land use designation for the project site identified in the City's General Plan Land Use and Community Form Element, the GHG emissions associated with the project would have already been accounted for in the City's future emissions forecast. As such, implementation of the proposed project would be consistent with the E-CAP. Additionally, because the GHG emissions generated by the proposed project would not exceed the 2,500 MT of CO2e per year threshold established in the E-CAP, the project would not hinder the City's ability to reduce its GHG emissions in accordance with AB 32 requirements. Therefore, implementation of the proposed project would not adversely affect the statewide attainment of GHG emission reduction goals of AB 32.

Source(s): Air Quality and Greenhouse Gas Emissions Technical Report (ESA, 2014); Project Description

VIII. Hazards and Hazardous Materials

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site, which is included on a list of hazardous materials sites complied pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

VIII. Hazards and Hazardous Materials Discussion

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. The proposed project would include the development of 16 new single-family homes and includes neither industrial elements nor association with the storage, handling, or transportation of hazardous materials. With the exception of occasional refueling in a designated, protected area of the project construction area, no hazardous materials will be on site. The improved off-site intersections would not result in increased use of the roadways by trucks carrying hazardous materials.

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 Impact. The proposed project would include the development of 16 new single-family homes and upon project completion no significant hazards or releases of hazardous materials would be expected of this land use. The project would have the potential of accidental fuel and/or chemical spills during the grading and construction phases. The contractor would be required to implement BMPs to reduce impacts of a potential spill, such as implementing a Spill Prevention, Control, and Countermeasures (SPCC) Plan and maintaining at the job site the applicable equipment and material designated in the SPCC Plan. With these BMPs, potential impacts would be less than significant.

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?***

Less than Significant Impact. The project is within 0.25 mile of an existing school. See answer VIII.a, above.

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

No Impact. The project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

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 site is not located within an airport land use plan and is located outside the sphere of influence for the McClellan-Palomar Airport, which is the nearest public airport.

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. The project is not located within the vicinity of a private airstrip. The nearest private airstrip is located approximately 4.65 miles to the northeast at Lake Wohlford Resort.

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

No Impact. The project has access to and would neither alter nor impede existing evacuation routes shown in the General Plan Figure VI-1. Implementation of the emergency response plan includes such precautions as avoiding construction in high-risk areas, proper landscaping in fire prone areas, and designing development to withstand earthquakes and flooding.

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. The project site is not located in a wildlands area and is not adjacent to a wildlands area with a Very High Fire Hazard Zone Rating. The nearest wildlands area is approximately 0.25 mile to the east.

Source(s): City of Escondido General Plan (City of Escondido, 2013); Geotracker (California State Water Resources Control Board, 2013); Field Investigation; Phase I Environmental Site Assessment (Petra, 2013); Project Description

IX. Hydrology and Water Quality

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Violate or conflict with any adopted water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of a watercourse or wetland, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	☒
e) Create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☐	☒
g) Place housing within a 100-year flood hazard area as mapped on Federal Flood Hazard boundary of Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place structures or fill within a 100-year flood hazard area, which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

IX. Hydrology and Water Quality Discussion

The site is characterized by gentle slopes 16% on the north end and gradually reducing to about 4% on the south end of the site. The site picks up off-site flow from properties to the east. All existing flows drain to an existing ditch that flows to the west and runs parallel with Lehner Avenue. There is an existing 18-inch corrugated metal pipe, which picks up on-site and off-site flows adjacent to Lehner Avenue. This pipe connects to the existing 66-inch concrete pipe located in Lehner Avenue. These flows are conveyed west within the City storm drain system. The project development will

decrease the amount of pervious surface on the existing property with construction of homes and hardscape improvements. A minor increase in impervious surface will be attributed to the street improvements (approximately 5,000 square feet), which will not require additional water quality facilities. To account for the increase in impervious surface on site, the project includes the construction and maintenance of 2 bioretention basins at the south end of the property. The basins will provide both hydromodification by retaining the peak flow volumes and peak flow velocities, and treatment prior to discharge to the existing 66-inch concrete pipe in Lehner Avenue. The project will also contribute to off-site drainage improvements through payment of a Community Benefit Fee/Infrastructure Deficiency Fee as described in the project's Development Agreement with the City. In addition, the project will comply with requirements of the San Diego Municipal Storm Water Permit (Order No. 2001-01) of the California Regional Water Quality Control Board Region 9, San Diego.

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

Less Than Significant Impact. Project construction would be required to comply with the San Diego Municipal Storm Water Permit (Order No. 2001-01, NPDES), and with the project-specific Storm Water Pollution Prevention Plan (SWPPP). The SWPPP will be developed to minimize erosion and will identify specific pollution prevention measures that will eliminate or control potential point and nonpoint pollution sources on-site during the project's construction phase. The SWPPP shall meet the requirements of the NPDES and will identify potential pollutant sources associated with construction activities, identify non-storm water discharges, develop a water quality monitoring and sampling plan, and identify, implement, and maintain BMPs to reduce or eliminate pollutants associated with the construction site.

The Water Quality Technical Report (WQTR) identifies the bioretention system as the post-construction BMP to address water quality impacts. The bioretention system is essentially a surface and sub-surface water filtration system that incorporates both plants and underlying filter soils for removal of contaminants. The bioretention system is effective in removing sediments and attached pollutants and in delaying runoff peaks by providing retention capacity and reducing flow velocities. The WQTR also provides specific design and maintenance information for the bioretention system.

Based on project and bioretention design, and compliance with the NPDES and SWPPP, the project would not violate or conflict with any adopted water quality standards or waste discharge requirements.

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

No Impact. The project would not deplete groundwater supplies and would not interfere with groundwater recharge by building additional wells or by altering a stream, wetland, or existing groundwater recharge facility.

c) ***Substantially alter the existing drainage pattern of the site or area, including through the alteration of a watercourse or wetland, in a manner which would result in substantial erosion or siltation on- or off-site?***

No Impact. No watercourse or wetland is present on the project site and no watercourse or wetland is located off-site near the project. The existing general drainage pattern would remain post-development, based on analysis provided in the project-specific Water Quality Technical Report (Barger, 2013). In addition, two bioretention basins would be constructed and maintained on the south end of the site to ensure no substantial erosion or siltation would occur.

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?***

Less Than Significant Impact. Based on the project-specific Water Quality Technical Report (Barger, 2013), the existing drainage pattern would remain the same post-development. There are no streams or rivers on-site or adjacent that would be altered by the project. The site is currently vacant land made up of pervious surface. The project includes construction of new housing and hardscape improvements that would convert a large portion of the site from pervious surfaces to impervious surfaces, which would lead to an increase in surface runoff. According to the Water Quality Technical Report, existing peak flow for the project site from on-site and off-site sources was found to be approximately 5 cubic feet per second (cfs). The peak flows from the proposed project site from on-site and off-site sources is anticipated to be approximately 11 cfs. Two bioretention basins would be constructed and maintained on the south end of the site to treat and slow runoff before it is discharged into the stormwater system in Lehner Avenue during peak flows. As described in the project's Development Agreement, the City has noted current capacity for these anticipated flows and for flood control are adequate. In addition, the project will also contribute to off-site drainage improvements through payment of a Community Benefit Fee/Infrastructure Deficiency Fee, which is also identified in the project's Development Agreement. Based on project design, existing capacity, and the project's contribution to off-site drainage improvements, impacts would be less than significant.

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?***

Less Than Significant Impact. The project would be expected to incrementally increase the amount of surface runoff as a result of additional paved and hardscaped surfaces of the development. The City has indicated that existing stormwater capacity is adequate to serve the project per the project's Development Agreement. In addition, the project will contribute to off-site drainage improvements through payment of a Community Benefit Fee/Infrastructure Deficiency Fee. The project also includes construction and maintenance of two bioretention basins on the south end of the site to treat and slow runoff before it is discharged into the stormwater system. The project would be required to comply with the San Diego Municipal

Storm Water Permit (Order No. 2001-01) and conform to water quality BMPs. Consequently, runoff from the project would not be considered significant and the project would not materially degrade the existing drainage facilities or degrade water quality.

f) *Otherwise substantially degrade water quality?*

No Impact. See answer IX.e above.

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 Figure VI-7, 100 Year Flood Hazard Zones of the General Plan, the project site is not located within a FEMA 100 Year Floodway or a 100 Year Floodplain.

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

No Impact. According to Figure VI-7, 100 Year Flood Hazard Zones of the General Plan, the project site is not located within a FEMA 100 Year Floodway or a 100 Year Floodplain. No flows would be impeded or redirected.

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?*

No Impact. The project site is not located in an inundation zone according to Figure VI-8 Dam Failure Inundation Areas.

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

No Impact. The project site is not located in an inundation zone according to Figure VI-8 Dam Failure Inundation Areas. The project site is also located over 14 miles away from the Pacific Ocean and out of range for risk of tsunami. No bodies of water or waterflows are located near the site that would create exposure to risk of seiche or mudflow.

Source(s): City of Escondido General Plan (City of Escondido, 2013); Development Agreement (2014); Field Investigation; Project Description; Water Quality Technical Report (Barger Engineering, 2013); Water Quality Technical Report Addendum (Barger Engineering, 2014).

X. Land Use Planning

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☒	☐

X. Land Use Planning Discussion

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

No Impact. The project proposes the development of 16 new single-family residences within an established community consisting of single-family Suburban homes and large-lot Estate II single-family homes, a middle school, and open space. Therefore, the project would not physically divide an established community.

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 City of Escondido General Plan is the applicable land use plan for the project site. The Suburban land use designation of the General Plan allows a maximum density of 3.3 dwelling units per acre with a minimum lot size of 10,000 square feet (sf). The TTM (Appendix A, Figure 4) shows all lots larger than 10,000 sf, and therefore the project is consistent with the lot size requirement.

The proposed density for this project is 3.45 dwelling units per acre. A strict application of the 3.3 dwelling units allowed by the Suburban designation would result in a maximum yield of 15 lots for the subdivision. In reviewing the 16-lot proposal, the Planning Division considered the site's configuration, limited street dedication requirements, and ability to efficiently configure the interior street and lots while maintaining a minimum lot size of 10,00 sf for all lots. Staff concluded that, according to the exemption provision of Section 32.302.02 of the City of Escondido Subdivision Ordinance, including one additional residential lot to the subdivision is consistent with the local land use regulation because the additional lot will not substantially alter the overall appearance or intensity of the proposed development and will be consistent

with other R-1-10 style developments in the area. Therefore, no significant impact would be associated with the project's proposed density.

The project also proposes to construct such other improvements required by the Conditions of Approval and the Development Agreement. This MND is intended to serve as the environmental clearance for the Development Agreement as well as for the development project. The terms of the Development Agreement would allow the developer to proceed with construction of 16 residences in return for the construction of public improvements and the payment of funds (deficiency fees) for upgrades to existing water, street and drainage infrastructure in the North Broadway area. As described in the Development Agreement, compensation for these upgrades includes payment of a Community Benefit Fee of $12,500 per unit, payment of $3,555 per unit for construction of a 12" water line along Stanley Avenue between Ash Street and Conway Drive, and a fair share contribution to the future signalization of the Ash Street/Vista Avenue intersection. Improvements include construction of dedicated turn lanes and transitions at the Ash Street/Lehner Avenue and Ash Street/Vista Avenue intersections. The Development Agreement would ensure consistency with the City's Growth Management Ordinance requirements for new residential development within the North Broadway Region of Influence; therefore, impacts to applicable land use plans, policies and regulations would be less than significant.

c) *Conflict with any applicable habitat conservation plan or natural community conservation plan?*

Less Than Significant Impact. The project would result in the loss of approximately 4.48 acres of NNG, 0.11 acre of invasive species (tree of heaven, pepper tree), and 0.19 acre of disturbed habitat. The MHCP identifies the project site and vicinity as "developed" and without significant natural resources that require preservation or conservation. Road improvements would occur within areas previously disturbed and would not impact threatened or endangered species. Compensation for the loss of 4.48 acre of NNG will be provided by the purchase of 2.24 credits from the Daley Ranch Mitigation Bank. Therefore, the project would not conflict with the applicable conservation plan.

Source(s): City of Escondido General Plan (City of Escondido, 2013); City of Escondido Planning Commission (City of Escondido, 2006); Field Investigation; Multiple Habitat Conservation Program (SANBAG, 2003); Project Description

XI. Mineral Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

XI. Mineral Resources Discussion

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. No existing or past mineral extraction facilities are located on the project site (Figure 4.11-1 of the General Plan Update Environmental Impact Report). Historically, the site has been used for agricultural use and was not associated with mineral mining or excavation. No evidence of mineral resources was identified in the geotechnical report prepared for this project.

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. See answer XI.a above.

Source(s): City of Escondido General Plan (City of Escondido, 2013); Field Investigation; Project Description

XII. Noise

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

XII. Noise Discussion

The project's potential construction-related and operational-related noise impacts were evaluated based on City standards for exterior sound levels and per the City's General Plan and Noise Policy 5.3 of the Community Protection Element. The City's significance criteria thresholds are shown in Table 5 below.

TABLE 5: CITY OF ESCONDIDO EXTERIOR SOUND LEVEL LIMITS

Zone	Time	Applicable Limit One-hour Average Sound Level (A-weighted Decibels)
Residential zones	7:00 A.M. to 10:00 P.M.	50
	10:00 P.M. to 7:00 A.M.	45
Multi-residential zones	7:00 A.M. to 10:00 P.M.	55
	10:00 P.M. to 7:00 A.M.	50
Commercial zones	7:00 A.M. to 10:00 P.M.	60
	10:00 P.M. to 7:00 A.M.	55
Light industrial/Industrial park zones	Anytime	70
General Industrial zones	Anytime	75

With regards to traffic noise, the significance of the proposed project's noise impacts were determined by comparing estimated project-related noise levels to existing no-project noise levels. The traffic noise significance criteria thresholds are shown in Table 6 below.

TABLE 6: EXTERIOR INCREMENTAL ENVIRONMENTAL NOISE IMPACT STANDARDS FOR NOISE-SENSITIVE USES (DB)

Residences and Buildings Where People Normally Sleep[a]		Institutional Land Uses with Primarily Daytime and Evening Uses[b]	
Existing L_{dn}	Allowable Noise Increment	Existing Peak Hour L_{eq}	Allowable Noise Increment
45	8	45	12
50	5	50	9
55	3	55	6
60	2	60	5
65	1	65	3
70	1	70	3
75	0	75	1
80	0	80	0

Note: Noise levels are measured at the property line of the noise-sensitive use.

a This category includes homes, hospitals, and hotels where a nighttime sensitivity to noise is assumed to be of utmost importance.

b This category includes schools, libraries, theaters, and churches where it is important to avoid interference with such activities as speech, meditation, and concentration on reading material.

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 Impact with Mitigation.

Operation Noise: The project would not involve the use of heavy machinery or generate heavy-duty truck trips that are often associated with large commercial or industrial uses. As such, no sources of "excessive" noise levels would occur during project operations that would violate established noise standards (ESA, Noise Technical Report, 2013, Appendix H).

The project would add additional vehicles on surrounding roadways and therefore potentially impact ambient noise levels with increased traffic noise. The proposed Project would increase local noise levels by a maximum of 0.9 dB L_{dn} at the roadway segment of Stanley Avenue, east of N. Ash Street. As this noise increase would not exceed the City's allowable noise increment, this impact would be less than significant. In addition, as the other roadway segments that are located even further away from the Project site would experience less traffic increases due to the Project, the increase in local noise levels at these roadway segments would also not exceed the City's allowable noise increments, and impacts would be less than significant.

Cumulative mobile source noise impacts would occur primarily as a result of increased traffic on local roadways due to the proposed Project and related projects within the study area. Therefore, cumulative traffic-generated noise impacts have been assessed based on the contribution of the proposed Project to the future cumulative base traffic volumes on the roadway segments in the Project vicinity. Cumulative development along with the proposed Project would increase local noise levels by a maximum of 2.7 dB L_{dn} at the segment of Vista Avenue, west of N. Ash Street. As the increase in roadway noise at this roadway segment would not exceed the allowable incremental noise increase of 3.0 dB L_{dn}, the noise increase would not be substantial. Additionally, while the segments of Ash Street located south of Lehner Avenue and north of Vista Avenue would experience an increase in traffic noise levels above the City's applicable 1.0 dB L_{dn} criteria due to future cumulative development, this noise increase would not be perceptible to the human ear. Outside of the laboratory, a 3 dB change in noise levels is considered to be a barely perceivable difference to the human ear. As such, the increase in cumulative traffic noise levels of 1.3 dB L_{dn} on the two segments of Ash Street would be less than significant. Furthermore, the proposed Project's contribution to the cumulative noise increase at these two segments of Ash Street would not be perceptible since the proposed Project would not contribute to traffic noise at the segment of Ash street located south of Lehner Avenue and would only contribute 0.1 dB L_{dn} at the segment of Ash Street located north of Vista Avenue. As such, the proposed Project's contribution to this cumulative noise impact would be less than significant. (ESA, Noise Technical Report, 2014).

Furthermore, the traffic noise impacts resulting from cumulative base traffic volumes with the proposed project were also analyzed at institutional land uses (i.e., churches and schools) in the project area using the allowable noise increase criteria established by the City. As shown in the project-specific noise technical report, cumulative development along with the proposed project would increase the peak hour noise levels by a maximum of 0.3 dB Leq at the segment of Vista Avenue, east of N. Broadway. As the increase in roadway noise at this roadway segment would not exceed the allowable incremental noise increase of 3.0 dB Leq, the noise increase would not be substantial. As the remaining roadways analyzed would be exposed to even lower noise level increases, the peak hour noise increases at these roadway segments would also not be substantial. Therefore, the cumulative impact associated with mobile source noise at institutional land uses would be less than significant.

Construction Noise: Construction of the proposed project would require the use of heavy equipment during the grading and excavation activities at the project site, installation of new utilities, paving, and building fabrication for the proposed residential buildings. Development activities would also involve the use of smaller power tools, generators, and other sources of noise. During each stage of development, there would be a different mix of equipment. As such, construction activity noise levels at and near the project site would fluctuate depending on the particular type, number, and duration of use of the various pieces of construction equipment.

Table 7 shows the hourly noise levels (L_{max}) produced by various types of construction equipment based on a distance of 50 feet between the equipment and noise receptor. It should be noted that L_{max} noise levels associated with the construction equipment would only be generated when the equipment are operated at full power. Typically, the operating cycle for a piece of construction equipment would involve one or two minutes of full power operation

followed by three or four minutes at lower power settings. As such, the L_{max} noise levels shown in Table 7 would only occur occasionally throughout the construction day.

During construction, two basic types of activities would be expected to occur and generate noise at the project site. One of these activities would involve grading and excavation at the project site to accommodate the foundation for the proposed residential uses. The second type of construction activity that would generate noise would involve the physical construction of the proposed residential structures. Overall, construction of the project is anticipated to occur over an approximately 6-month period.

TABLE 7: MAXIMUM NOISE LEVELS FROM CONSTRUCTION EQUIPMENT

Construction Equipment	Noise Level at 50 Feet (dB, L_{max})
Dump Truck	76
Excavator	81
Air Compressor	78
Backhoe	78
Grader	85
Front End Loader	79
Dozer	82
Tractor	84
Paver	77
Roller	80

SOURCE: Federal Highway Administration, Roadway Construction Noise Model User's Guide, 2006.

During construction of the project, the nearest and most notable offsite sensitive receptors to the project site would be the surrounding residential uses and the Rincon Middle School. Due to the use of construction equipment during the construction phases, the project would expose these surrounding off-site sensitive receptors to increased exterior noise levels. According to Section 17-234 of the City's Municipal Code, construction equipment or a combination of equipment are not allowed to operate so as to cause noise in excess of a one-hour average sound level limit of 75 dB at any time. During project construction, the noise levels experienced at the nearest off-site receptors would vary depending on the distance of the construction equipment within the site to the receptor. For instance, the construction noise levels experienced at the off-site receptors to the north would be the greatest when construction equipment are operating in the northern portion of the project site, while noise levels at these receptors would be the lowest when construction equipment are operating in the southern portion of the project site. Thus, the noise levels would fluctuate over the course of a construction day as equipment moves back and forth across the project site. Table 8 shows the estimated construction noise levels that would occur at the off-site sensitive uses during construction at the project site. The estimated noise levels at the off-site sensitive receptors were calculated using the Federal Highway Administration (FHWA)'s Roadway Construction Noise Model (RCNM), and were based on the concurrent operation of the two noisiest pieces of equipment (i.e., grader and tractor) at the center of the project site.

TABLE 8: EXTERIOR NOISE AT OFF-SITE SENSITIVE USES FROM PROJECT CONSTRUCTION

Off-site Sensitive Land Uses	Location	Approximate Distance to Project Site Boundary (ft.)[a]	Estimated Hourly Noise Levels (dB L_{eq})[b]	Applicable Hourly Noise Standard (dB L_{eq})
Residences	North of the Project site, across Stanley Ave.	389	66	75
Residence	Directly east of the Project site	169	73	75
Rincon Middle School	South of the Project site, across Lehner Ave.	394	61	75
Residences	Directly west of the Project site	169	73	75

a The approximate distances are measured from the center of the Project site to the nearest sensitive-receptor property line.

b In accordance with the general construction noise assessment approach recommended by the FTA, it is assumed that the two noisiest pieces of construction equipment used at the Project site (i.e., grader and tractor) would be operating concurrently.

As shown in Table 8, the applicable City exterior noise standard of 75 dB would not be exceeded at all of the identified offsite sensitive uses during construction of the project (ESA, Noise Technical Report, 2013). However, when the project's estimated construction noise levels are compared with the ambient daytime noise levels that were measured at the nearby off-site sensitive uses to the project site, the exterior noise levels at all of the off-site sensitive receptors would experience a substantial increase in noise levels during construction of the project. It should be noted, however, that the construction-related noise levels associated with development under the project would be temporary in nature, and would not generate continuously high noise levels, although occasional single-event disturbances from grading and construction are possible. In addition, construction equipment engines would also likely be intermittently turned on and off over the course of an hour.

Although the noise increase over existing ambient daytime noise levels at the nearby off-site sensitive uses during project construction would only be temporary in nature, Mitigation Measures MM N-1 through MM N-8, which would require the implementation of noise reduction devices and techniques during project construction, will be implemented to reduce the construction-related noise levels at nearby receptors to the maximum extent feasible. With the implementation of Mitigation Measures MM N-1 through MM N-8, the temporary construction noise impacts would be minimized and impacts would be less than significant.

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

Less than Significant Impact.

Operation Noise: The project would not involve the use of heavy machinery or generate heavy-duty truck trips that are often associated with large commercial or industrial uses. As such, no sources of "excessive" groundborne vibration or noise levels would occur during project operations (ESA, Noise Technical Report, 2013).

Construction Noise: Construction activities that would occur within the project site would include grading and excavation, which would have the potential to generate low levels of groundborne vibration. As such, the existing residential uses located in the immediate vicinity of the project site could be exposed to the generation of excessive groundborne vibration or groundborne noise levels related to construction activities. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to structural damage at the highest levels. Site ground vibrations from construction activities very rarely reach the levels that can damage structures, but they may be perceived in buildings very close to a construction site. No pile-driving activities would be required for construction of the proposed Project.

The various peak particle velocity (PPV) and root mean square (RMS) velocity in Decibel (VdB) levels for the types of construction equipment that would operate during the construction of the proposed project are identified in Table 9. Based on the information presented in Table 9, vibration velocities could reach as high as approximately 0.089 inch-per-second PPV at 25 feet from the source activity, depending on the type of construction equipment in use. This corresponds to a RMS velocity level (in VdB) of 87 VdB at 25 feet from the source activity.

TABLE 9: VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT

	Approximate PPV (in/sec)					Approximate RMS (VdB)				
Equipment	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Large Bulldozer	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Loaded Trucks	0.076	0.027	0.020	0.015	0.010	86	77	75	72	68
Jackhammer	0.035	0.012	0.009	0.007	0.004	79	70	68	65	61
Small Bulldozer	0.003	0.001	0.0008	0.0006	0.0004	58	49	47	44	40

SOURCE: FTA, 2006.

Construction activities associated with the proposed project would have the potential to impact the nearest surrounding off-site sensitive receptors to the project site, which include the surrounding residential uses to the north, east, and west, and the Rincon Middle School located to the south. Table 10 shows the construction-related groundborne vibration levels that would occur at the identified off-site sensitive uses during construction at the project site.

TABLE 10: GROUNDBORNE VIBRATION LEVELS AT OFF-SITE SENSITIVE USES

Off-site Sensitive Land Use	Approximate Distance to project site (ft.)[a]	Estimated PPV (in/sec)
Residences located north of the Project site, across Stanley Ave.	117	0.008
Residence located directly east of the Project site	15	0.19
Rincon Middle School located south of the Project site, across Lehner Ave.	170	0.005
Residences located directly west of the Project site	12	0.27

ft. = feet
in/sec = inches per second

[a] The approximate distances are measured from the nearest project site boundary to the nearest off-site structure. In the case of the residences to the immediate east and west of the project site, a 15-foot and 12-foot distance between the project site boundary and these sensitive receptor structures, respectively, is used based on the preliminary site plan for the proposed Project.

As shown in Table 10, the vibration velocities forecasted to occur at the off-site sensitive receptors could potentially range from 0.005 inches per second (in/sec) PPV at the Rincon Middle School located south of the project site, to 0.27 in/sec PPV at the residence located immediately east of the project site. None of the buildings at the identified offsite sensitive use locations are considered to be fragile structures that are extremely susceptible to vibration damage (ESA, Noise Technical Report, 2013). For the purpose of this analysis, the identified off-site residential structures surrounding the project site are considered to be older residential structures while the Rincon Middle School structures are considered to be modern industrial/commercial buildings," based on the structure descriptions provided under Caltrans vibration criteria. With respect to the vibration sources associated with project construction, it is not anticipated that any continuous/frequent intermittent sources of vibration would occur as no pile-driving or compaction activities would be required at the project site. As such, only transient sources of vibration are anticipated to be generated at the project site during construction. Based on the information shown in Table 10, none of the existing off-site residential structures would be exposed to PPV groundborne vibration levels that exceed the 0.5 in/sec criteria for transient sources during project construction. In addition, the Rincon Middle School would not be exposed to PPV groundborne vibration levels that exceed the 2.0 in/sec criteria for transient sources. Thus, in terms of building damage, potential vibration impacts would be less than significant at the nearest off-site sensitive receptors to the project site (ESA, Noise Technical Report, 2014).

In terms of human perception, the vibration levels forecasted to occur at the off-site sensitive receptors would be distinctly perceptible at the existing residential structures located immediately east and west of the project site, while the vibration levels at the residential structures to the north and the Rincon Middle School to the south would not be perceptible during project construction. While the existing off-site residential structures to the east and

west would be exposed to distinctly perceptible vibration levels, it should be noted that this is a conservative analysis because it assumes that large bulldozers would be operating directly along the project site property line[1]. During actual construction, such mobile construction equipment may not need to operate this close to the off-site sensitive receptors located to the east and west. Nonetheless, because potential vibration levels associated with project construction could be perceptible at these off-site receptors, this impact is considered to be potentially significant. (ESA, Noise Technical Report, 2013).

Implementation of Mitigation Measure MM N-7, which would prohibit the use of construction equipment that generates high levels of vibration (i.e., large bulldozers, loaded trucks, etc.) within specified distances from existing off-site residential uses that are located nearby the proposed project, would ensure that the construction-related vibration impacts associated with building damage and human annoyance at these nearby receptors would be reduced to a less-than-significant level. Additionally, implementation of Mitigation Measure MM N-2 would further serve to locate groundborne vibration construction activities as far as possible from the nearest vibration-sensitive land uses, which would reduce the vibration levels experienced at these sensitive receptors. With implementation of these mitigation measures, the vibration impact associated with human perception/annoyance at the off-site residential uses located to the west and east of the project site 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 Impact.

Construction Noise: According to the Noise Technical Report for the project (ESA, 2013, Appendix H), a temporary increase in ambient noise levels would occur during the demolition, grading and construction project phases. The potential impacts for temporary demolition, grading and construction activities are discussed in answers XII.a and XII.b above.

Operation Noise: Potential permanent impacts during the project's operation phase would be associated with heating, ventilating, and air conditioning (HVAC) units and exhaust fans that may be installed on the proposed single-family residential units; and associated with an increase in traffic and traffic related noise.

Due to their proximity, the noise levels generated by the new HVAC units and exhaust fans for the proposed project could potentially disturb the existing residential uses to the west and east of the project site. Based on the City's noise standards for noise-sensitive uses, an approximately 5 dB incremental noise increase would be allowed at the residential uses located to the west and east of the project site (ESA, Noise Technical Report, 2013). It should be noted that as an industry practice, the design of the on-site HVAC units and other noise-generating mechanical equipment associated with the new residential units at the project site would typically be equipped with noise muffling devices or shielding (e.g. enclosures) to reduce noise levels that may affect nearby noise-sensitive uses. For the proposed project, all HVAC units would be located in either the rear or side of the new residences where they would be shielded

[1] For the purpose of this analysis, bulldozers that are 310 horsepower or greater are considered to be large bulldozers.

from neighboring uses by block walls. In addition, the HVAC units installed would be typical of those used at other existing residences in the project vicinity, and generally would not represent a substantial source of noise. Furthermore, in order to ensure that on site operational noise would not adversely affect the future residents at the project site, the new residences would utilize exterior windows and insulation that would provide sufficient sound insulation to ensure that interior noise levels would be below a day-night average noise level (Ldn) or Community Noise Equivalent Level (CNEL) of 45 dB in any residential room. Thus, impacts from HVAC-related noise levels associated with the proposed project would be less than significant.

Potential impacts to ambient noise levels associated with traffic noise are discussed in Section X.II.a above.

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 with Mitigation. A temporary increase in ambient noise levels would occur during the grading and construction project phases. The potential impacts for temporary grading and construction activities are discussed in answers XII.a and XII.b above. Implementation of Mitigation Measure N-1 and of the BMPs described above would reduce the potential impacts to a level below significance.

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?***

No Impact. The project site is not located within an airport land use plan and is located outside the sphere of influence for the McClellan-Palomar Airport, which is the nearest public airport. The site is not located within the vicinity of a private airstrip. The nearest private airstrip is located approximately 4.65 miles to the northeast at Lake Wohlford Resort.

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?***

No Impact. See answer XII.e above.

Source(s): City of Escondido General Plan (City of Escondido, 2013); Field Investigation; Noise Technical Report (ESA, 2014)

Noise Avoidance, Minimization, and Mitigation. The following mitigation measures would be implemented to minimize potential impacts:

MM N-1: The project Applicant and/or contractor shall ensure that all construction equipment has properly operating mufflers.

MM N-2: Noise and groundborne vibration construction activities whose specific location on the project site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration-sensitive land uses.

MM N-3: Construction activities associated with the proposed project shall, to the extent feasible, be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels. When the use of impact tools are necessary, they shall be hydraulically or electrically powered when feasible to minimize noise associated with compressed air exhaust from pneumatically powered tools.

MM N-4: The Applicant shall locate stationary construction noise sources away from adjacent receptors, to the extent feasible, and ensure that they are muffled and enclosed within temporary sheds, incorporate insulation barriers, or other measures to the extent feasible.

MM N-5: The Applicant shall designate a construction relations officer to serve as a liaison with surrounding residents and property owners who is responsible for responding to any concerns regarding construction noise and vibration. The liaison's telephone number(s) shall be prominently displayed at the project site. Signs shall also be posted at the project site that include permitted construction days and hours.

MM N-6: Construction activities shall be limited to between the hours of 7:00 A.M. and 6:00 P.M. from Monday through Friday, and between the hours of 9:00 A.M. and 5:00 P.M. on Saturdays. Further, no construction activity shall be undertaken on Sundays and recognized City holidays (Section 17-234 of the City's Municipal Code).

MM N-7: The operation of construction equipment that generates high levels of vibration, such as large bulldozers and loaded trucks, shall be prohibited within 45 feet of existing nearby residential structures during construction of the proposed project. Instead, small bulldozers not exceeding 310 horsepower shall be used within this area during grading and excavation operations. The use of smaller bulldozers would result in vibration levels of 0.01 PPV at the residences located immediately to the east and west of the project site, which would not exceed Caltrans' "barely perceptible" vibration criteria for transient vibration sources .

MM N-8: Prior to the issuance of a certificate of occupancy, the Applicant shall ensure that all exterior windows associated with the proposed residential uses at the project site shall be constructed to provide a sufficient amount of sound insulation to ensure that interior noise levels would be below an L_{dn} or CNEL of 45 dB in any room.

XIII. Population and Housing

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

XIII. Population and Housing Discussion:

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 project would build 16 additional single-family residences, which would incrementally increase the population in the immediate area by adding additional dwelling units. These additional units would support the City's Regional Share Housing Requirements and the General Plan Housing Policy 1.1 to expand the stock of all housing while preserving the health, safety, and welfare of residents, and maintaining the fiscal stability of the City. The project will be supported by one additional road/cul-de-sac that will be constructed within the project site to provide the new units with access to and from existing Stanley Avenue. Off-site intersection improvements identified in the TIA (Appendix G) will be constructed. No other infrastructure is proposed aside from utility improvements on the property that would tie into existing offsite municipal infrastructure.

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

No Impact. The project site is currently vacant land. Therefore, no existing housing units would be displaced.

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

No Impact. See answer XIII.b above.

Source(s): City of Escondido General Plan (City of Escondido, 2013); Field Investigation; Project Description

XIV. Public Services

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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 following public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐

XIV. Public Services Discussion:

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 government 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 following public services?*

i) *Fire protection*

Less Than Significant Impact. The project site is within the Rincon Del Diablo Fire Protection District with services provided by the Escondido Fire Department. Fire Station #7 is the closest station, approximately 1.5 miles from the site and located at 1220 North Ash. The project would incrementally increase the need for service in the area by adding 16 single-family residences. Consistent with the Citywide Facilities Plan, this increase would be offset by the payment of Public Facilities Fees paid at the time of building permit issuance. In addition, the project would be subject to fire building plan fees and review to ensure the development is in compliance with access and safety standards. Based on information provided by the City of Escondido, upon request for service, one engine and two ambulances will respond from station #7 within the response time mandated by the General Plan.

ii) *Police protection*

Less Than Significant Impact. The project would incrementally increase the need for additional police service with the development of 16 new residential units. Consistent with the Citywide Facilities Plan, this incremental increase would be offset by the payment of Public Facilities Fees paid at the time of building permit issuance. Based on information provided by the City of

Escondido, the Escondido Police Department will provide services from the new police and fire headquarters building located at 1161 North Centre City Parkway. Therefore, no impacts to service level are anticipated to result from the proposed development.

iii) *Schools*

Less Than Significant Impact. The site is within the Escondido Union School District and the Escondido Union High School District. The district maps show that students from the proposed development would be scheduled to attend North Broadway Elementary School, Rincon Middle School and Escondido High School. The Citywide Facilities Plan notes that new development leading to higher enrollment is a concern of the school districts' ability to maintain adequate school facilities that can accommodate greater student populations. Payment of the SB50 fees has been deemed to be adequate mitigation to offset potentially significant impacts to educational facilities. In addition, as part of the initial study submittal requirements, the City of Escondido requires letters from the school districts indicating their ability to provide school facilities that can serve the project. These letters are included in Appendix I.

iv) *Parks*

Less Than Significant Impact. The project would be developed on existing disturbed vacant and agricultural land. The proposed development would not occur on or require the conversion of park space. The nearest parks within an approximate half-mile to one-mile radius that would service the project include Jesmond Dene Park (35 acres), Reidy Creek Golf Course (65 acres), Rod McLeod Park (18 acres), El Norte Park (2.5 acres), and Daley Ranch (3,058 acres). The addition of 16 residential units would create an incremental increase in use of these existing park locations. According to the Citywide Facilities Plan, park services in Escondido are meeting threshold levels of service and the project would not significantly impact park services. In addition, the project would be required to pay a Park Fee upon issuance of building permits consistent with the growth management element of the General Plan and Quality of Life Goals.

v) *Other public facilities*

Less Than Significant Impact. Water and wastewater supply and utilities would be connected to existing City lines within the adjacent streets. The project would create an incremental increase on water and wastewater facilities demand with the additional units. According to Article 47, Section 33-924 of the City Municipal Code and City Quality of Life Standards, the project would be required to provide adequate sewer, water and drainage facilities for the area to the satisfaction of the City engineer and in accordance with adopted master plans. In addition, consistent with the Citywide Facilities Plan, Water Connection Fees and Wastewater Connection Fees would be paid to offset any potential impacts to these services upon issuance of building permits. Public Facilities Fees paid at the time of building permit issuance would also contribute to and offset the incremental increase on the demand for Library Services, also discussed in the Citywide Facilities Plan.

Source(s): Citywide Facilities Plan (City of Escondido, 2009); City of Escondido Comment Letter (2014); City of Escondido General Plan (City of Escondido, 2013); Fee Guide For Development Projects (City of Escondido, 2013); Field Investigation; Project Description

XV. Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

XV. Recreation Discussion:

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?*

No Impact. The project proposes the development of 16 single-family residences that would lead to an incremental increase on the use of public parks and recreational facilities. Impacts to these facilities would not be substantial and potential impacts would be offset by the payment of Park and Facilities Impact Fees paid upon issuance of building permits.

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?*

No Impact. The project does not propose the development of recreational facilities and it does not require the construction or expansion of recreational facilities.

Source(s): Citywide Facilities Plan (City of Escondido, 2009); City of Escondido General Plan (City of Escondido, 2013); Fee Guide For Development Projects (City of Escondido, 2013); Field Investigation; Project Description

XVI. Transportation and Traffic

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with an adopted 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?	☐	☒	☐	☐
b) Conflict with an adopted congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the appropriate congestion management agency for designated roads or highways?	☐	☒	☐	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, pedestrian facilities, or other alternate transportation or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

XVI. Transportation and Traffic Discussion:

A project-specific Traffic Impact Analysis (TIA) was performed by LLG Engineers (March 27, 2014) to analyze the project's potential impacts on existing and future Transportation and Traffic conditions in the project area. The study area includes the following five (5) existing intersections and five (5) street segments.

Intersections:

1. N. Broadway / Stanley Avenue
2. N. Ash Street / Stanley Avenue
3. N. Ash Street / Lehner Avenue
4. N. Broadway / Vista Avenue
5. N. Ash Street / Vista Avenue

Segments:

1. N. Ash Street: Between Stanley Avenue and Lehner Avenue
2. N. Ash Street: South of Vista Avenue
3. Stanley Avenue: East of N. Ash Street
4. Vista Avenue: Between N. Broadway and N. Ash Street
5. N. Broadway: South of Vista Avenue

The project-specific approach and methodology is based on guidance provided by the City of Escondido Engineering Staff, as follows:

1. The traffic study should include a SANDAG prepared Select Zone Assignment for the project to determine the project traffic distribution.
2. The traffic study should utilize the Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region (April 2002) published by SANDAG, to determine the project traffic volume.
3. Traffic should utilize the following scenarios to determine project traffic impacts at intersections and along roadway segments.
    a. Existing Condition (based on new traffic counts)
    b. Existing + Project Traffic Condition
    c. Existing + Cumulative Projects Traffic Condition
    d. Existing + Cumulative Projects + Project Traffic Condition

Level of service (LOS) is the term used to denote the different operating conditions which occur on a given roadway segment or intersection under various traffic volume loads. Level of service designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. The LOS is used to determine whether or not a project will have a significant impact on an existing roadway or intersection based on local and/or regional thresholds called significance criteria.

The project study area includes locations that lay both within the City of Escondido and County of San Diego jurisdictions. The following is a summary of the significance criteria from each jurisdiction that was utilized in the TIA. The table below summarizes the amount of traffic which can be added to a Level of Services (LOS) D/E/F location before a significant impact is calculated in the City of Escondido.

Table 11: PROPOSED THRESHOLDS TO IDENTIFY PROJECTS SIGNIFICANT TRAFFIC IMPACT (CITY OF ESCONDIDO)

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

*No Significant Impact occurs at areas in GP Downtown Specific Area that operates on LOS "D" or better.

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

*V: Volume *C: Capacity (use LOS "E")

In addition to the City significance criteria thresholds shown in the table above, traffic volume increases from public or private projects that result in one or more of the following criteria will also have a significant traffic impact:

1. The additional or redistributed ADT generated by the Project will add 21 or more peak hour trips to a critical movement of an unsignalized intersection, and cause an unsignalized intersection to operate below LOS D, or

2. The additional or redistributed ADT generated by the project will add 21 or more peak hour trips to a critical movement of an unsignalized intersection currently operating at LOS E, or

3. The additional or redistributed ADT generated by the project will add 6 or more peak hour trips to a critical movement of an unsignalized intersection, and cause the unsignalized intersection to operate at LOS F, or

4. The additional or redistributed ADT generated by the project will add 6 or more peak hour trips to a critical movement of an unsignalized intersection currently operating at LOS F, or

5. Based upon an evaluation of existing accident rates, the signal priority list, intersection geometrics, proximity of adjacent driveways, sight distance or other factors, the project would significantly impact the operations of the intersection.

Project Impacts to Existing Traffic

Signalized intersections and unsignalized intersections were analyzed under AM and PM peak hour conditions. Street segment analysis is based upon the comparison of daily traffic volumes (ADTs) to the City of Escondido's and County of San Diego's Roadway Classification, LOS, and ADT Tables. All the study area intersections are calculated to currently operate at an acceptable service level of LOS C or better during both the AM and PM peak hours with the exception of the N. Ash Street and Vista Avenue intersection, which is calculated to currently operate at LOS E during the AM peak hour. In addition, all roadway segments are calculated to currently operate at acceptable LOS C or better on a daily basis (LLG, Traffic Impact Analysis, 2014, Appendix G).

The project is calculated to generate 160 daily trips with 13 trips (4 inbound/9 outbound) in AM peak hour and 16 trips (11 inbound/5 outbound) during PM peak hour. The project traffic was distributed to the local street system based on the project's proximity to I-15, local roadway network, employment centers, commercial areas, local schools and traffic circulation. In addition, future immediate area cumulative development potential was taken into consideration in the traffic analysis, as well as several specific cumulative development projects to analyze the impacts of the project with and without future development. Tables 12 and 13 on the following pages show the existing conditions and expected post-project operational conditions for affected intersections and road segments.

Table 12: NEAR-TERM INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing		Existing + Project			Significant?	Existing + Project + "Adjacent" Residential Projects			Significant?
			Delay[a]	LOS[b]	Delay	LOS	Δ[c]		Delay	LOS	Δ	
1. N. Broadway / Stanley Ave	MSSC[d]	AM	21.1	C	22.3	C	1.2	No	26.1	D	3.8	No
		PM	11.4	B	11.4	B	0	No	11.7	B	0.3	No
2. N. Ash St / Stanley Ave	AWSC[e]	AM	12	B	12.3	B	0.3	No	13	B	0.7	No
		PM	9	A	9.2	A	0.2	No	9.6	A	0.4	No
3. N. Ash St / Lehner Ave	AWSC	AM	30.5	E	31.4	E	0.9	No	23.4	C	(8.0)[f]	No
		PM	11.1	B	11.2	B	0.1	No	11.6	B	0.4	No
4. N. Broadway / Vista Ave	Signal	AM	13	B	13.1	B	0.1	No	14.2	B	1.1	No
		PM	8.7	A	8.7	A	0	No	8.9	A	0.2	No
5. N. Ash St / Vista Ave	AWSC	AM	47	E	47.4	E	0.4	No	**75.8**	**F**	**28.4**	**Yes**
Mitigated[g]		*AM*						–	*29.2*	*C*		–
		PM	10.9	B	11	B	0.1	No	13.5	B	2.5	No

Footnotes:

a. Average delay expressed in seconds per vehicle.
b. Level of Service.
c. Δ denotes an increase in delay due to project.
d. MSSC – Minor street Stop Controlled intersection. Minor street left turn delay is reported.
e. AWSC – All-Way Stop Controlled intersection.
f. Intersection delay improved with rerouting of existing traffic due to closure of Lehner Avenue east of Vista Avenue to through traffic, as part of the Zenner residential project.
g. See *Figure 13-1 in TIA for mitigation* sketch.

General Notes: BOLD typeface indicates a potentially significant impact.

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 45.0	D	25.1 to 30.0	D
45.1 to 80.0	E	30.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

Table 13: NEAR-TERM STREET SEGMENT OPERATIONS

Street Segment	Capacity (LOS E) [a]	Existing			Existing + Project				Significant?	Existing + Project + "Adjacent" Residential Projects				Significant?
		ADT[b]	LOS[c]	V/C[d]	ADT	LOS	V/C	Δ[e]		ADT	LOS	V/C	Δ	
N. Ash Street														
Stanley Ave to Lehner Ave[f]	12,000[g]	4,200	B	0.276	4,280	B	0.282	0.005	No	4,700	B	0.309	0.028	No
South of Vista Ave[f]	12,000[g]	7,040	C	0.463	7,090	C	0.466	0.003	No	7,720	C	0.508	0.041	No
Stanley Avenue														
East of N. Ash St	4,500[h]	660	C	N/A	820	C	N/A	N/A	No	1,120	C	N/A	N/A	No
Vista Avenue														
N. Broadway to Ash St	12,000[g]	4,170	B	0.348	4,190	B	0.349	0.002	No	4,870	B	0.406	0.057	No
N. Broadway														
South of Vista Ave	37,000	10,740	A	0.29	10,820	A	0.292	0.002	No	11,710	A	0.316	0.024	No

Footnotes:

a. Capacities based on the *City of Escondido Roadway Classification Table* (See *Table 4-3 in the TIA*).
b. Average Daily Traffic
c. Level of Service
d. Volume to Capacity ratio
e. Project Attributable increase in V/C
f. Roadway Segment lies within County of San Diego.
g. A 20% reduction in capacity was applied to this segment, as it is not fully built to City standards.
h. Level of Service is not reported for residential streets since their primary purpose is to serve abutting lots, not carry through traffic. Level of service normally applies to roads carrying through traffic between major traffic generators and attractors. County equates LOC better than LOS C operations.

As shown in Table 12 above, analysis of the project's potential impacts to Existing Conditions and to Existing Conditions + Adjacent Residential Projects determined that all study area intersections are calculated to continue operation at LOS C or better during both the AM and PM peak hours except for the intersections of N. Broadway / Stanley Avenue and N. Ash Street / Vista Avenue. The N. Broadway / Stanley Avenue intersection is calculated to continue operation at LOS D during the AM peak hour. The N. Ash Street / Vista Avenue intersection is calculated to continue operation at LOS F, also during the AM peak hour. Potentially significant impacts would be associated with the change in LOS for the N. Ash Street / Vista Avenue intersection only, based on the significance criteria thresholds discussed above. As shown in Table 13 above, all of the study area street segments are calculated to continue operation at LOS C or better on a daily basis. Therefore, the project would have no significant impacts on street segment operation based on significance criteria thresholds (LLG, Traffic Impact Analysis, 2014, Appendix G).

Cumulative Project Impacts to Traffic

The analysis of the impacts at intersections from project implementation to cumulative conditions represents a more robust analysis of the potential long-term impacts associated with this project plus other reasonably foreseeable projects that will occur in the future in the immediate vicinity of the proposed project. Additionally, the cumulative analysis takes into account planned future changes to the roadway system. Specifically, a proposed subdivision at Lehner and Vista is currently being analyzed by the City, which includes the closure of the intersection of Lehner Avenue and Vista Avenue and the change of Lehner Avenue from a through street between Vista Avenue and N. Ash Street to a cul de sac with access from N. Ash Street only. Therefore, the cumulative analysis models future traffic conditions, given the proposed project plus reasonably foreseeable future projects on the road system with the planned changes previously described. Analysis of the project's potential cumulative impacts are shown on the following pages in Tables 14 and 15.

Table 14: EXISTING + PROJECT + CUMULATIVE PROJECTS INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing		Existing + Project + Total Cumulative Projects		Significant?
			Delay[a]	LOS[b]	Delay	LOS	
1. N. Broadway / Stanley Ave	MSSC[d]	AM	21.1	C	28.1	D	No
		PM	11.4	B	12.1	B	No
2. N. Ash St / Stanley Ave	AWSC[e]	AM	12	B	13.6	B	No
		PM	9	A	9.6	A	No
3. N. Ash St / Lehner Ave	AWSC	AM	30.5	E	25.2	D	No
		PM	11.1	B	11.8	B	No
4. N. Broadway / Vista Ave	Signal	AM	13	B	14.4	B	No
		PM	8.7	A	9.2	A	No
5. N. Ash St / Vista Ave	AWSC	AM	47	E	**78.1**	**F**	**Yes**
Mitigated[g]		*AM*			*32.7*	*C*	–
		PM	10.9	B	15.2	C	No

Footnotes:

a. Average delay expressed in seconds per vehicle.
b. Level of Service.
c. Δ denotes an increase in delay due to project.
d. MSSC – Minor street Stop Controlled intersection. Minor street left turn delay is reported. AWSC – All-Way Stop Controlled intersection.
e. Intersection delay improved with rerouting of existing traffic due to closure of Lehner Avenue east of Vista Avenue to through traffic, as part of the Zenner residential project.
f. See *Figure 13-1* in the TIA for mitigation sketch.

	SIGNALIZED		UNSIGNALIZED	
	Delay	LOS	Delay	LOS
	0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
	10.1 to 20.0	B	10.1 to 15.0	B
	20.1 to 35.0	C	15.1 to 25.0	C
	35.1 to 45.0	D	25.1 to 30.0	D
	45.1 to 80.0	E	30.1 to 50.0	E
	≥ 80.1	F	≥ 50.1	F

General Notes:

BOLD and highlighted typeface indicates a potentially significant impact.

Table 15: EXISTING + PROJECT + CUMULATIVE PROJECTS SEGMENT OPERATIONS

Street Segment	Capacity (LOS E) [a]	Existing			Existing + Project + Total Cumulative			Significant?
		ADT[b]	LOS[c]	V/C[d]	ADT	LOS	V/C	
N. Ash Street								
Stanley Ave to Lehner Ave[e]	12,000[f]	4,200	B	0.276	4,860	C	0.32	No
South of Vista Ave[f]	12,000[f]	7,040	C	0.463	7,820	C	0.514	No
Stanley Avenue								
East of N. Ash St	4,500[g]	660	C	N/A	1,200	N/A	N/A	No
Vista Avenue								
N. Broadway to Ash St	12,000[f]	4,170	B	0.348	5,230	B	0.436	No
N. Broadway								
South of Vista Ave	37,000	10,740	A	0.29	12,420	A	0.336	No

Footnotes:

a. Capacities based on the *City of Escondido Roadway Classification Table* (See *Table 4-3 in the TIA*).
b. Average Daily Traffic
c. Level of Service
d. Volume to Capacity ratio
e. Roadway Segment lies within County of San Diego.
f. A 20% reduction in capacity was applied to this segment, as it is not fully built to City standards.
g. Level of Service is not reported for residential streets since their primary purpose is to serve abutting lots, not carry through traffic. Level of service normally applies to roads carrying through traffic between major traffic generators and attractors. County equates LOC better than LOS C operations.

The cumulative analysis determined that all the study area intersections are calculated to continue to operate at LOS C or better during both the AM and PM peak hours with the exception of the intersections of N. Broadway / Stanley Avenue and N. Ash Street / Lehner Avenue, which will both continue to operate at LOS D during the AM peak hour; and with the exception of the intersection of N. Ash Street and Vista Avenue, which is forecast to continue to operate at LOS F during the AM peak hour. Based on the significance criteria thresholds, the project's cumulative impacts on the intersection of N. Ash Street / Vista Avenue would be considered significant (LLG, Traffic Impact Analysis, 2014, Appendix G). In addition, significant impacts as defined in Escondido Municipal Code Section 33-924 are triggered by this project.

Mid Afternoon Peak Hour Analysis

A Mid-Afternoon peak hour intersection analysis was conducted for all analysis scenarios to determine the operations at the two intersections during the afternoon school bell. Peak hour counts were conducted between 2:00 PM and 4:00 PM. Analysis of the project's potential impacts based on mid-afternoon peak hour analysis is shown on the following pages in Tables 16 and 17.

Table 16: NEAR-TERM INTERSECTION OPERATIONS (MID-AFTERNOON TIME FRAME)

Intersection	Control Type	Existing		Existing + Project			Significant?	Existing + Project + "Adjacent" Residential Projects			Significant?
		Delay[a]	LOS[b]	Delay	LOS	Δ[c]		Delay	LOS	Δ	
3. N. Ash St / Lehner Ave	AWSC[d]	37.6	E	38.3	E	0.7	No	**39.8**	**E**	**2.2**	**Yes**
Mitigated[e]								*26.6*	*D*		
5. N. Ash St / Vista Ave	AWSC	41.8	E	42.2	E	0.4	No	**66.8**	**F**	**25.0**	**Yes**
Mitigated[e]		–	–	–	–	–	–	*28.8*	*C*	–	–

Footnotes:

a. Average delay expressed in seconds per vehicle.
b. Level of Service.
c. Δ denotes an increase in delay.
d. AWSC – All-Way Stop Controlled intersection.
e. See *Figure 13-1* in the TIA for mitigation sketch.

General Notes:

BOLD typeface indicates a potentially significant impact.

SIGNALIZED		UNSIGNALIZED	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 45.0	D	25.1 to 30.0	D
45.1 to 80.0	E	30.1 to 50.0	E
--	-	--	-

Table 17: EXISTING + PROJECT + CUMULATIVE PROJECTS INTERSECTION OPERATIONS (MID-AFTERNOON TIME FRAME)

Intersection	Control Type	Existing		Existing + Project + Total Cumulative Projects			Significant?
		Delay[a]	LOS[b]	Delay	LOS	Δ[c]	
3. N. Ash St / Lehner Ave	AWSC[d]	37.6	E	**45.3**	**E**	**7.7**	**Yes**
Mitigated[e]				*30.2*	*D*	–	–
5. N. Ash St / Vista Ave	AWSC	41.8	E	**75.1**	**F**	**33.3**	**Yes**
Mitigated[e]		–	–	*31.3*	*C*	–	–

Footnotes:

a. Average delay expressed in seconds per vehicle.
b. Level of Service.
c. Δ denotes an increase in delay.
d. AWSC – All-Way Stop Controlled intersection.
e. See *Figure 13-1* in the TIA for mitigation sketch.

General Notes:

BOLD typeface indicates a potentially significant impact.

SIGNALIZED		UNSIGNALIZED	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 45.0	D	25.1 to 30.0	D
45.1 to 80.0	E	30.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

The mid-afternoon peak hour analysis determined that the project would have potentially significant impacts to the intersections of N. Ash Street / Lehner Avenue and N. Ash Street / Vista Avenue under the Existing + Project + Adjacent Residential Project conditions and cumulatively under Existing + Project + Total Cumulative Project Conditions. Potentially significant impacts would be associated with the change in LOS at N. Ash Street / Vista Avenue and with the anticipated delays in service anticipated at both intersections (LLG, Traffic Impact Analysis, 2014, Appendix G).

a) Would the project *conflict with an adopted 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 With Mitigation. The TIA prepared for this project analyzed the near-term intersection operations, near-term street segment operations, highway capacity, traffic volumes associated with the Project + Adjacent Projects, and traffic volumes associated with the Project + future (cumulative) projects. Under the scenarios analyzed for Existing + Project + "Adjacent" Residential Projects; Existing + Project + Total Cumulative Projects; and for near-term and cumulative operations during the mid-afternoon time-frame; the project was found to result in potentially significant impacts to the intersections of N. Ash Street / Lehner Avenue and N. Ash Street / Vista Avenue. The potentially significant impacts are associated with the anticipated change in LOS at N. Ash Street / Vista Avenue and with the anticipated delays in service anticipated at both intersections (LLG, Traffic Impact Analysis, 2014, Appendix G). Mitigation measures MM T-1 and MM T-2 discussed below provide for making improvements to both of

these intersections, for making associated street improvements, and for paying a fair-share contribution to signalize the intersection of N. Ash Street / Vista Avenue. Implementation of mitigation measures MM T-1 and MM T-2 will reduce the potential impacts to below significance.

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

Less Than Significant With Mitigation. See XVI.a, above.

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?***

No Impact. This project does not include any activities associated with air traffic.

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

No Impact. The project design is consistent with City street design standards and this 16-unit residential development does not result in hazards related to design features.

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

No Impact. The project would require approval from emergency responders prior to construction and would incorporate any recommendations; however, the design is consistent with City street design and would not prevent emergency access to or from the development.

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

No Impact. The closest public transportation access point is at North Broadway and Stanley Avenue, a North County Transit Authority Bus route. Two proposed Class III bicycle routes (provides for shared use with pedestrian or motor vehicle traffic) and one Class II bicycle route (provides a striped lane for one-way bike travel on a street or highway adjacent to auto travel lanes) are within 0.25 mile of the project site. The performance or safety of these proposed routes/existing roads would not be affected by the construction or operation of the development.

Source(s): Traffic Impact Analysis (LLG, 2014); General Plan Update, Mobility and Infrastructure Element.

Transportation and Traffic Avoidance, Minimization, and Mitigation. Two potentially significant impacts to transportation and traffic associated with the intersections listed below were determined based on the significance criteria thresholds:

1. N. Ash Street / Lehner Avenue
2. N. Ash Street / Vista Avenue

The following mitigation measures are included to mitigate potential impacts to below significance:

MM T-1: N. Ash Street / Lehner Avenue - The applicant shall improve this intersection prior to construction of the 40th dwelling unit within the Lehner / Stanley block (the area bound by N. Ash Street / Conway Drive / Lehner Avenue and Stanley Avenue). Dedicated turn lanes should be provided at the southbound, westbound and northbound approaches. The developer will be responsible for all widening, transitions, necessary right of way acquisitions and other aspects of the design and construction process to the City Engineer's satisfaction. School related signing and striping should be implemented at the intersection per the Manual on Uniform Traffic Control Devises (MUTCD).

MM T-2: N. Ash Street / Vista Avenue - The applicant shall improve this intersection with dedicated turn lanes on all approaches prior to construction of the 40th dwelling unit within the Lehner / Stanley block (the area bound by N. Ash Street / Conway Drive / Lehner Avenue and Stanley Avenue). School related signing and striping should be implemented at the intersection per the MUTCD. The developer will be responsible for all widening, transitions, necessary right of way acquisitions and other aspects of the design and construction process to the City Engineer's satisfaction.

MM T-3: No construction material or equipment deliveries should be scheduled during peak school pick-up/drop-off periods

MM T-4: Provide a 4 foot wide pedestrian path along Conway Street between Rincon Avenue and Stanley Avenue.

MM T-5: Prior to the issuance of a building permit, the applicant shall deposit with the City a Fair Share Contribution for the construction of a traffic signal at the N. Ash Street/Vista Avenue intersection to the satisfaction of the City Engineer.

XVII. Utilities and Service Systems

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

XVII. Utilities and Service Systems Discussion:

In the proposed Development Agreement for the project, the City acknowledges that it will have sufficient capacity in its infrastructure services and utility systems, including, flood control, sewer collection, sewer treatment, sanitation service and, except for reasons beyond the City's control, water supply, treatment, distribution and service, to accommodate the project. To the extent that the City renders such services or provides such utilities, the City agrees that it will serve the project and that there shall be no restriction on connections or service for the project except for reasons beyond the City's control. However, the City has indicated that it can guarantee sufficient capacity for sewer collection, sewer treatment and sanitation service for the Project for only one (1) year from the Effective Date of the Development Agreement. The applicant acknowledges the risk of not having sufficient wastewater service availability should he not commence construction of the development within this one-year timeframe.

The Development Agreement for Tract 889 (a development previously approved by the City) located just west of the subject property requires Tract 889 to install a 12" water line in Stanley Avenue. The proposed development would benefit from the installation of that water line and the project's Development Agreement provides for the reimbursement of funds to the owner of Tract 889 for the installation of the 12" water line in Stanley Avenue in the amount of $3,555 per unit.

New easements, as needed, will be provided for underground drainage, water, sewer, gas, electricity, telephone, cable, and other utilities and facilities.

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

Less Than Significant Impact. The project would require adequate sewer and treatment services for the proposed 16 single-family residential units. These services would be provided by existing City utility lines with approval by the City Engineer and in accordance with applicable Master Plans. The City has acknowledged that sufficient capacity for sewer collection, sewer treatment and sanitation service for the project will exist as of the Effective Date per the project's Development Agreement and will guarantee sufficient capacity for sewer collection, sewer treatment and sanitation service for the project for one year from the Effective Date. The project would have no additional wastewater treatment elements that could exceed Regional Water Quality Control Board requirements.

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. Per the Project's Development Agreement with the City, the project will provide a reimbursement of $3,555 per unit for construction of a new 12" water line within Stanley Avenue between Ash Street and Conway Drive. The project's contribution to construction of the new water line will provide adequate water supply and capacity to support the project and reduce potential impacts to a level below significance. No significant effects will occur from construction of the new water line that will take place within an existing street.

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

Less Than Significant Impact. The project would incrementally increase the amount of surface runoff as a result of additional pavement and hardscaped surfaces created by the development and road improvements. The project proposes two on-site bioretention basins, which would collect and treat the runoff generated by the development before releasing it. The City has indicated that existing capacity is adequate to serve the project's storm water needs. The existing road drainage facilities are adequate to provide conveyance of increased storm water flows due to the minor road improvements. In addition, the project will contribute to new off-site drainage improvements through payment of a Community Benefit Fee/Infrastructure Deficiency Fee. Consequently, potential impacts would be less than significant.

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?*

No Impact. According to the City of Escondido General Plan Figure III-12, the project is within the City of Escondido Utilities Department Water Service Area. Sufficient water supplies are available to serve the project from existing entitlements and resources. To ensure adequate supply and service, the project would comply with all applicable design criteria of the City of

Escondido 2012 Water Master Plan. In addition, the project would reimburse the owner of Tract 889 (a development previously approved by the City) for construction of new nearby off-site water line improvements as described above.

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. According to the City of Escondido General Plan Figure III-14, the project is within the Escondido Sewer Service Area boundary and is identified as a future sewer service area in Figure 2-8 of the Escondido Wastewater Master Plan. The project would create an incremental increased demand on sewer service systems that would be offset by development impact fees including the Wastewater Connection Fee.

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

No Impact. Escondido Disposal, Inc. would provide the project with solid waste services. Solid waste would be taken to one of several transfer stations in the area and then disposed of at the Sycamore Landfill in Santee, California. According to the County of San Diego Countywide Integrated Waste Management Plan, this landfill has sufficient capacity to accommodate the project's solid waste.

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

No Impact. The project would produce solid waste associated with both the construction and occupancy phases of the project. Both phases would implement required solid waste reduction measures to reduce the amount of waste generated, reuse and/or recycle materials to the greatest extent feasible, utilize materials made of post-consumer materials where possible, and dispose of solid waste at an appropriate facility in compliance with all federal, state, and local statutes and regulations.

Source(s): Citywide Facilities Plan (City of Escondido, 2009); City of Escondido General Plan (City of Escondido, 2013); Countywide Integrated Waste Management Plan (County of San Diego, 2012); Development Agreement (2014); Fee Guide For Development Projects (City of Escondido, 2013); Field Investigation; Project Description; Wastewater Master Plan (City of Escondido, 2012); Water Master Plan (City of Escondido, 2012); Water Quality Technical Report (Barger Engineering, 2013)

XVIII. Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☒	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

XVIII. Mandatory Findings of Significance Discussion:

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 With Mitigation. Implementation of City requirements to replace the 8 mature trees that would be removed by project construction on a 1:1 ratio and with a minimum size of 24-inch box would reduce the impacts from loss of this resource **(MM BIO-1)**.The project would result in potential impacts to raptors and nesting birds. Any project activity that has a potential to directly adversely affect raptors and nesting birds (e.g., removal of a nest) would implement **MM BIO-2 and 3** to ensure no impact would occur to nesting birds and to ensure trees removed from the site for construction would be replaced. Potential off-site water quality impacts that could affect wildlife are addressed through the implementation of **MM BIO-4**. Impacts to NNG would be mitigated by the purchase of off-site credits at the Daley Ranch Mitigation Bank at a 0.5:1 ratio per the City's Draft Subarea Plan, as required by **MM BIO-5.**

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 With Mitigation. No impacts were identified as potentially cumulatively significant except for traffic impacts associated with a potential decrease in LOS at the intersections of N. Ash Street / Lehner Avenue and N. Ash Street / Vista Avenue as discussed in the Transportation and Traffic section above (LLG, Traffic Impact Analysis, 2014, Appendix G). Therefore, mitigation measure **MM T-1 through 5** will be implemented to ensure this impact is

reduced below significance. Incremental increases in impacts to the environment (e.g., air, biological resources, land use, etc.) are within the thresholds set by the City's General Plan and supporting planning documents.

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

Less Than Significant With Mitigation. Potential significant impacts associated with construction noise have been identified. Implementation of **MM N-1 through 8** will reduce these potential adverse effects on human beings to below significance. In addition, project activities that have a potential to adversely affect human beings (e.g., potential for spill during construction) would implement BMPs to ensure no impact would occur.

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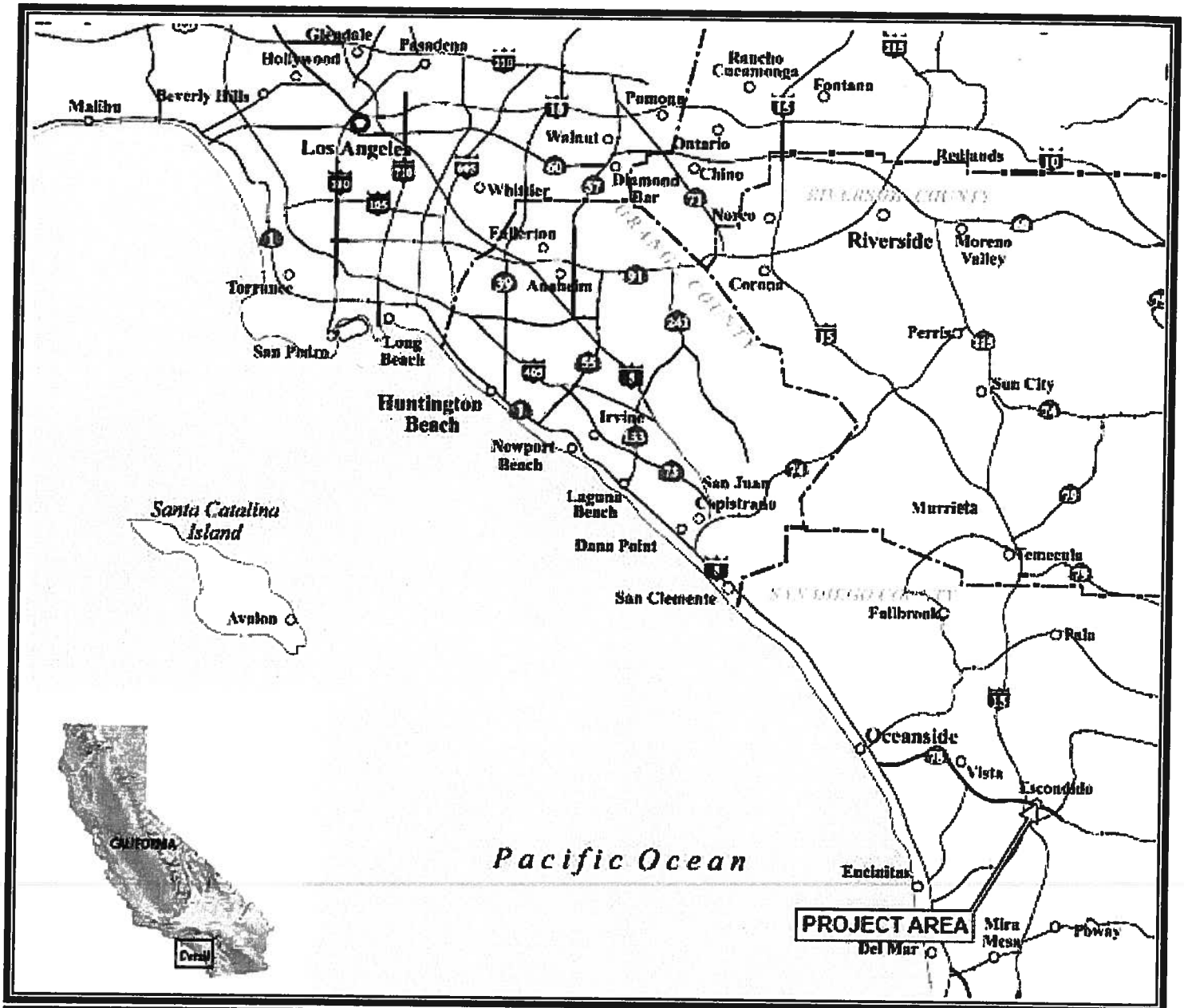
Appendix A
Figures



SUB-13-0003

Regional Map

VCS ENVIRONMENTAL
30900 Rancho Viejo Road, Suite 100
San Juan Capistrano, CA 92675
(949) 489-2700
Fax (949) 489-0309

N

Not to scale

FIGURE 1

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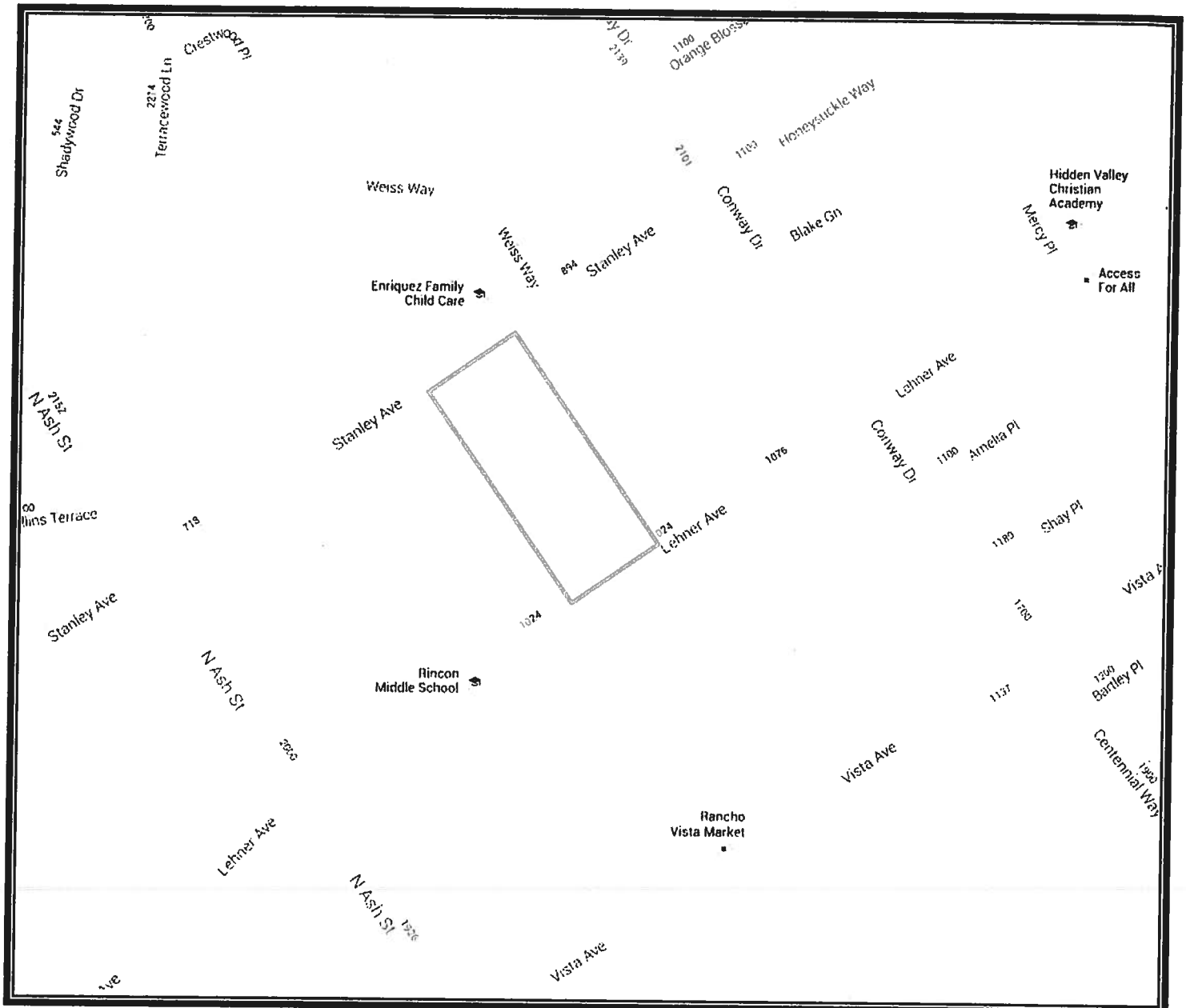


SUB-13-0003

Vicinity Map

Data Source: Google Earth

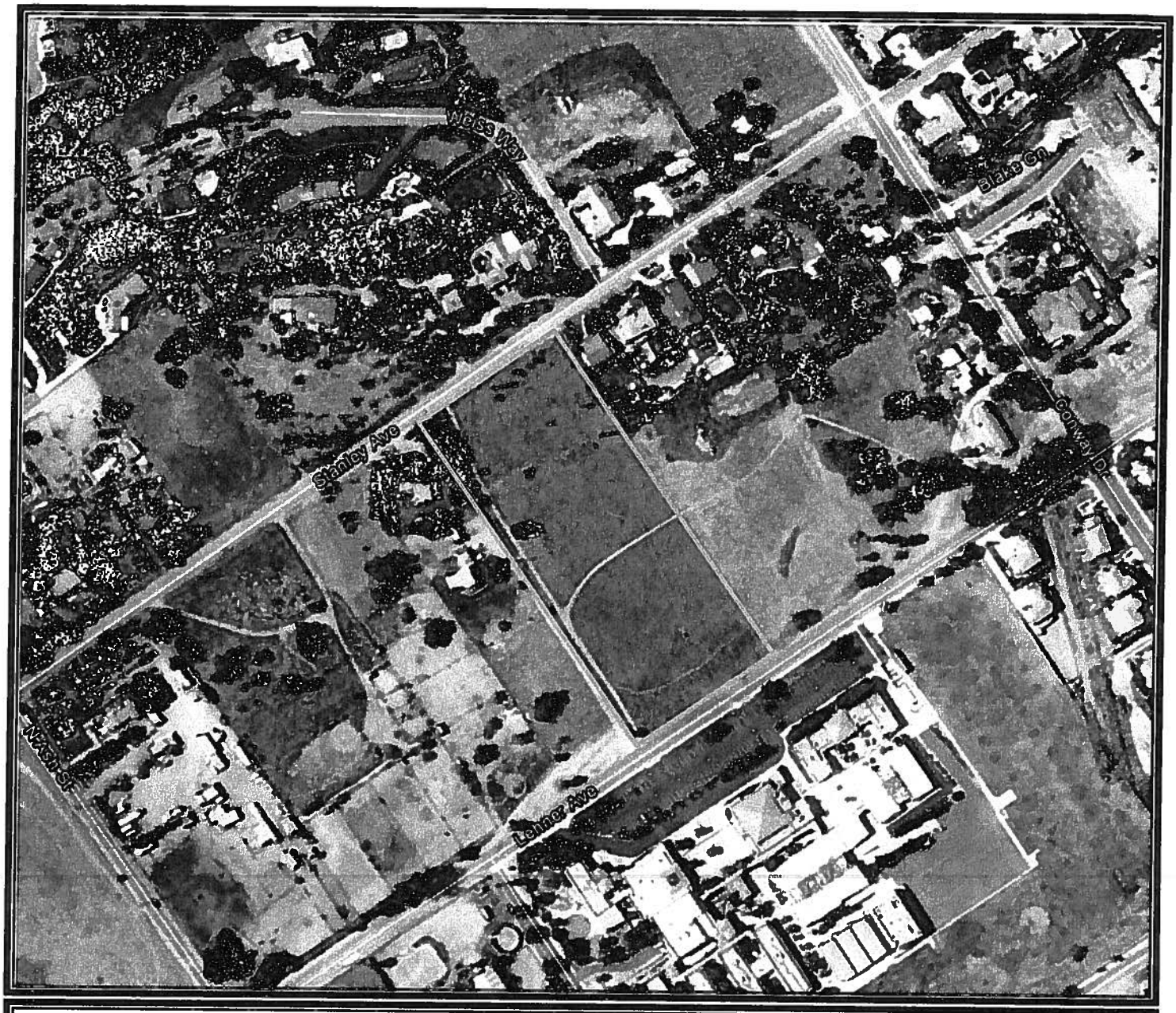
Approximate Project Boundary

VCS ENVIRONMENTAL
30900 Rancho Viejo Road, Suite 100
San Juan Capistrano, CA 92675
(949) 489-2700
Fax (949) 489-0309

N

Not to scale

FIGURE 2



SUB-13-0003

Aerial Map

Data Source: Google Earth

Approximate Project Boundary

VCS ENVIRONMENTAL
30900 Rancho Viejo Road, Suite 100
San Juan Capistrano, CA 92675
(949) 489-2700
Fax (949) 489-0309

Not to scale

FIGURE 3

CITY OF ESCONDIDO TRACT NO. ________

TENTATIVE SUBDIVISION MAP

GENERAL NOTES

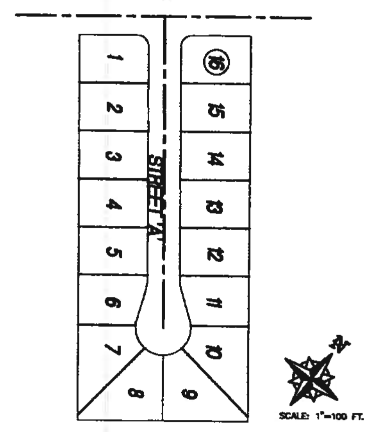
1. LEGAL DESCRIPTION: PORTION OF LOT J IN BLOCK 418, TRACT 1520.
2. ADDRESS: ______ STANLEY AVENUE, ESCONDIDO, CA.
3. ZONING: SINGLE FAMILY RESIDENTIAL R-1-10.
4. GENERAL PLAN LAND USE: RESIDENTIAL.
5. NUMBER OF PROPOSED LOTS = 16
6. SUBDIVISION GROSS AREA = 218,078 SF, 5.0 ACRES.
7. SUBDIVISION NET AREA = 184,488 SF, 4.24 ACRES.
8. PUBLIC SEWER: CITY OF ESCONDIDO.
9. PUBLIC WATER: CITY OF ESCONDIDO.
10. ASSESSOR'S PARCEL NUMBER: 224-142-04.
11. SCHOOLS: ESCONDIDO UNION SCHOOL DISTRICT, RINCON ELEMENTARY SCHOOL.
12. GRADING EXCEPTIONS FOR SLOPE HEIGHTS:
    LOT 12 — 8' FILL
    LOTS 14,15,16 — 12' FILL
13. ALL PROPOSED SLOPES ARE 2:1 HORIZONTAL TO VERTICAL INCLINATION.
14. PROPOSED GRADING QUANTITIES ARE:
    CUT = 14,300 CY
    FILL = 14,300 CY
    EXPORT= 0 CY; BALANCED JOB

OWNER CERTIFICATE

WE HEREBY CERTIFY THAT WE ARE THE RECORD OWNERS OF THE PROPERTY SHOWN ON THE TENTATIVE SUBDIVISION MAP AND THAT SAID MAP SHOWS ALL OF OUR CONTIGUOUS OWNERSHIP IN WHICH WE HAVE ANY DEED OR TRUST INTEREST. WE UNDERSTAND THAT OUR PROPERTY IS CONSIDERED CONTIGUOUS EVEN IF IT IS SEPARATED BY ROADS, STREETS, UTILITY EASEMENTS OR RAILROAD RIGHTS OF WAY.

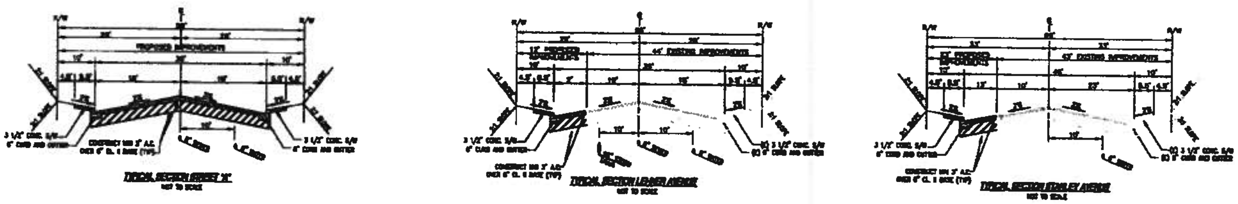
MARK FERRARO, PRESIDENT
PACIFIC LAND INVESTORS, LLC

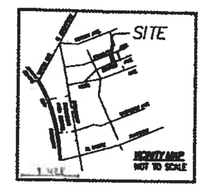
DATE

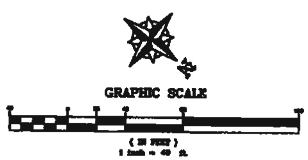


LEGEND:

- PROPERTY LINE
- LOT LINE
- CURB AND GUTTER
- CURB INLET
- FIRE HYDRANT
- 2:1 SLOPES
- CONCRETE BROW DITCH
- STORM DRAIN
- WATER MAIN
- SEWER MAIN
- MANHOLE
- BIORETENTION BASIN
- CURB OUTLET
- FLOW ARROW







ESCONDIDO
City of Choice

NO.	BY	LIL		APPR.	DATE

DESIGNED BY: DRAWN BY: CHECKED BY:

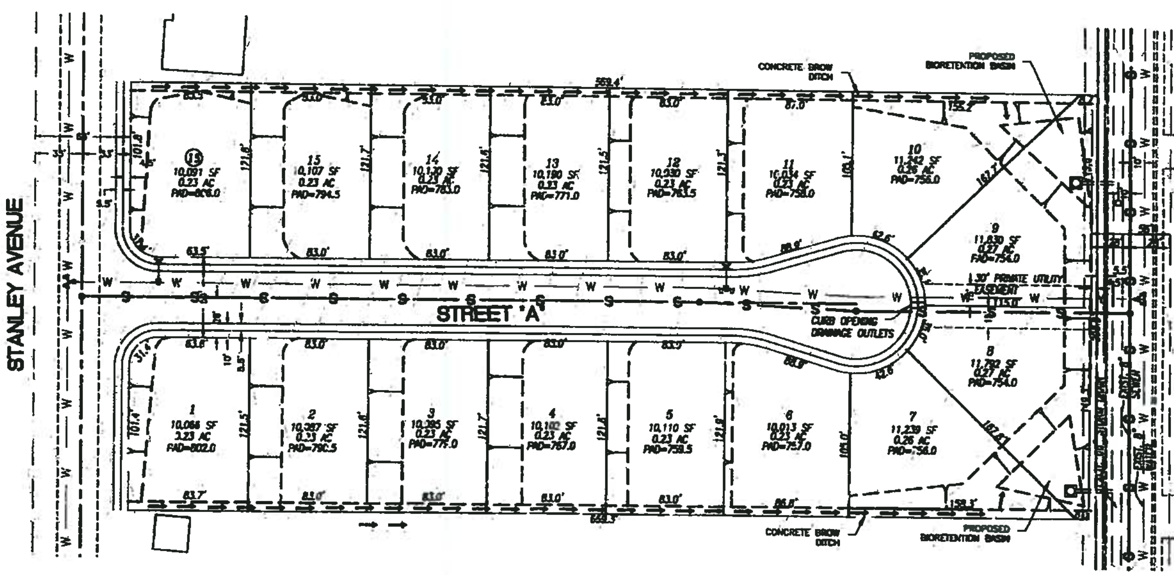
ENGINEER OF WORK:
BARGER ENGINEERING
2651 GIANELLI LANE
ESCONDIDO, CA 92025
PH: (760) 743-4217
FAX: (760) 743-4217

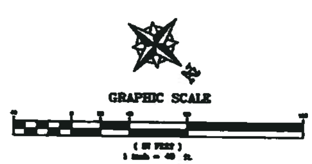
R.C.E. No.

SHEET NO. 1 OF 2 SHEETS

CITY OF ESCONDIDO TRACT NO. ________

TENTATIVE SUBDIVISION MAP





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SHEET NO. 2

DESIGNED BY: DRAWN BY: CHECKED BY: