

MITIGATED NEGATIVE DECLARATION

For the proposed

MASTER AND PRECISE DEVELOPMENT PLAN AND TENTATIVE SUBDIVISION MAP FOR
LATITUDE II CONDOMINIUMS PROJECT
(City File No. SUB 15-0003)

Prepared for:

City of Escondido
Planning Division
201 N. Broadway
Escondido, CA 92025

June 24, 2015

Prepared by:

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MITIGATED NEGATIVE DECLARATION

(Draft)

ENVIRONMENTAL CHECKLIST

Latitude II
(City File No. SUB 15-0003)

An Initial Study Environmental Checklist was prepared for this project and is included as a separate attachment to this Draft Mitigated Negative Declaration (MND). The information contained in the Initial Study and the MND Supplemental Comments will be used by the City of Escondido to determine potential impacts associated with the proposed project.

INTRODUCTION

This Mitigated Negative Declaration assesses the environmental effects of the proposed multi-family residential development "Latitude II Condominiums" located on the northeast corner of Centre City Parkway and Washington Avenue, addressed as 382, 426, 429, 430, 444 West Washington Avenue (APNs 229-172-06, -07, -08, -09 and -11).

As mandated by CEQA Guidelines Section 15105, affected public agencies and the interested public may submit comments on the Draft Negative Declaration in writing before the end of the 20-day public review period starting on **June 29, 2015**, and ending on **July 20, 2015**. Written comments on the Draft Mitigated Negative Declaration should be submitted to the following address by 5:00 p.m., **July 20, 2015**. Following the close of the public comment review period, the City of Escondido will consider this Mitigated Negative Declaration and any received comments in determining the approval of this project.

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

Contact: Bill Martin, Planner
Telephone: (760) 839-4557
Fax: (760) 839-4313
Email: bmartin@ci.escondido.ca.us

A printed copy of this document, technical studies and plans are available for review during normal operation hours for the duration of the public review period at the City of Escondido Planning Department, at the address shown above, and also available on the City's website. The City of Escondido General Plan Update (2012); Final Environmental Impact Report (2012); and Climate Action Plan are incorporated by reference. These documents are available for review at, or can be obtained through the City of Escondido Planning Division or on the City of Escondido Web Site.

INITIAL STUDY / ENVIRONMENTAL CHECKLIST

1. PROJECT TITLE: LATITUDE II CONDOMINIUMS

2. LEAD AGENCY:

City of Escondido
201 North Broadway
Escondido, CA 92025

3. PROJECT CONTACT:

Bill Martin
City of Escondido, Planning Division
BMartin@ci.escondido.ca.us
(760) 839-4557

4. PROJECT LOCATION

The Project site includes 5 parcels and is approximately 3.44 acres in the City of Escondido, bordered to the south by West Washington Avenue and to the west by Centre City Parkway, addressed as 382, 426, 429, 430, 444 West Washington Avenue (APNs 229-172-06, -07, -08, -09 and -11). The site is bordered to the north by a hotel and to the east by restaurants and stores. To the south, across West Washington Avenue is the multi-family attached residential, Latitude 33, and to the west across Centre City Parkway is a store and multi-family detached residential.

5. PROJECT PROPONENT

NCA Developments & Lyon Communities

6. GENERAL PLAN

SPA 9

ZONING

Downtown Specific Plan

7. PROJECT DESCRIPTION:

The project involves a Master and Precise Development Plan and a one-lot Tentative Subdivision Map for a multi-family residential project on a 3.44 acre site, consisting of 112 residential units, on-site sales office (934 sf), clubroom (1,214 sf), fitness center (847 sf), pool and parking lots throughout the project area. The residential component includes the construction of 112 apartment units, which would be situated in 6, three-story buildings and include 60 one-bedroom units and 52 two-bedroom units. All of the buildings will also have 4th story lofts, accessible to the unit below: Building 1 has nine lofts; Building 2 has five lofts; Building 3 has one loft; Building 4 has two lofts; and, Building 5 and 6 each have three lofts. The maximum building height will be 49 feet. The one-bedroom units range in size from 788 sf to 1,027 sf; the two-bedroom units range from 1,119 sf to 1,336 sf. The project includes a 5'6" screen wall along all sides of the perimeter made of Concrete Masonry Units. The project will be entitled as condominiums and will not be built in phases.

The project has a total of 33,891 sf of open space, which includes 18,018 sf of common open space, 9,397 sf of private open space and 6,476 sf of contiguous open space. The proposed open space is not consistent with the development standard of 300 square foot of open space per unit but is consistent with an urban, high density downtown living project and provides interactive internal pedestrian experience with the contiguous open space and the resort pool, barbeques and pet wash station. In addition to the common open space, the project will include 83 sf per unit of private open space area, which is greater than the required 25 sf per unit, and includes patios for ground floor units and balconies on the second and third floor units.

Based on the City of Escondido's General Plan, Downtown SPA #9 allows commercial and residential with maximum allowable densities of up to 100 units per acre and requires a Planned Development to facilitate development in accordance with Article 19 (Planned Development Zone) of the Zoning Code. The project density is 32.56 dwelling units per acre. The proposed project would provide 209 parking spaces consisting of 62 garage spaces (10 will have direct access to units), 47 covered car ports and 100 uncovered open spaces reserved for the units. The ratio of covered to uncovered parking does not meet the Downtown Specific Plan requirement of one covered space per unit as the property includes easements along the northern property line, preventing the placement of carport structures. In addition, the length of the proposed carport stalls will have the required 18 foot depth, however, the structure itself will only be 16 feet deep, again due to the location of easements. Primary access to the site would be a 28 foot wide driveway off Center City Parkway, which will be limited to right turns in and out, only. Two emergency exit driveways, each are 24 feet wide, will be located off Washington Avenue, and the other off Centre City Parkway, each are gated and locked with a Knox switch. Implementation of the project will include the widening of approximately 75 feet of Washington Avenue by approximately five feet to create a northbound, right turn lane onto Centre City Parkway, and the widening of approximately 620 feet of Centre City Parkway by 7 to 20 feet to accommodate a third vehicle lane, a bike lane and a deceleration lane at the primary site entry.

The project site is undeveloped and covered mainly with disturbed vegetation and ornamental trees. Proposed site improvements would include underground utilities and landscaping. Construction of the project would involve grading of the site, with an anticipated import of approximately 11,000 cubic yards. Site grading would be completed in compliance with the Geotechnical Engineering Investigation recommendations and the General Earthwork and Pavement Specifications provided in the report (Salem Engineering Group, Inc., January 14, 2015; Appendix D). New landscaping and irrigation would be provided, including an addition of over 100 trees.

City of Escondido water, sewer, and storm drain lines currently are located within and surrounding the project site within the existing right-of-way and/or easements. The project would include an on-site infrastructure system that would connect to these existing off-site City utilities. The proposed on-site sewer system would consist of a 10-inch diameter pipe network that connects to an existing "public" sewer line that bisects the property east to west, with the downstream end crossing Center City Parkway.

Water (fire and domestic supply) would continue to be provided to the site through connections to the 8-inch City water main in Washington Avenue. The project will be required to make a second connection at Mission Avenue via a new 8-inch line to be installed in Center City Parkway from the northwest corner of the property to Mission.

On-site runoff will be treated by the proposed nine cisterns, that are located underneath the driveways and parking lots throughout the project site, and the bio-retention basin area, which is west of the project in the Centre City Parkway right-of-way. The project also includes the construction of two bio-retention areas with a total area of 5300 square feet for treatment of on-site water and 630 square feet for treatment of off-site water. The treated runoff will drain into the proposed 6.5'W x 3'H reinforced concrete box (RCB) that runs through the middle of the project site from east to west. The proposed RCB will connect to the existing Triple 8'W x 4'H RCB that runs across Centre City Parkway.

The project proposes exceptions to the development standards in the Downtown Specific Plan. In addition to the open space area requirements, parking types and carport dimensions, all discussed above, implementation of the project requires a reduction in the front, rear and side setbacks. The project converted the compact spaces fronting Buildings 3 and 4 into standard length parking stalls to ensure that longer vehicles will not spill into the fire access lane. In order to achieve this, Building 3 is closer to the property line on the Centre City Parkway side to accommodate the longer parking stall by 2'-0" thereby encroaching on the 14'-0" setback requirement.

The project will also require a two foot car overhang into the setback, on the eastern side of the project site and an 18-inch encroachment into the setback on the northern boundary. The site will include 24 foot fire lanes per the Fire Master Plan. The project includes a block wall along the perimeter of the site.

8. ENVIRONMENTAL SETTING

The approximately 3.44 acre project site is comprised of five parcels (APNs 229-172-06, -07, -08, -09 and -11). The property is bordered to the south by West Washington Avenue and the Escondido Inn and to the west by Centre City Parkway. The site is bounded to the east by an offsite commercial strip center and to the north by a hotel. The site is located within an urban area of the City within the Downtown Specific Plan and is surrounded by a mix of residential and commercial zoning and land uses including a hotel adjacent to the north and another to the south; an offsite commercial strip center on the east; a three-story mixed-use multi-residential development south across West Washington Avenue; and a mix of retail commercial to the west across Centre City Parkway. The elevations of the project site range from 649 feet to 641 feet from east to west. The north half of the project drains from the northeast corner towards the southwesterly direction. The south half of the project drains from the southeast corner towards the northwesterly direction. The site does not contain any sensitive or special status plants or animal species or habitat areas, wetlands or riparian habitat.

Surrounding land uses and setting:

- North: CG General Commercial. Commercial zoning and uses are located north of the project site. Immediately north of the project site is a hotel, operated as the Palm Tree Lodge.
- South: SP Centre City Urban District. Commercial zoning and uses are located adjacent to the south of the project site, which is improved with a motel operated as the Escondido Inn. Across West Washington Avenue are multi-family attached residential units.
- East: SP Centre City Urban District. The property adjacent to the east side of the property site is improved with a commercial strip center including restaurants, Frazee and an ARCO station. Chain-link fencing is located along the eastern boundary of the project site.
- West: CG General Commercial. Across Center City Parkway are a variety of commercial uses including a Goodwill retail store and restaurants.

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

Responsible agencies, as defined by CEQA, include public agencies other than the lead agency that have discretionary approval over the proposed project. These agencies have regulatory authority over various aspects of the proposed project and will function as responsible agencies for the project. The applicant will coordinate with these appropriate agencies to obtain all applicable permits for the proposed project as required by law, which include the following:

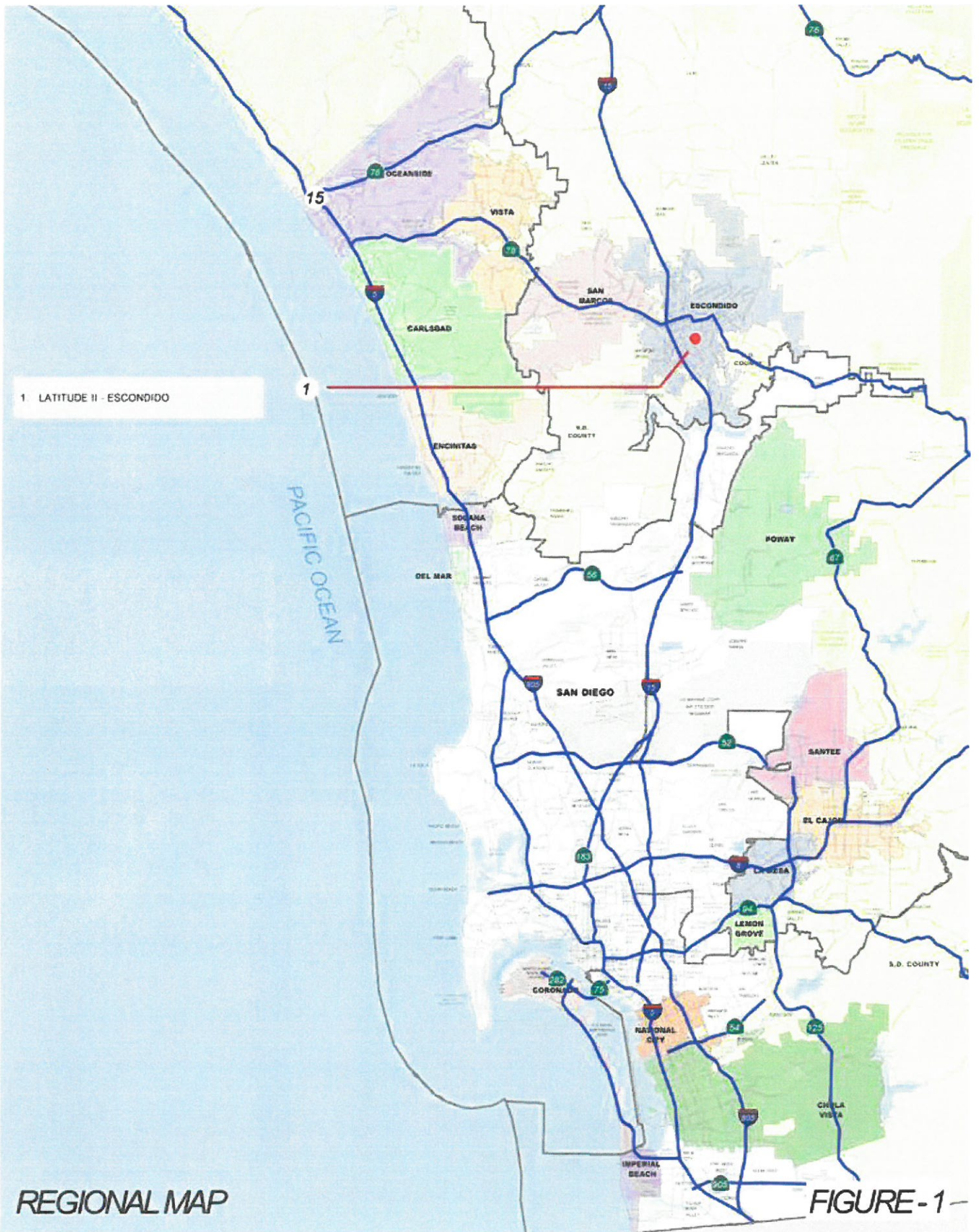
- California Regional Water Quality Control Board (AWQCB) - Section 401 Water Quality Certification

DETERMINATION: (To be completed by the Lead Agency)

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

Signature

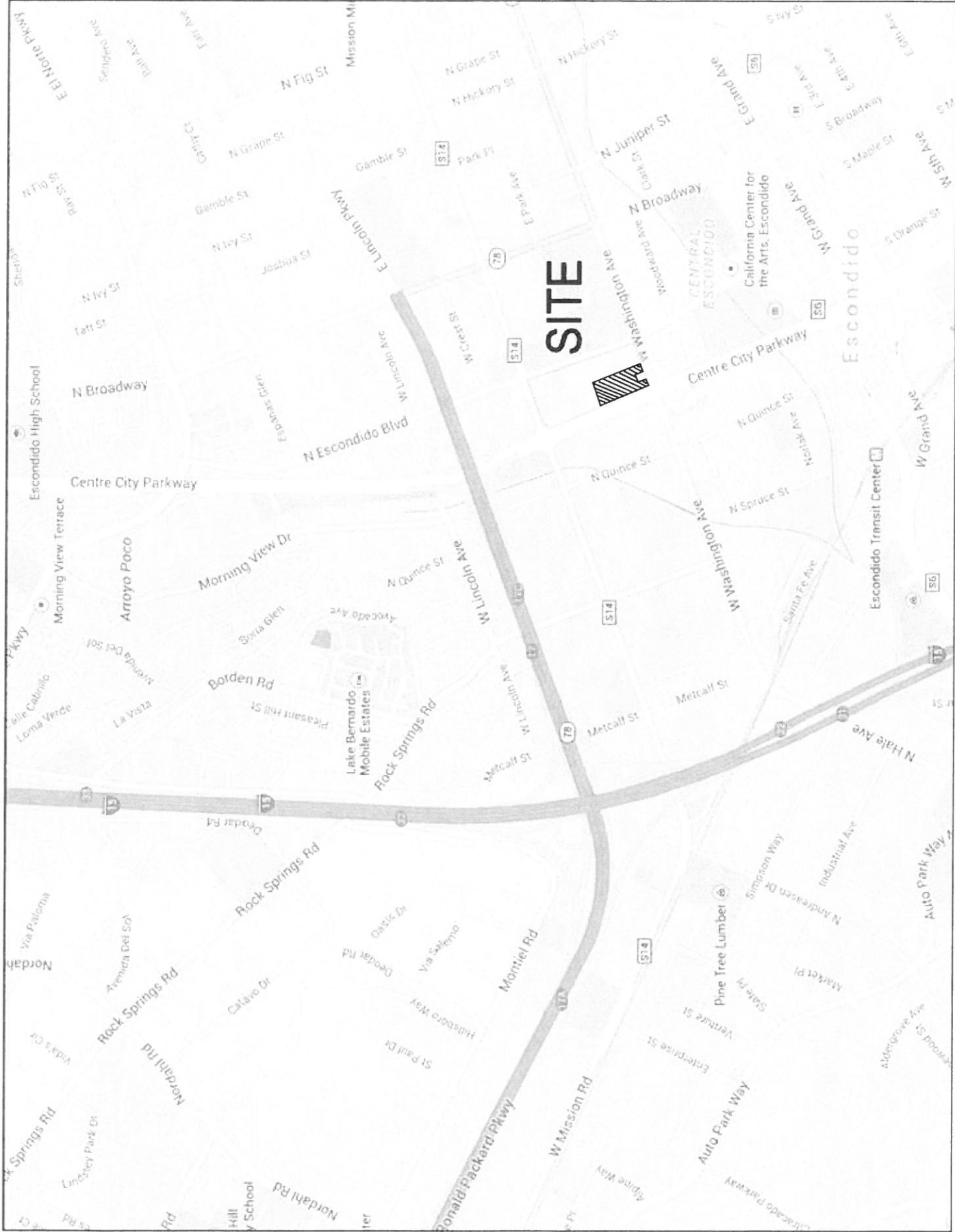
Date



1 LATITUDE II - ESCONDIDO

REGIONAL MAP

FIGURE-1



SOURCE: GOOGLE MAP

VICINITY MAP

NOT TO SCALE

FIGURE-2



MARCH 17, 2015



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FIGURE - 3



0 30' 60' 120'
 SCALE: 1"=60'-0"

AERIAL SITE

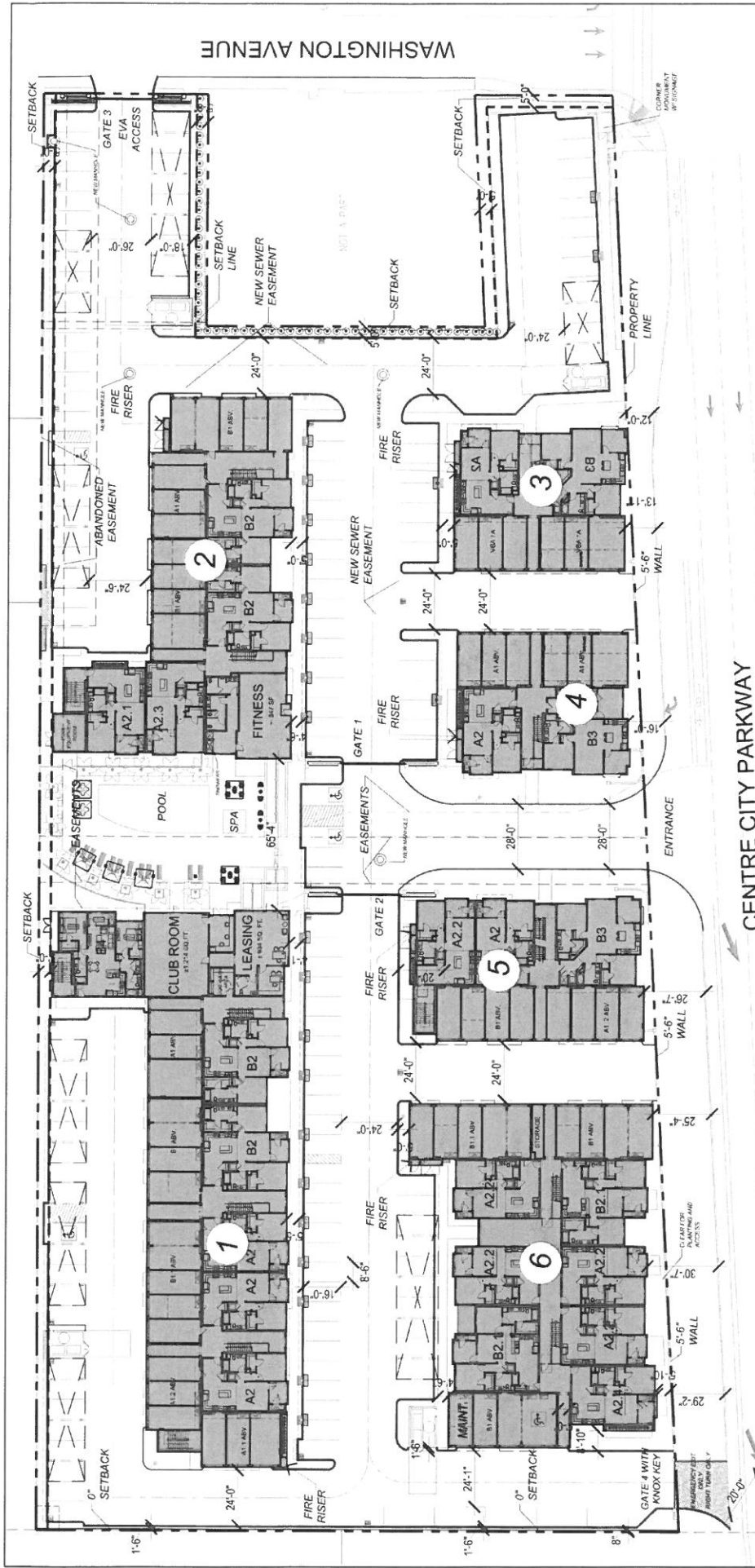
ESCONDIDO, CALIFORNIA

LATITUDE II ESCONDIDO

ARCHITECTS ORANGE

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N.C.A. REAL ESTATE
 114 CORPORATE PLAZA, SUITE 100, NEWPORT BEACH, CA 92660 (949) 474-0122



REVISIONS

NO.	DATE	DESCRIPTION
1	02/14/18	ISSUE FOR PERMITS
2	03/01/18	REVISIONS TO PERMITS
3	03/15/18	REVISIONS TO PERMITS
4	03/22/18	REVISIONS TO PERMITS
5	04/05/18	REVISIONS TO PERMITS
6	04/12/18	REVISIONS TO PERMITS
7	04/19/18	REVISIONS TO PERMITS
8	04/26/18	REVISIONS TO PERMITS
9	05/03/18	REVISIONS TO PERMITS
10	05/10/18	REVISIONS TO PERMITS
11	05/17/18	REVISIONS TO PERMITS
12	05/24/18	REVISIONS TO PERMITS
13	06/01/18	REVISIONS TO PERMITS
14	06/08/18	REVISIONS TO PERMITS
15	06/15/18	REVISIONS TO PERMITS
16	06/22/18	REVISIONS TO PERMITS
17	06/29/18	REVISIONS TO PERMITS
18	07/06/18	REVISIONS TO PERMITS
19	07/13/18	REVISIONS TO PERMITS
20	07/20/18	REVISIONS TO PERMITS
21	07/27/18	REVISIONS TO PERMITS
22	08/03/18	REVISIONS TO PERMITS
23	08/10/18	REVISIONS TO PERMITS
24	08/17/18	REVISIONS TO PERMITS
25	08/24/18	REVISIONS TO PERMITS
26	08/31/18	REVISIONS TO PERMITS
27	09/07/18	REVISIONS TO PERMITS
28	09/14/18	REVISIONS TO PERMITS
29	09/21/18	REVISIONS TO PERMITS
30	09/28/18	REVISIONS TO PERMITS
31	10/05/18	REVISIONS TO PERMITS
32	10/12/18	REVISIONS TO PERMITS
33	10/19/18	REVISIONS TO PERMITS
34	10/26/18	REVISIONS TO PERMITS
35	11/02/18	REVISIONS TO PERMITS
36	11/09/18	REVISIONS TO PERMITS
37	11/16/18	REVISIONS TO PERMITS
38	11/23/18	REVISIONS TO PERMITS
39	11/30/18	REVISIONS TO PERMITS
40	12/07/18	REVISIONS TO PERMITS
41	12/14/18	REVISIONS TO PERMITS
42	12/21/18	REVISIONS TO PERMITS
43	12/28/18	REVISIONS TO PERMITS
44	01/04/19	REVISIONS TO PERMITS
45	01/11/19	REVISIONS TO PERMITS
46	01/18/19	REVISIONS TO PERMITS
47	01/25/19	REVISIONS TO PERMITS
48	02/01/19	REVISIONS TO PERMITS
49	02/08/19	REVISIONS TO PERMITS
50	02/15/19	REVISIONS TO PERMITS
51	02/22/19	REVISIONS TO PERMITS
52	02/29/19	REVISIONS TO PERMITS
53	03/06/19	REVISIONS TO PERMITS
54	03/13/19	REVISIONS TO PERMITS
55	03/20/19	REVISIONS TO PERMITS
56	03/27/19	REVISIONS TO PERMITS
57	04/03/19	REVISIONS TO PERMITS
58	04/10/19	REVISIONS TO PERMITS
59	04/17/19	REVISIONS TO PERMITS
60	04/24/19	REVISIONS TO PERMITS
61	05/01/19	REVISIONS TO PERMITS
62	05/08/19	REVISIONS TO PERMITS
63	05/15/19	REVISIONS TO PERMITS
64	05/22/19	REVISIONS TO PERMITS
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66	06/05/19	REVISIONS TO PERMITS
67	06/12/19	REVISIONS TO PERMITS
68	06/19/19	REVISIONS TO PERMITS
69	06/26/19	REVISIONS TO PERMITS
70	07/03/19	REVISIONS TO PERMITS
71	07/10/19	REVISIONS TO PERMITS
72	07/17/19	REVISIONS TO PERMITS
73	07/24/19	REVISIONS TO PERMITS
74	07/31/19	REVISIONS TO PERMITS
75	08/07/19	REVISIONS TO PERMITS
76	08/14/19	REVISIONS TO PERMITS
77	08/21/19	REVISIONS TO PERMITS
78	08/28/19	REVISIONS TO PERMITS
79	09/04/19	REVISIONS TO PERMITS
80	09/11/19	REVISIONS TO PERMITS
81	09/18/19	REVISIONS TO PERMITS
82	09/25/19	REVISIONS TO PERMITS
83	10/02/19	REVISIONS TO PERMITS
84	10/09/19	REVISIONS TO PERMITS
85	10/16/19	REVISIONS TO PERMITS
86	10/23/19	REVISIONS TO PERMITS
87	10/30/19	REVISIONS TO PERMITS
88	11/06/19	REVISIONS TO PERMITS
89	11/13/19	REVISIONS TO PERMITS
90	11/20/19	REVISIONS TO PERMITS
91	11/27/19	REVISIONS TO PERMITS
92	12/04/19	REVISIONS TO PERMITS
93	12/11/19	REVISIONS TO PERMITS
94	12/18/19	REVISIONS TO PERMITS
95	12/25/19	REVISIONS TO PERMITS
96	01/01/20	REVISIONS TO PERMITS
97	01/08/20	REVISIONS TO PERMITS
98	01/15/20	REVISIONS TO PERMITS
99	01/22/20	REVISIONS TO PERMITS
100	01/29/20	REVISIONS TO PERMITS

ARCHITECTURAL SITE PLAN

ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CALIFORNIA 92666 (714) 639-9860

LATITUDE 2 CONDOMINIUMS ESCONDIDO, CA

N.C.A. REAL ESTATE & LYON COMMUNITIES
3 CORPORATE PLAZA SUITE #200 NEWPORT BEACH, CA 92660

DATE: JUNE 2, 2018

SCALE: 1" = 20'-0"

0 20' 40' 60'

SITE PLAN LEGEND

- 1 BUILDING NUMBER
- PROPERTY LINE
- SETBACK LINE

ORIGINAL SURVIVAL:

FIGURE-4

ENVIRONMENTAL/ INITIAL STUDY CHECKLIST:

I. AESTHETICS

Would the project:

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

I. Aesthetics Discussion

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

No Impact. Scenic resources in the City of Escondido include views to and from hillsides and prominent ridgelines and other prominent natural landforms. More prominent ridgelines/hillside areas generally are located towards the northern and eastern areas of the City. The site is not located on a ridgeline identified in the Resource Conservation Element of the General Plan (Figure VII-5). The topography of the site is relatively flat compared to adjacent properties, intervening buildings and landscaping on and adjacent to the site, which affect views through the site. Therefore, public views that include the site generally are limited and the project would not have an adverse effect on a scenic vista.

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

No Impact. State scenic highways are those highways that are either officially designated as State Scenic Highways by the California Department of Transportation (Caltrans) or are eligible for such designation. There are no state scenic highways located near the project site and the site is not visible from a scenic highway. The majority of the site is an undeveloped field overgrown with vegetation, with a mix of small, medium and mature eucalyptus and palm trees and does not have any rock outcroppings or historic buildings.

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

No Impact. The site is located in the urban area of the City and along a commercial corridor developed with a mix of residential and commercial uses. Residential use in the area includes a mix of multi-level attached and detached residences. The proposed project would not degrade the existing visual character or quality of the site or its surroundings. Although the project includes three-story structures with some four story loft features, which would increase the overall mass and scale of the existing, almost vacant site, the development would be consistent with the visual character of the surrounding area, that includes other nearby three-story mixed-use developments, and multi-story commercial and multi-family residential structures. The project includes the use of the Centre City Parkway right of way as a bioretention area. The right of way is not currently landscaped so the proposed landscaping will not degrade the existing visual character. The project has been designed to reduce its visual impact by including landscaping that includes perimeter and interior trees, shrubs and groundcover. The proposed streetscape will consist of a tall evergreen trees (*Lophostemon confertus*) with accents of a round headed, flowering deciduous tree (*Koelreuteria bipinnata*). The corner of the buildings will be accented with narrow vertical accent trees (*Cupressus sempervirens*). The ground plane includes *Tecoma stans*, a 6-8 feet tall, yellow flowering shrub and *Russelia* hybrids, a 4-5 foot red flowering shrub as background planting against the perimeter wall. The mid-ground area consists of a "rush like" plant in *Chondropetalum tectorum* which gets 3-4 feet tall and *Lomadra* 'Breeze', a grass, which gets approximately 30-inches tall. The foreground is planted with *Senecio vitalis*, a succulent plant, that gets 12-18- inches tall and is a blue-green color. . While the increase in residential units would result in an increased urban feel, this change would be less than significant considering the existing urbanized character and project design features employed to lessen potential visual impacts. Overall, the visual character and quality impacts of the project would not be significant.

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

Less Than Significant Impact. Existing lighting sources on the site and surrounding area generally consist of street lights, security lights, parking lot lights, and vehicle headlights. The proposed lighting for the project generally would consist of new parking lot lighting, new area lighting around the buildings and walkways, and building security lighting, which would be compatible with existing lighting throughout the project vicinity. All new lighting would be required to be in compliance with the City's Outdoor Lighting Ordinance (Zone Code Article 35). Compliance with the City's Outdoor Lighting Ordinance (Escondido Zoning Code Article 35) would ensure that potential impacts associated with glare or light, resulting from development of the site, are less than significant.

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 Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant to environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding state's inventory of forest land, including the Forest and Range 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 Incorporated	Less than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g), timberland (as defined by Public Resources Code 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 does not include any active agricultural uses or agricultural resources, is not zoned for agricultural uses, and is not adjacent to areas zoned for, or in, agricultural use. No farmland, forest land, timberland, or other agricultural uses occur on the project site or surrounding area. No agricultural land would be converted to non-agricultural uses as a result of project implementation. The project site is identified as "Urban and Built-up Land" and is surrounded by the same; it is not identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance according to the Farmland Mapping and Monitoring Program ("FMMP", General Plan Update EIR, Figure 4.2-1). The FMMP defines Urban and Built-up land as land occupied by structures with a building density of at least one unit to 1.5 acres, or approximately six structures to a 10-acre parcel.

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

No Impact. 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 residential and commercial 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. There is no evidence of current agricultural use of the site. Figure VII-6 of the General Plan does not identify the site as an Agricultural Area. The site is currently zoned for residential and commercial uses 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.

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 Incorporated	Less than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- | | | | | |
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| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

III. Air Quality Discussion

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

Less than Significant Impact. The proposed project is in the San Diego Air Basin (SDAB). The primary agencies responsible for regulations to improve air quality in the SDAB are the San Diego Air Pollution Control District (SDAPCD) and the California Air Resources Board (CARB). The California State Implementation Plan (SIP) is the document that sets forth the State's strategies for attaining the National Ambient Air Quality Standards (NAAQS). The SDAPCD is the agency responsible for preparing and implementing the portion of the California SIP applicable to the SDAB. Since the SDAB is designated as in basic non-attainment of the NAAQS and in serious non-attainment of the more stringent California State Ambient Air Quality Standards (AAQS) for ozone, the SDAPCD's Regional Air Quality Strategy (RAQS) outlines the plans and control measures designed to attain the AAQS for ozone. The California SIP and the SDAPCD's RAQS were developed in conjunction with each other to reduce regional ozone emissions. The SDAPCD relies on information from CARB and SANDAG, including projected growth, mobile, area and all other source emissions, in order to predict future emissions and develop appropriate strategies for the reduction of source emissions through regulatory controls. The CARB mobile source emission projections and SANDAG growth projections are based on population and vehicle trends and land use plans developed by the incorporated cities and the County of San Diego. As such, projects that propose development that is consistent with the growth anticipated by SANDAG would be consistent with the RAQS and the SIP.

The General Plan designates the project site as SPA #9. The Downtown Specific Plan area allows residential projects up to a maximum density of 100 dwelling units per acre (du/ac) and the project is proposing of density of approximately 30 du/ac. Therefore, the proposed project would be consistent with the General Plan growth assumptions and would not conflict with or obstruct implementation of the applicable air quality plan. Impacts would be less than significant, based on the Air Quality Assessment for the project prepared by Mestre Greve Associates (June 4, 2015, Appendix B), because project emissions would be less than the significance levels, the project is consistent with the City's General Plan, and the project would not conflict with or obstruct the implementation of the San Diego RAQS or applicable portions of the SIP.

Temporary, short-term impacts can result from project construction activities or grading operations. Emissions during the phases of construction were calculated using the California Emissions Estimator Model (CalEEMod). CalEEMod is a computer program developed by the South Coast Air Quality Management District (SCAQMD) in conjunction with the CARB. The model calculates emissions for construction and operation of various projects. For on-road vehicular emissions, the

CalEEMod utilizes the EMFAC emission rates that have also been developed by CARB. CalEEMod considers the following phases in its calculation of construction emissions: demolition, site preparation, grading, building construction, paving, and painting. The appropriate number of acres, duration of each construction phase, and other key elements of the project were input into the CalEEMod to generate the estimate of emissions.

In 1998, the CARB identified particulate matter from diesel fueled engines (Diesel Particulate Matter or DPM) as a Toxic Air Contaminant (TAC). It is assumed that the majority of the heavy construction equipment utilized during construction would be diesel fueled and emit DPM. Impacts from toxic substances are related to cumulative exposure and are assessed over a 70-year period. Grading for the project, when the peak diesel exhaust emissions would occur, is expected to take less than 1 month with all construction expected to be completed over a 13 to 15 month period. Because of the relatively short duration of construction compared to a 70-year lifespan, diesel emissions resulting from the construction of the project, including truck traffic associated with the project, are not expected to result in a significant impact.

Table 1 includes the calculations for the construction activities and presents the highest construction emissions as a worst-case scenario.

TABLE 1: PEAK CONSTRUCTION EMISSIONS

Activity	Pollutant Emissions (Pounds Per Day)					
	ROG	NOx	CO	SOx	PM10	PM2.5
Demolition	4.6	48.4	36.8	0.04	2.6	2.3
Site Preparation	5.3	57.0	43.5	0.04	21.3	12.8
Grading	3.9	40.5	27.4	0.03	9.0	5.5
Building Construction	4.4	33.4	27.6	0.05	3.3	2.3
Paving	2.1	18.4	13.5	0.02	1.3	1.1
Architectural Coating	59.8	2.5	2.9	0.01	0.4	0.2
<i>Escondido Thresholds</i>	<i>75</i>	<i>250</i>	<i>550</i>	<i>250</i>	<i>100</i>	<i>55</i>
<i>Exceed Threshold?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>

Long-term impacts are associated with the built out condition of the proposed project. Air pollutant emissions due to the project were calculated using the CalEEMod program. The program was set to calculate emissions for the proposed project. Primary sources of emissions generated by the proposed project will be from the motor vehicles. Natural gas combustion and re-current painting of the facilities will also contribute to the emissions. The traffic data indicates that there will be 1,390 trips in and out of the facility per day. CalEEMod calculates maximum daily emissions for the summertime and wintertime periods.

Table 2 presents the results of the CalEEMod showing the maximum daily air pollutant emissions projected for build out year. The specific data utilized in calculating the emissions are provided in Appendix B.

TABLE 2: PROJECT EMISSIONS (POUNDS PER DAY)

	ROG	NOx	CO	SOx	PM10	PM2.5
Total Project Emissions	8.4	7.0	39.4	0.1	5.0	1.5
<i>Escondido Thresholds</i>	<i>55</i>	<i>250</i>	<i>550</i>	<i>250</i>	<i>100</i>	<i>55</i>
<i>Exceed Threshold?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>

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) as established in the Escondido Municipal Code Chapter 33 Article 47. This determination is based on the use of paint with a low VOC rating of 75 g/l or less during construction, which is a project design feature, and the project will be conditioned accordingly. 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 SDAPCD during construction activities at the Project site.

AQ-1 To ensure the projected construction emissions are all below the significance thresholds established by the City for painting emissions, the project will be conditioned to use paint with a low VOC rating of 75 g/l or less during construction.

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

Less than Significant Impact. The project's construction and operational emissions would not exceed the City's established CEQA significance criteria for air quality in its EQR (Escondido Municipal Code Chapter 33 Article 47) by using paint with a low VOC rating of 75 g/l or less during construction. No impacts are projected as the reactive organic gases (ROG) emissions during painting will be reduced to below the significance threshold.

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. As described above in III(a), mobile source emissions associated with the project would be minimal. Project construction would result in emissions, as described above; however, all construction-related emissions would be less than established significance thresholds for each criteria pollutant by using paint with a low VOC rating of 75 g/l or less during construction. Emissions would be less than significant, and therefore, the project would not result in a cumulatively considerable increase in any criteria pollutant for which the region is non-attainment.

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

No Impact. A sensitive receptor is a person in the population who is more susceptible to health effects due to exposure to an air contaminant than is the population at large. Examples include residences, schools, playgrounds, child care centers, churches, athletic facilities, retirement homes, and long-term health care facilities. As described above in III(a), mobile source emissions associated with the project would be minimal. Project construction would result in some construction-related emissions; however, no impacts are projected as the short-term, temporary emissions will not exceed established thresholds for criteria pollutants with the use of paint with a low VOC rating of 75 g/l or less.

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

Less than Significant 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 a less than significant impact.

IV. BIOLOGICAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

IV. Biological Resources Discussion

- 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 impact with Mitigation. According to the Latitude II Project Biological Survey and Wetland Determination Results (Glenn Lukos Associates, February 2, 2015; Appendix C), no sensitive species or special status plant or animal species were detected or are expected to occur on the property as the site lacks any habitat to support them. The project site is undeveloped and covered mainly by non-native grasses and medium size trees, including eucalyptus species (7); pine trees (7); and, queen palms (11).

Indirect impacts to raptors could result from the loss of forage and nesting habitat. The non-native grass (NNG) provides habitat for raptor prey but there are no longer any mature Mexican fan palm trees to 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; however, trees within the eucalyptus woodland could support nesting birds, including raptors, protected under the federal Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFG Code). Disturbance of birds protected under the MBTA would result in a potentially significant impact, requiring mitigation.

According to the Results of Vegetation Mapping, the project will result in the loss of approximately 0.39 acres of NNG habitat (Glenn Lukos Associates, June 23, 2015, Appendix C). 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 0.2 credits from the Daley Ranch Bank or other approved mitigation bank to reduce this potentially significant impact to below significance.

BIO-1 To ensure compliance with the MBTA, clearing of potential nesting habitat shall, to the maximum extent feasible, occur outside of the breeding season for birds and raptors, which is defined as January 15 to September 15. If activities must occur during the general breeding season, clearing could occur if it is determined that no nesting birds (or birds displaying breeding or nesting behavior) are present within three days prior to clearing. A

pre-grading survey shall be conducted by a qualified biologist prior to any clearing or grading to determine if breeding or nesting avian species occur within areas that would be directly affected by grading or indirectly affected by construction noise. If any of these birds are observed nesting or displaying breeding/nesting behavior within the area, construction shall be postponed until (1) the nest is abandoned or the young have fledged or (2) after September 15.

BIO 2 To compensate for the loss of 0.39 acres of NNG, the applicant shall purchase 0.2 mitigation credits from the Daley Ranch Bank or other approved mitigation bank.

- 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?***

No 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.

- 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 1.602 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 Biological Survey and Wetland Determination Results performed for the project, the property does not include wetlands or riparian habitat, hydroponic vegetation or any jurisdictional drainages, jurisdictional wetlands, waters of the U.S. or streambeds; and therefore, the project would not affect biological resources associated with a jurisdictional water. The preliminary findings of the U.S. Army Corps of Engineers (Corps) and California Department of Fish and Wildlife (CDFW) for the project site are summarized in the Jurisdictional Determination for Latitude II (Glenn Lukos Associates, June 30, 2014; Appendix C). The project contains no blue-line drainages (as depicted on the U.S. Geological Survey (USGS) topographic map Valley Center, California [dated 1968 and photo revised in 1975]). On June 23, 2014, regulatory specialists of Glenn Lukos Associates, Inc. (GLA) examined the project site to determine the limits of (1) Corps jurisdiction pursuant to Section 404 of the Clean Water Act, and (2) CDFW jurisdiction pursuant to Division 2, Chapter 6, Section 1600 of the Fish and Game Code (Appendix C).

The project site contains a single swale that enters the site at the eastern boundary and extends in a westerly direction to a concrete inlet where it exits the site. The swale contains no indicators for an ordinary high water mark (OHWM) and contains no wetlands.

The swale supports a predominance of upland species. Dominant species include, Johnson grass (*Sorghum halepense*, FACU), castor-bean (*Ricinus communis*, FACU), Bermuda grass (*Cynodon dactylon*, FACU), and Italian Rye grass (*Festuca perennis*, FAC). Other species include, bristly ox-tongue (*Helminthotheca echiodes*, FACU) yard knotweed (*Polygonum aviculare*, FACW), field bindweed (*Convolvulus arvensis*, UPL), wild oats (*Avena fatua*, UPL), giant reed (*Arundo donax*, FACW), and curly dock (*Rumex crispus*, FAC). The plants were examined at three data collection points, with each one failing the basic dominance test. The prevalence index score from point 1 is 3.89, with soil point 2 scoring 3.59, and point 3 scoring 3.87. The scale is from 1 to 5 with scores less than 3.0 indicating wetland vegetation; scores greater than 3.0 indicate uplands. That is why the Corps found no Section 404 jurisdiction. Given that all three points failed both the basic dominance test and the prevalence index, the site does not support hydrophytic vegetation and the Corps concluded there was no section 404 jurisdiction.

In addition, as to Hydrology, the swale exhibited one secondary indicator, drainage patterns (B10), but because no other secondary or primary indicators were present, the site does not meet the threshold for wetland hydrology.

Soils exhibited a chroma of 10/YR 2/1 and no redoximorphic features. No other hydric soil indicators were present. Therefore the site does not exhibit hydric soils.

Therefore, the swale fails to meet each of the three criteria for a positive wetland determination. As noted above, the swale does not exhibit the characteristics of a stream, therefore the swale is not a streambed pursuant to section 1602.

- 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?**

No Impact. The project site may be considered as disturbed habitat that contains no waters capable of supporting migratory fish. The site is surrounded by suburban development and is not a part of a migratory wildlife corridor. The property includes with a mix of small, medium and mature eucalyptus and palm trees. The property is essentially an isolated island of disturbed vegetation with little to no wildlife habitat value or connection to other large blocks of undisturbed native habitat occurring in the area. This property is considered an in-fill parcel.

- 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. The loss of 31 mature trees on the site would be replaced by the over 100 trees proposed as part of the project design, which is greater than the 1:1 ratio in conformance with the City's Grading Ordinance, and the project will be conditioned accordingly. There are no protected trees (Oak Trees) located on the site. Because the project is located within an urban area and along a commercial corridor, development of the site would not conflict with the provisions of an adopted habitat conservation plan, National Community Conservation Plan (NCCP), other approved local, regional, or state habitat conservation plan such as the County of San Diego Multiple Species Conservation Program (MSCP).

BIO-3 The project will result in the loss of 31 mature trees. The project design includes the placement of over 100, which is greater than the 1:1 ratio required in the City's Grading Ordinance.

- 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 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.

V. CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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. The EIR for the 2012 General Plan Update included two comprehensive historic preservation surveys to identify significant resources found in the City. The project site does not include historic buildings and is not listed as a significant historical site (Figure 4.5-1).

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

Less than Significant Impact. The EIR for the 2012 General Plan Update did not identify any known archaeological resource on the project site. The City's Archeological Inventory does not identify any known prehistoric resources in the vicinity of the project site.

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

No Impact. The EIR for the 2012 General Plan Update concluded the rock formations in the project area have no paleontological resource potential or as unique geologic features and there are no rock outcroppings on the project site.

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

Less than Significant Impact. No human remains are known to exist on-site and therefore no impacts are expected to occur. 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), and must contact the City to facilitate coordination with the MLD on the respectful treatment and disposition of remains.

VI. GEOLOGY AND SOILS

Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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 project area is not within an Alquist-Priolo Earthquake Fault (Special Studies) Zone and will not require a special site investigation by an Engineering Geologist. The closest faults to the project site are associated with the Elsinore Fault system, located approximately 15.5 miles from the project site. No active faults with the potential for surface fault rupture are known to pass directly beneath the site. Therefore, the potential for surface rupture due to faulting occurring beneath the site during the design life of the proposed development is considered low. The proposed structures are determined to be in Seismic Design Category D (Geotechnical Engineering Investigation, Salem Engineering Group, Inc., January 14, 2015, Appendix D). Thus, the project would have no impact related to the rupture of a fault.

ii) Strong seismic ground shaking?

Less than Significant 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?

Less than Significant Impact. The General Plan Figure VI-9 indicates that the site is located in a liquefaction Hazard Area. The soils on the project site consist predominately of clayey silt/clay, clayey silt, sandy silt with varying amounts of clay, sandy silt/silty sand with varying amounts of clay, silty sand with trace clay, and silty sand/sand. A seismic hazard, which could cause damage to the proposed development during seismic shaking, is the post-liquefaction settlement of the liquefied sands. The liquefaction analysis indicated that the site soils had a moderate potential for liquefaction under seismic conditions and the total liquefaction-induced settlement was calculated to be 1.33 inches and the differential settlement is estimated to be 0.7 inches over 20 linear feet which should be within the tolerable limits of the footings and is not significant. The project will be consistent with the geotechnical investigation recommendations (Appendix D).

iv) Landslides?

No Impact. There are no known landslides at the site, nor is the site in the path of any known or potential landslides.

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

Less than Significant Impact. The project would include demolition, grading, and construction activities as well as landscaping. The project would implement best management practices during construction and operation in compliance with regulations. Project impacts related to soil erosion 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?

Less than Significant Impact. The site is not located in an area of known ground subsidence due to the withdrawal of subsurface fluids. The potential for subsidence occurring at the site due to the withdrawal of oil, gas, or water is considered remote. There are no known landslides on or near the project site, and the site is not located in the path of any known landslides. The potential damage to the proposed project due to landslides or slope instability is considered very low. In addition, the on-site materials are not known to be prone to slope instability in properly engineered slopes. Due to the relatively flat site topography, the potential for lateral spreading causing a catastrophic collapse of the proposed structures is considered low (Appendix D). Impacts related to geology and soils would be less than significant.

d) Would the project be located on expansive soil, as defined in Table 1.8-1.-B 01 the Uniform Building Code (1.994), creating substantial risks of life or property?

Less than Significant Impact. The onsite soil is slightly expansive and the project would include excavation and re-compaction of soils consistent with the geotechnical investigation recommendations (Appendix D). Thus, the project would have a less than significant impact related to expansive soils.

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 and would not require the use of septic tanks or alternative wastewater disposal systems.

VII. GREENHOUSE GAS EMISSIONS

Would the project:

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

VII. Greenhouse Gas Emissions Discussion

- 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 City of Escondido Greenhouse Gas Emissions adopted CEQA Thresholds and Screening Tables, which determined that projects that generate less than 2,500 metric tons (MT) of carbon dioxide equivalent (CO₂EQ) per year would not be considered significant. The proposed project would generate Greenhouse Gas (GHG) emissions directly through the burning of carbon-based fuels such as gasoline and natural gas as well as indirectly through the use of electricity and water and from the anaerobic bacterial breakdown of organic solid waste disposed into landfills. GHG emissions would be generated during construction of the project. Once fully operational, the proposed project will emit approximately 1,250 MT of CO₂EQ per year which would not exceed the City's established 2,500 MT screening threshold (Greenhouse Gas Assessment, Mestre Greve Associates, February 13, 2015; Appendix E). Therefore, no mitigation measures or further analysis is required.

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

Less than Significant Impact. As discussed above, the GHG emissions generated by the proposed project would not exceed the City's 2,500 MT of CO₂e per year screening threshold. As the 2,500 MT of CO₂e per year threshold has been developed as part of Escondido's Climate Action Plan (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 the AB 32 goal of achieving 1990 levels of GHG emissions by 2020.

VIII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials substances, or waste with one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- h) Expose people or structures to 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 with Mitigation. The proposed project would include the development of 112 multi-family residential units 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 results of the Phase I Environmental Site Assessment (Advanced Environmental Concepts, Inc., April 2014, Appendix G) identified one onsite recognized environmental condition (REC), no controlled recognized environmental conditions, no onsite historical recognized environmental conditions, and four offsite historical recognized environmental conditions. A review of the City of Escondido Building Department files indicates a possibility that a nearby automotive fuel station and/or possible prior onsite auto repair, tire repair shop, leaking transformer pad and/or potential pesticide application may have contaminated portions of the subject property. Subsequent soil tests indicated minor concentrations of extractable petroleum hydrocarbons below “actionable” concentrations for residential properties, however, groundwater sampling indicated methyl tertiary butyl ether (MTBE) concentrations above the EPA Maximum Contaminant Level (MCL) for drinking water. Based on the depth to groundwater (approximately 15- feet bgs), it is likely that no contact would be made with the contaminated groundwater, therefore, the onsite MTBE contamination will not cause a human health risk to future site construction and/or occupation. The City of Escondido provided a Negative Declaration for the Lumina Townhomes Project (ER 2005-43) for the project site on May 30, 2006, indicating that the Lumina project would have a less than significant impact to the environment and or public associated with hazards and hazardous materials.

The 2014 environmental site assessment concluded that the most likely source of the onsite MTBE is from a prior leaking UST identified at the upgradient ARCO station approximately 300-feet east of the target property and that the onsite contamination does not pose a risk to onsite human health via an “indoor air” exposure pathway (Phase I Environmental Site Assessment, Advanced Environmental Concepts, Inc., April 2014, Appendix G). Furthermore, MTBE is not a chemical of concern for vapor migration risk. Also, benzene was not identified in soil and/or groundwater at the subject property, therefore, there is no identified source for onsite vapor encroachment. However, because of the identified presence of MTBE, institutional controls should be implemented during construction to limit contact with the underlying MTBE contaminated groundwater and excavations should be limited to the vadose zone and be monitored and if groundwater is encountered during construction, be mitigated in coordination with the Department of Toxic Substances Control (DTSC) and the San Diego Regional Water Quality Control Board (RWQCB). Implementing mitigation measures Haz-1 and Haz-2 will reduce risks associated with the detected concentrations of MTBE to less than a significant level.

HAZ-1 The applicant shall record a deed restriction on the title for the project site that prohibits the use of groundwater at the project site for any purpose including, without limitation, any extraction of groundwater.

HAZ-2 In the event groundwater is encountered during construction, all construction activities in that area will halt until groundwater has been sampled by a qualified professional to determine the presence or absence of MTBE. If MTBE is present in excess of established thresholds, the professional shall coordinate preparation of dewatering or disposal plan with DTSC and the RQWCB.

- 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 112 multi-family residential units 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 best management practices (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 proposed project emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

Less than Significant Impact. The project is within 0.8 miles 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 on working in the project area?**

No Impact. The project site is not located within an airport land use plan 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 7.4 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 is accessible over, 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 areas where residences are intermixed with wildlands?**

No Impact. Figure VI-6 in the City's General Plan rates the project site as moderate for wild fire risk. There are no significant impacts given the existing regulations, policies, plans and guidelines in the City's General Plan.

IX. HYDROLOGY AND WATER QUALITY

Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage patter of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned Stormwater drainage systems or provide substantial additional sources of polluted run-off?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| f) Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Place with a 100-year flood hazard area structures which would impede or direct flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or a dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| j) Inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

IX. Hydrology and Water Quality Discussion

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

Less than Significant Impact. A Water Quality Technical Report (WQTR) was prepared by Roger Chung, P.E. for the project (January 27, 2015, revised June 15, 2015, Appendix F). The project site is undeveloped and covered mainly with a mix of small, medium and mature eucalyptus and palm trees. The north half of the project drains from the northeast corner towards the southwesterly direction. The south half of the project drains from the southeast corner towards the northwesterly direction. Runoff off from this project site is conveyed by the reinforced concrete box (RCB) in Centre City Parkway. In the post-project condition, the multi-family residential development will consist of 6 buildings, a leasing office, fitness center, pool area and parking lots. Most of the site will be impervious due to the buildings and parking lots with some pervious areas such as landscaping. The elevations of the project site ranges from 649.1 feet (ft) to 646.7 ft from west to east. Project construction would be required to comply with the San Diego Municipal Storm Water Permit (Order No. 2001-01, NPDES), the project- specific Storm Water Pollution Prevention Plan (SWPPP), and with the City of Escondido erosion control ordinances and policies. All bioretention will occur offsite in the public right of way. The proposed bioretention plus cistern facilities design complies with the current storm water quality standards that are required by the San Diego Regional Water Quality Control Board and the City of Escondido. The bioretention plus cistern sizing calculations are included in the WQTR.

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 drip 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 involve groundwater wells or pumping. The project would increase the impervious surface area; however, the project is not anticipated to affect groundwater recharge because the existing site condition does not have a large sump area that collects and stores surface water for groundwater recharge.

- 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?**

Less than Significant. 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 WQTR (Appendix F). The project does not propose the redirection of the flow. Most of the site will be impervious due to the buildings and parking lots, with some pervious areas such as landscaping. On-site runoff will be treated by the proposed nine cisterns that are located underneath the street and parking lots throughout the project site, and the bioretention basin area, which is west of the project in the Centre City Parkway right-of-way. The treated runoff will drain into the proposed 6.5'W x 3'H RCB that runs through the middle of the project site from east to west. The proposed RCB will connect to the existing Triple 8'W x 4'H RCB that runs across Centre City Parkway. Construction BMPs will be in place during the grading.

- 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. See response to IX c.

- e) **Create or contribute to 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. See response to IX a.

- f) **Otherwise substantially degrade water quality?**

No Impact. See answer IX a.

- 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 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?**

Less than significant Impact. The project site is located in an inundation zone according to Figure VI-8 Dam Failure Inundation Area in the General Plan. A catastrophic dam failure at either of these facilities would likely result in extensive downstream flooding of Escondido Creek. Regular county, state, and federal inspections of the dams are conducted to minimize failure and flooding risks would reduce any potential impacts to a level below significant.

j) Inundation by seiche, tsunami, or mudflow.

No Impact. The project site is 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.

X. LAND USE PLANNING

Would the project:

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

X. Land Use Planning Discussion

a) Would the project physically divide an established community?

No Impact. Existing surrounding development includes commercial and multi-family attached and detached housing. Therefore development of the multi-family condominiums will not divide the established community or conflict with any applicable plan. The project's construction would not include any new land use barriers, preclude the development of surrounding parcels or otherwise divide or disrupt the physical arrangement of the surrounding community since the project is considered infill development. Adequate public facilities are available and water and sewer service can be provided to the project with nominal extensions of nearby existing facilities. Therefore, no impact would occur.

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

Less than Significant Impact. The site is designated as part of the Centre City Urban District of the Downtown Specific Plan. A Planned Development (PD) is required to implement the proposed residential development as indicated in Figure II-3 of the Downtown Specific Plan. Per the General Plan (2012), the PD zone is intended to:

encourage the planned development of parcels sufficiently large to permit comprehensive site planning and building design; to provide a more flexible regulatory procedure by which the basic public purposes of the Escondido General Plan and the Escondido Zoning Code may be accommodated; to encourage

creative approaches to the use of land through variation in siting of buildings and the appropriate mixing of several land uses, activities and dwelling types; to enhance the appearance and livability of the community through encouragement of creative approaches to the use of land and the design of facilities, etc.

The project is consistent with the Downtown Specific Plan policies and standards by providing housing options in the downtown area, with building architecture that relates to the surroundings. The project is proposing exceptions to the development standards through the PD process; however, none of the exceptions will result in significant impacts.

The proposed open space is not consistent with the development standard of 300 square foot of open space per unit but any impacts will be less than significant as the project will provide interactive internal pedestrian experience with the contiguous open space and the resort pool, barbeques and pet wash station. In addition to the common open space, the project will include 83 sf/ unit of private open space area, which is greater than the required 25 sf/ unit and includes patios for ground floor units and balconies on the second and third floor units.

The proposed project would provide 209 parking spaces consisting of 62 garage spaces (10 will have direct access to units), 47 covered car ports and 100 uncovered open spaces reserved for the units. The ratio of covered to uncovered parking does not meet the Downtown Specific Plan requirement of one covered space per unit as the property includes easement along the northern property line, preventing the placement of carport structures. In addition, the length of the proposed carport stalls will have the required 18 foot depth, however, the structure itself will only be 16 feet deep, again due to the placement of easements. Any impacts will be less than significant because the number of overall parking spaces and actual depth of the revised carport stalls are consistent with the standards.

The front, rear and side setbacks are also reduced from those required in the Downtown Specific Plan. In order to ensure that longer vehicles will not spill into the fire access lane, the project converted the compact spaces fronting Buildings 3 and 4 into standard length parking stalls. In order to achieve this, Building 3 is closer to the property line on the Centre City Parkway side to accommodate the longer parking stall by 2'-0" thereby encroaching on the 14'-0" setback requirement.

The project will also require a 2 foot car overhang into the setback, on the eastern boundary project site, and an 18-inch encroachment into the setback on the northern boundary. The project includes 24 foot clear fire lanes on-site per the Fire Master Plan. The project includes a block wall around the perimeter.

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

Less than Significant Impact. The site is not located within an area designated for conservation and does not include any native habitat covered by a natural community conservation plan or the draft subarea plan for the City of Escondido. Thus, the project would have no impact related to habitat conservation plan.

XI. MINERAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a, local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 known mineral deposits or mining sites, existing or past, are located on the project site or in the vicinity of the project site (Figure 4.11-1 of the General Plan Update Environmental Impact Report).

- 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.

XII. NOISE

Would the project result in:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Exposure of persons to or generation of noise in levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?
- 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

- 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. The existing General Plan Community Protection Element establishes noise and land use compatibility standards and outlines goals and policies to achieve these standards. New projects in the City are required to meet the Noise Compatibility Guidelines. An interior and exterior noise evaluation was completed by Landrum & Brown (June 23, 2015, Appendix H) and is summarized below.

Construction Noise

Construction of the project would generate noise. Noise associated with grading and construction could potentially result in short-term noise impacts to adjacent residential properties. The City's General Plan EIR considered construction short-term noise impacts and concluded that compliance with the City's Noise Ordinance and the proposed General Plan policies would reduce the proposed project's impacts related to construction noise to less than significant level. The noise evaluation considered the noise levels associated with the operation of the construction equipment expected to be used on site range from about 75 decibels to 84 decibels at 50 feet from the source; however, the nearest noise sensitive land use is located about 120 feet from the project site which reduces the estimated noise values by approximately 8 dBA (Appendix H).

Assuming a worst case piece of construction equipment at 79 dBA, construction noise would have the potential to exceed 71 dBA at the nearest noise sensitive land use. Therefore, construction under the proposed project would not have the potential to exceed the 75 dBA hourly average noise level limit. Grading and paving activities are expected to be conducted all over the project site, therefore the equipment will spend a small percentage of the time being nearest to the residential receivers. As a result, the average noise level at the nearest noise sensitive receiver will be less than the 75 dBA hourly average standard.

The project will be conditioned to comply with the Noise Ordinance, which establishes limits on construction noise generation to 75 average equivalent A-weighted decibels (dB(A) L_{eq}), between the hours of 7:00 a.m. and 6:00 p.m. on weekdays and between the hours of 9:00 a.m. and 5:00

p.m. on Saturdays. Grading activities on Saturday will occur between 10:00 a.m. and 5:00 p.m. The project would comply with the Noise Ordinance and construction noise impacts would be less than significant.

Exterior Noise

The predominant noise affecting the site is due to vehicular traffic on Centre City Parkway and Washington Avenue. The City's 60 dBA Community Noise Equivalent Level (CNEL) exterior noise goal for multi-family project only applies to recreation areas. The nearest recreation area to the centerline of Centre City Parkway is the pool area, which is approximately 235 feet away. Accounting for the limited angle of sight from Center City Parkway to the pool area, and the distance from the centerline of the roadway to the pool area, the unmitigated traffic noise level would be about 55.5 CNEL. The results of the Federal Highway Administration ("FHWA") Highway Traffic Noise Prediction Model, analyzing representative cross-sections of the project determined noise barriers will not be required (Appendix H). With the location and orientation of the buildings themselves as shown on the current site plan, current and future exterior noise levels would meet the City's Land Use Compatibility Guidelines and noise impacts are less than significant.

Interior Noise

CEQA is intended to protect the existing environment from impacts that would result from the proposed project. CEQA does not consider impacts of the existing environment on a proposed land use to be significant. However, the City of Escondido has established noise compatibility standards for siting of new development. The project must comply with the City of Escondido indoor noise standard of 45 CNEL. To meet the interior noise standard, the buildings must provide sufficient outdoor to indoor building attenuation to reduce the noise to acceptable levels. The outdoor to indoor noise reduction characteristics of a building are determined by combining the transmission loss of each of the building elements that make up the building. Each unique building element has a characteristic transmission loss. For residential units, the critical building elements are the roof, walls, windows, doors, attic configuration and insulation. The total noise reduction achieved is dependent upon the transmission loss of each element, and the surface area of that element in relation to the total surface area of the room. Room absorption is the final factor used in determining the total noise reduction.

Building surfaces in the project will be exposed to a maximum noise level of 69.1 CNEL, and therefore, the rooms will require at least 24.1 dB noise reduction in order to meet the 45 CNEL interior noise standard. Detailed engineering calculations are needed for building attenuation requirements greater than 20 dB. Construction details presented below were taken from the architectural drawings prepared for the project.

Roofs (Plan 3 Units) – At some areas, where there are lofts (Plan B3), the roofs are vented attic space construction and incorporate concrete tiles on the exterior and minimum 1/2" gypsum drywall on the interior surface of the living area. Attic spaces are insulated with fiberglass insulation, and roofs are sloped. This roof/ceiling assembly was estimated to achieve an exterior wall noise rating (EWNr) of at least 36.

Roofs (all other plans, including remaining lofts) – At most areas, the roofs are insulated, flat, built up over plywood, with a minimum 1/2" gypsum drywall on the interior surface of the living area. Parapets are used along the roof perimeter. This roof/ceiling assembly was estimated to achieve a noise reduction rating of at least EWNr=42.

Walls - Exterior walls are wood stud construction with stucco exteriors and minimum 1/2" gypsum drywall on the interior. All exterior walls include fiberglass insulation in the stud cavities. The walls were estimated to achieve a noise reduction rating of at least EWNr=40.

Windows - The operable windows were estimated to achieve a noise reduction rating of at least EWNr=24. (This is roughly equivalent to a noise reduction rating of STC=26). The fixed windows were estimated to achieve a noise reduction rating of at least EWNr=28. (This is roughly equivalent to a noise reduction rating of STC=31).

Based upon the construction details and the EWNr values, the exterior to interior noise reduction was calculated for a number of rooms in the project. The data indicates that the worst case room in the project (kitchen at Unit B3, Building 5) will be exposed to an exterior noise level of 67.6 dB. The room will achieve an outdoor to indoor noise reduction of about 22.7 dB (Calculation Spreadsheets attached to Appendix H). Therefore, the resulting interior noise level will be 44.9 CNEL. This meets the City's required interior noise level of 45 CNEL or less. Therefore, all rooms within the project are expected to meet the 45 CNEL interior noise standard without building upgrades (Appendix H).

A significant land use compatibility impact would occur if the proposed project would expose new residences to noise levels in excess of the noise compatibility standards. According to the noise evaluation, current and future interior noise levels would not exceed 45 dBA (CNEL) in habitable rooms at the new residential buildings with the incorporation of structural noise requirements, including mechanical ventilation for when windows are closed. This meets the city and state criteria of 45 CNEL indoors for habitable rooms with the appropriate construction features to conform to interior noise levels below a CNEL of 45 dB in any room (windows closed condition).

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. The project does not propose any uses that would generate ground-borne vibration or noise. Noise impacts associated with construction activity would be temporary and short term. Normal construction activities would not generate significant vibration. Ground-borne vibration impacts 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. Proposed residential land use is not a significant noise generator. Impacts would be less than significant.

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

Less than Significant Impact. A temporary increase in ambient noise levels would occur during the grading and construction project phases. Refer to the analysis under XII(a). Impacts would be less than significant.

e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project 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 7.4 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.

XIII. POPULATION AND HOUSING

Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 112 multifamily condominium units, which would incrementally increase the population in the immediate area by adding additional dwelling units. The projected population increase of the project would be approximately 276 new residents, assuming each unit would have one additional resident per number of bedrooms provided (i.e., 2 residents for each one-bedroom unit, and 3 residents for each two-bedroom unit), which would not be considered substantial. According to the City’s General Plan EIR, SANDAG forecasts that the population in the City will increase to over 168,779 people by 2035. The increase associated with the project would represent less than 0.1 percent of the projected growth. The project would not indirectly induce substantial population growth. Access to the site would be provided from a driveway on Centre City Parkway, with two emergency access driveways, one on Centre City Parkway and the other on Washington Avenue. 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 infrastructure?***

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

XIV. PUBLIC SERVICES

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	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 would cause significant environmental impacts, in order to maintain acceptable service rations, response times or other performance objectives for an of the public services:				
Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 rations, 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 #1 is the closest station, approximately 0.5 miles from the site and located at 310 North Quince. The project would incrementally increase the need for service in the area by adding 112 residential units. 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. No physical impacts to fire service facilities would occur as a result of project implementation and impacts will be less than significant.

ii) Police Protection

Less than Significant Impact. The project would incrementally increase the need for additional police service with the development of 112 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. The Escondido Police Department will provide services from the

building located at 1161 North Centre City Parkway. No physical impacts to police service facilities would occur as a result of project implementation. Therefore, impacts to service level are anticipated to be less than significant as a result of 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. Implementing the project could result in a potential student generation of school-aged children, however impacts would be less than significant. No physical impacts to school facilities would occur as a result of project implementation. Pursuant to Government Code Section 65995 et seq., new development is assessed fees by school districts to offset demands for service, with limits on the assessment set by state law. The assessment is divided by schools where their service areas overlap. The school fees are collected when building permits are issued. 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 J.

iv) Parks

Less than Significant Impact. The project would incrementally increase the demand on existing park facilities. The project would be in conformance with Article 18B of Chapter 6 of the Escondido Municipal Code, which establishes the public facility fees for the City of Escondido. This article requires that all new residential or nonresidential development pay a fee for the purpose of assuring that the public facility standards established by the City are met with respect to the additional needs created by such development. Because the park portion of the development impact fee provides for public park and recreation facilities required to support the population of the community at build out and the project includes on-site recreation areas and facilities, the project impacts will be less than significant.

v) Other public facilities

No Impact. Because the project would slightly increase the population in the area, there could be a slight increase in demand for public services; however, the project would be in conformance with Article 18B of Chapter 6 of the Escondido Municipal Code, which establishes the public facility fees for the City of Escondido. The project would not impact public facilities.

XV. RECREATION

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

XV. Recreation Discussion:

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

Less than Significant Impact. The project proposes the development of 112 multi-family condominiums that would lead to an incremental increase on the use of public parks and recreational facilities. Although the project proposes a reduction in the required open space per unit in the Downtown Specific Plan, it also includes on-site private open space so 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?**

Less than Significant Impact. The project would include recreational amenities on-site for the residents, including a fitness center and pool. The project would not increase the demand for recreational facilities off-site that would require the construction or expansion of existing recreational facilities. Thus, the project would result in a less than significant impact to recreational facilities.

XVI. TRANSPORTATION AND TRAFFIC

Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

XVI. Transportation and Traffic Discussion:

- 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 Impact. A project-specific Traffic Impact Analysis (TIA) was performed by Pirzadeh Associates, Inc. to analyze the projects potential impacts on existing and future Transportation and Traffic conditions in the project area (June 10, 2015, Appendix I). The TIA added the project trip generation to evaluate the performance level of the following intersections and roadway segments:

Centre City Parkway at Mission Avenue
Centre City Parkway at Washington Avenue

Centre City Parkway
SR 78 EB Off-Ramp to Mission Avenue
Mission Avenue to Washington Avenue
Washington Avenue to Valley Parkway

Mission Avenue
Center City Parkway to Escondido Boulevard
Centre City Parkway to Quince Street

Washington Avenue
Centre City Parkway to Escondido Boulevard
Centre City Parkway to Quince Street

The project-specific approach and methodology is based on the City of Escondido's published significance criteria and includes 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 following is a summary of the significance criteria that was utilized in the TIA. The table below summarizes the amount of traffic which can be added to a LOS D/E/F location before a significant impact is calculated in the City of Escondido.

TABLE 3: PROPOSED THRESHOLDS TO IDENTIFY 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")

The Downtown Specific Plan has established the acceptable level of service for roadway segments and intersections at LOS "E" in the downtown area. The EIR Traffic Study for the 2012 General Plan found that the above listed roadway segments and intersections will all operate at acceptable LOS at Horizon Year 2035. This finding was based on an analysis of impacts associated with the assumed land uses and facility improvements as planned by the City.

The proposed project consists of 112 condominium units. This project is expected to generate 78 AM peak hour trips, 99 PM peak hour trips and 980 Average Daily Trips (ADT). The project site will be served by a main access driveway off Centre City Parkway. The operation of this driveway will be limited to right turns in and out only. Two additional driveways, one off Washington Avenue and the other off Centre City Parkway, will allow emergency exit from the site.

As shown in Table 4 Street Segment Operations and Table 5, Intersection Operations, in order to evaluate any potential near term impacts associated with the proposed project, the existing (Year 2011/2012) roadway segment and intersection volumes presented in the Traffic Study were increased by 10 percent to account for a 2.5 percent annual growth for four (4) years to bring the volumes to current (2015/2016) levels. This procedure is consistent with the methodology presented in the EIR Traffic Study. The intersection data for the intersection of Mission Avenue and Centre City Parkway is based on more recent information that was provided by the City of Escondido. The same annual growth rate was applied to this intersection to bring the date to current levels. The project trip generation was then added to these levels to evaluate the performance level of identified roadway segments and intersections (see TIA, Pirzadeh & Associates, June 10, 2015, Appendix I, Figures 2, 2A, 2B and 3, 3A, 3B).

TABLE 4: STREET SEGMENT OPERATIONS

Street Segment	Currently Built As	Existing Capacity (LOS E)		Existing No Project		Existing With Project		2035 Capacity (LOSE)		2035 No Project		2035 With Project		
		ADT	LOS	V/C	ADT	LOS	V/C	ADT	LOS	V/C	ADT	LOS	V/C	
North/South Roadways														
Centre City Parkway														
SR-78-EB Off-Ramp to Mission Ave	4-Ln Major	37,000	F	1.052	39,160	F	1.058	39,160	50,000	E	0.930	46,620	E	0.930
Mission Ave to Project Access	4-Ln Major	37,000	D	0.874	32,830	D	0.890	33,035	50,000	D	0.830	41,990	D	0.840
Washington Ave to Project Access	4-Ln Major	37,000	D	0.874	32,830	D	0.890	33,035	50,000	D	0.830	41,990	D	0.840
Washington Ave to Valley Parkway	4-Ln Major	37,000	D	0.880	32,903	D	0.890	33,108	50,000	C	0.630	32,043	C	0.640
East/ West Roadways														
Mission Avenue														
Centre City Parkway to Escondido Blvd	4-Ln Collector	34,200	D	0.79	27,207	D	0.80	28,007	50,000	D	0.80	39,947	D	0.80
Centre City Parkway to Quince Street	4-Ln Major	37,000	D	0.83	30,813	D	0.83	31,203	50,000	D	0.89	44,623	D	0.89
Washington Avenue														
Centre City Parkway to Escondido Blvd	4-Ln Collector	34,200	C	0.65	22,318	C	0.65	22,318	34,200	D	0.84	28,898	D	0.84
Centre City Parkway to Quince Street	4-Ln Collector	34,200	C	0.58	19,739	C	0.58	19,739	34,200	D	0.88	30,049	D	0.88

TABLE 5: INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing No Project		Existing With Project		With Project Cumulative		2035 No Project		2035 With Project	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Centre City Parkway/ Mission Avenue	Signal	AM	29.9	C	30.9	C	31.3	C	34.1	C	35.3	D
		PM	34.2	C	35.0	C	35.5	D	41.8	D	42.2	D
Centre City Parkway/ Washington Avenue	Signal	AM	27.9	C	28.1	C	28.1	C	28.6	C	28.8	C
		PM	40.6	D	41.7	D	41.8	D	47.7	D	49.5	D

With the exception of one roadway segment, Centre City Parkway between SR78 and Mission Avenue, all roadway segments and intersections will continue to operate at LOS "E" or better (Table 4 and 5, above). The segment of Centre City Parkway from SR-78 to Mission Avenue is operating at LOS "F" with and without the project. However, the project's added volume to capacity (V/C) ratio to this segment is less than 0.01. As stated in the City of Escondido Traffic Impact Analysis Guidelines, the threshold of significance for a facility with a LOS "F" is a V/C increase of 0.02. Therefore the project's increase to the Centre City Parkway segment between Mission and SR-78 is not significant. Furthermore, the EIR Traffic Study Significance Criteria (Section 4.0, page 13) states

Where LOS E/F street segment operations are calculated, a secondary analysis of the adjacent intersections is conducted to determine the peak hour operations at either end of the segment. The peak hour intersection analysis is a more complicated and robust calculation as compared to the simplistic volume/capacity analysis required for street segments. If the adjacent intersections demonstrate acceptable LOS D or better operations, then it is determined that the street segment impact is in fact not significant, despite the poor V/C calculations, since intersection operations are considered more indicative of actual roadway system operations than street segment analysis.

The intersection of Centre City Parkway and Mission Avenue is projected to operate at LOS C, the other end the segment at SR-78 operates without an intersection, and the northbound portion of this segment of Center City Parkway has a third lane from Mission to SR-78 which provides further capacity for the roadway. Therefore, consistent with the defined Significance Criteria, the impact along this segment of Centre City Parkway is not significant, despite the poor V/C calculation.

The project impacts for Existing with Project Cumulative, which includes traffic generation for a recently approved project, Center Point, are also identified in Tables 4 and 5. Additionally, the long range project impacts were analyzed based on adding the project traffic generation to the Year 2035 conditions at the study intersections and along identified roadway segments. As shown in Tables 4 and 5 the proposed project does not significantly, adversely impact any intersections and roadway segments for these analysis scenarios and horizon years. Mitigation measure T-1 discussed below provides for paying a fair-share contribution to adding a third northbound lane to Centre City Parkway from the intersection of Centre City Parkway and Mission Avenue to SR 78.

The project's added volume to capacity (V/C) ratio to the segment of Centre City Parkway from SR-78 to Mission Avenue, which is operating at LOS "F" with and without the project, is less than 0.01. The following mitigation measure is included to mitigate the potential impacts:

MM T-1 Prior to the issuance of grading permits, the applicant shall pay a fair share contribution to the satisfaction of the City Engineer for the addition of a third northbound lane to Centre City Parkway from the intersection with Mission Avenue to the on-ramp to SR 78

- 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/***

No Impact. 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)?**

Less than Significant Impact. The project design is consistent with standards as approved by City staff and this multi-residential development does not result in hazards related to design features.

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

Less than Significant Impact. The project submitted a Fire Master Plan addressing on-site emergency access and emergency access to or from the development; the project would require approval prior to construction. Implementation of the Fire Master Plan will not prevent emergency access on, to or from the site.

- 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 of such safety facilities?**

Less than Significant Impact. The project would not adversely affect any public transit, bicycle, or pedestrian facilities. The project would retain the existing sidewalks along the perimeter and would not alter any public transit or Centre City Parkway, which includes a Class II Bike Lane in the City of Escondido Bicycle Facilities Master Plan (2012b). Overall, the project would have no impact to public transit, bicycle, or pedestrian facilities.

XVII. UTILITIES AND SERVICE SYSTEMS

Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

- 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 112 multi-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 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. The project would require adequate water supply for the proposed 112 multi-family residential units. These services would be provided by existing City water lines with approval by the City Engineer. The proposed realignment of the existing 10" sewer main will not be significant because the new alignment will continue to provide service to three existing active laterals who receive service from the main line and the construction of the new 10-inch sewer main can be completed without service disruption of the existing active sewer laterals.

- 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 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. The project will underground existing surface channels with pipes and concrete culverts designed to meet the requirements of the city drainage manual and guidelines. The new storm drain system will be reviewed and accepted for maintenance by the City's Utility Department. 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?**

Less than Significant 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. Further this project will comply with new emergency regulations recently issued by the State of California regarding long term drought conditions within the state.

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

Less than Significant Impact. The project's wastewater will be treated at the Hale Avenue Resource Recovery Facility (HARRF) treatment plant. The City of Escondido General Plan Quality of Life Standards establishes a service threshold and identifies the Wastewater Master Plan as the guiding document for ensuring the adequacy of facilities to meet the demands of existing and future growth. According to the General Plan, the project is within the Escondido Sewer Service Area boundary (Figure III-14) and is an existing sewer service area in the Escondido Wastewater Master Plan (Figure 2-8). 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, therefore impacts, if any, would be less than significant.

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

Less than Significant 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.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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. Vegetation removal is scheduled to occur prior to January 1, if however, vegetation removal cannot be avoided between January 1 and September 1, implementation of BIO 1 will prior to project activities a qualified biologist will survey the project site for prior to project activities to reduce the potentially significant impact to raptor or other nesting birds to below significance. The project would have less than a significant impact to biological resources with implementation of BIO 2 to mitigate for the loss of non-native grasses.

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

Less than Significant Impact. No impacts were identified as potentially cumulative. Incremental increases in impacts to the environment (e.g., traffic, air, land use, public services) are within the

thresholds set by the City's General Plan and supporting planning documents. Implementation of MM T-1 will reduce the cumulative impacts to below significance.

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

Less than Significant Impacts. Potential significant impacts associated with construction emissions and construction noise have been identified, however, implementation of AQ-1, conditioning the project to use paint with a low VOC rating during construction, will reduce impacts associated with painting emissions to below significance and conditioning the project to comply with the City's Noise Ordinance, which will reduce these potential adverse effects on human beings to below significance. Implementation of HAZ-1 and HAZ-2 will reduce potential impacts associated with the MBTE levels found in the groundwater 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.

Mitigation Monitoring Program
City of Escondido

SUB 15-0003 Residential Project

MITIGATION MONITORING PROGRAM

Issue	Potential Impact	Mitigation Measure	Implementing Entity	Implementation Timing	Certified Initial/ Date
III. Air quality	Project emissions during construction.	AQ-1 The project will be conditioned as a project design feature to use paint with a low VOC rating of 75 g/l or less during construction and the project will be conditioned accordingly.	Applicant	During project construction	
IV. Biology	Raptor Nests Nesting Birds	BIO-1 To ensure compliance with the federal Migratory Bird Treaty Act (MBTA), clearing of potential nesting habitat shall, to the maximum extent feasible, occur outside of the breeding season for birds and raptors, which is defined as January 15 to September 15. The tree removal is planned to occur prior to January 1. If activities must occur during the general breeding season, clearing could occur if it is determined that no nesting birds (or birds displaying breeding or nesting behavior) are present within three days prior to clearing. A pre-grading survey shall be conducted by a qualified biologist prior to any clearing or grading to determine if breeding or nesting avian species occur within areas that would be directly affected by grading or indirectly affected by construction noise. If any of these birds are observed nesting or displaying breeding/nesting behavior within the area, construction shall be postponed until (1) the nest is abandoned or the young have fledged or (2) after September 15.	Applicant	Prior to commencement of tree removal or grading	
IV. Biology	Loss of non-native grassland	BIO-2 To compensate for the loss of 0.39 acres of non-native grassland, the applicant shall purchase 0.2 mitigation credits from the Daley Ranch Bank or other approved mitigation bank.	Applicant	Prior to issuance of grading permit	

VIII. Hazards and Hazardous Materials	Presence of MTBE in groundwater	<p>HAZ-1 The applicant shall record a deed restriction on the title for the project site that prohibits the use of groundwater at the project site for any purpose including, without limitation, any extraction of groundwater.</p> <p>HAZ-2 In the event groundwater is encountered during construction, all construction activities in that area will halt until groundwater has been sampled by a qualified professional to determine the presence or absence of MTBE. If MTBE is present in excess of established thresholds, the professional shall coordinate preparation of dewatering or disposal plan with DTSC and the RQWCB.</p>	Applicant	<p>Prior to issuance of building permits</p> <p>During construction activities</p>	
XVI. Transportation & Traffic	Cumulative decrease in service to the segment of Centre City Parkway from Mission Avenue to SR 78	<p>MM T-1 Applicant shall pay a fair share contribution to the satisfaction of the City Engineer for the addition of a third northbound lane to Centre City Parkway from the intersection with Mission Avenue to the on-ramp to SR 78.</p>	Applicant	Prior to issuance of grading permit	

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- Landrum & Brown. June 23, 2015. Noise Analysis for Latitude II.
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- Mestre Greve Associates. February 13, 2015. Greenhouse Gas Assessment.
- Pirzadeh & Associates, Inc. June 10, 2015. Traffic Memorandum.
- Salem Engineering Group, Inc. January 14, 2015. Geotechnical Engineering Investigation.
- VA Consulting, Inc. January 27, 2015, revised June 15, 2015. Water Quality Technical Report (WQTR) for Latitude 2 Condominiums.

Appendix A

Initial Study Checklist

Appendix B

Air Quality Assessment

Appendix C

Biological Assessment

Appendix D

Geotechnical Investigation

Appendix E

Greenhouse Gas Assessment

Appendix F

Water Quality Technical Report

Appendix G

Phase I Environmental Site Assessment

Appendix H
Noise Evaluation

Appendix I

Traffic Impact Analysis

Appendix J

School District Approval Letters