Northeast Gateway 64 Residential

Addendum to Final Environmental Impact Report

SCH # 2002031158

City Case Nos: PL22-0145, PL22-0146, PL22-0147 and PL23-0032



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- Appendix A Project Plans
- Appendix B Traffic Study
- Appendix C Noise Study
- Appendix D Geotechnical Investigation
- Appendix E Biological Resources Report
- Appendix F Arborist Report
- Appendix G Water System Analysis
- Appendix H Sewer System Analysis
- Appendix I Drainage Study
- Appendix J Stormwater Quality Management Plan
- Appendix K Air Quality Analysis
- Appendix L Archeological Survey Report
- Appendix M Phase 1 Environmental Site Assessment
- Appendix N Fire Protection Plan

1.0 Introduction

1.1 Purpose and Scope

This document is an Addendum to the Final Program Environmental Impact Report (FEIR) (City Case No. ER 2001-25 and State Clearinghouse No. 2002031158) certified by the City of Escondido (City) in 2009 for the Northeast Gateway Specific Plan and Eureka Ranch Tentative Subdivision Map (Northeast Gateway Specific Plan). The purpose of this document is to determine if the proposed Northeast Gateway 64 Residential project would result in any new impacts not previously identified in the FEIR.

1.2 Findings of This Initial Study/Addendum

Based upon the information provided in the analysis in Section 3.0, implementation of the project will not result in any new significant impacts and the conclusions in the FEIR prepared for the Northeast Gateway Specific Plan and Eureka Ranch Tentative Subdivision Map project are valid for this project.

Use of an Addendum to a Previously Certified EIR

Section 15164 of the State CEQA Guidelines states that an Addendum to an EIR shall be prepared "if some changes or additions are necessary, but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." Section 15162 of the State CEQA Guidelines identifies the conditions that require preparation of a subsequent EIR. A proposed change in a project will require preparation of a subsequent EIR if:

1. The change in the project is substantial.

Substantial changes in the project are those that would require major revisions of the previous EIR due to the involvement of new significant environmental effects, or if a substantial increase in the severity of previously identified significant effects has occurred.

2. The circumstances under which the project is undertaken have substantially changed.

Substantial changes in circumstances are defined as those that would require major revisions of the previous EIR in order to describe and analyze new significant environmental effects, or any changes that would cause a substantial increase in the severity of the previously identified significant effects.

- 3. New information of substantial importance, which was not known and could have not been known, with the exercise of reasonable diligence at the time the previous EIR was certified, shows:
 - A. The project will have one or more significant effects not discussed in the previous EIR;
 - B. The significant effects previously examined will be substantially more severe than identified in the previous EIR;
 - C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponent declines to adopt the mitigation measures or alternatives; or

D. Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measures or alternatives.

If none of the above conditions are met, the City is not required to prepare a subsequent EIR. Rather, the City may prepare a Mitigated Negative Declaration or an Addendum, or the City may decide that no further environmental documentation is necessary.

This Addendum has evaluated each of the issues addressed in the FEIR. Based on this analysis and the information contained herein, there is no evidence that the proposed project requires major changes to the FEIR. Comparison of the previous project with the proposed project, as described in Chapter 2.0 of this document, indicates that there are no new significant environmental impacts or more severe significant environmental impacts associated with implementation of the proposed project.

1.3 Existing Documents To Be Incorporated By Reference

Section 15150 of the State CEQA Guidelines permits an environmental document to incorporate by reference other documents that provide relevant data.

The documents outlined in this section are hereby incorporated by reference, and the pertinent material is summarized throughout this document, where that information is relevant to the analysis of impacts of the project. Any document incorporated by reference is available for review at the City of Escondido, Community Development Department.

• City of Escondido. 2004. Northeast Gateway Specific Plan and Eureka Ranch Tentative Subdivision Map Final Environmental Impact Report. SCH No. 2002031158.

1.4 Contact Person

The Lead Agency for the proposed project is the City of Escondido. Any questions should be referred to:

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2.0 Project Description

2.1 Project Location

The project site is located in the City of Escondido in the northern portion of San Diego County (**Figure 1**). The project site is within Planning Area 2 (PA 2) of the Northeast Gateway Specific Plan Area 5 (SPA 5). Specifically, the 36.42-acres site is located east of E. Valley Parkway, north of Beven Drive, south of Lake Wohlford Road. The project site Assessor's Parcel Numbers (APNs) are 240-011-01, -240-011-12, 240-011-13, 240-020-23, 240-020-32, 240-020-33, 240-020-34, and a portion of 240-020-21 (**Figure 2**).

2.2 Existing Conditions

The project site is relatively flat in the low-lying western half and contains steep slopes to the northeast. Elevations in the project site range from 724 feet above mean sea level at the western edge of the project area to 1,240 feet above mean sea level at the highest point along the northeast edge of the project area.

Three lots within the project area contain single-family homes and the remainder of the low-lying areas are currently vacant. A steep hillside with native vegetation occurs in the northeastern portion of the project site. Past land uses included agriculture uses (orchards) and small commercial businesses (fruit stand). Current access to the project site is from East Valley Parkway via Valle Lindo Road and Norman Lane. There is also access to one home via a private driveway from Ambersweet Way via Bevin Drive on the south. There is an existing trail in the eastern portion of the project site that will be retained in its current condition.

Soil types on the project site include Cieneba very rocky coarse sandy loam, Vista coarse sandy loam, Ramona sandy loam, and Visalia sandy loam. Six vegetation communities occur on- and off-site and these communities include coast live oak woodland, coastal sage scrub, southern mixed chaparral, disturbed land, ornamental plantings, and developed (RECON 2022).

2.3 Project Background

Specific Plan Area 5 – Northeast Gateway

The Specific Plan Area 5 Northeast Gateway (Northeast Gateway Specific Plan) was adopted in 2004. The Northeast Gateway Specific Plan is a comprehensive planning document which provides the regulatory framework for development within the Northeast Gateway Specific Plan Area including a comprehensive description of land use, circulation, infrastructure, design guidelines development standards and implementation programs to direct future development within the 418-acre Specific Plan Area. The Specific Plan Area is divided into five Planning Areas.

The proposed project is within Planning Area 2 of the Specific Plan Area (**Figure 3**). The Northeast Gateway Specific Plan describes Planning Area 2 as approximately 89 acres under 13 individual ownerships located east of East Valley Parkway and north of PA 1. The eastern portion of Planning Area 2 is identified as natural open space and the rest of Planning Area 2 is identified as Traditional Residential with lot sizes ranging from 7,000 s.f. to 15,000 s.f. depending on the location within the Planning Area (e.g., adjacency to natural open space, E. Valley Parkway or creek channels).





Figure 2. Project Analysis Area





Figure 3. Northeast Gateway Specific Plan Planning Areas

The project is located within Planning Area 2, which is allowed a total of 81 base residential lots that, are allocated on a per parcel basis using slope analysis criteria. The specific parcels that make up the project are allocated 44 based lots. The City controls 167 lots within the overall Northeast Gateway Specific Plan area that can be made available for purchase and transferred into the planning area, subject to a Development Agreement. The project applicant intends to enter into a Development Agreement with the City to purchase 20 of these lots and, when combined with the existing 44 lots, would total 64 residential lots for the project. The remaining lots left in Planning Area 2 will then be 37 (81-44 = 37 lots). The City's remaining lots will be 147 (167 - 20).

An EIR was certified for the Northeast Gateway Specific Plan and Eureka Ranch Tentative Subdivision Map (SCH No. 2002031158) in 2004 (Northeast Gateway Specific Plan FEIR).

2.4 Proposed Project Components

Discretionary Actions/Approvals

The proposed project requires approval of the following discretionary permits and approvals by the City of Escondido. Each of these requested approvals is discussed in greater detail, below.

- Specific Plan Amendment (PL22-0145)
- Tentative Map and Grading Exemption(s) (PL22-0145 and PL23-0032)
- Development Agreement (PL22-0146)

Specific Plan Amendment

The project includes a Specific Plan Amendment to modify the route of the main arterial Public Street "E" through the planning area. Street "E" was originally designed to remove uncontrolled access to East Valley Parkway (**Figure 4**). With the proposed circulation plan for the project, this street, now referred to as Public Street A by the project, will serve as the primary north/south street through the project site. The proposed alignment of future Street "E"/Public Street A is shown in **Figure 5**. The northern section of this road, south of Lake Wohlford Road is called Foxley Drive and the southern section through the project is called Public Street "A". As shown in Figure 5, the alignment of this road is fairly straight with few minor curves. The extension of this street to Lake Wohlford Road through the Community Lutheran Church property is allowed via a public street dedication in favor of the City (Escondido Doc No. M-27-07)

The Specific Plan Amendment also would reduce the building and fencing setback for lots fronting on internal Street "A" from 20 feet to 10 feet for street-side setback only. The minimum front setback for structures would be 15 feet for residential structures and 20 feet for garages to be consistent with typical R-1 zoning requirements throughout the City and previously approved development plans for Planning Area 2 and existing development throughout the Specific Plan.

Finally, the Specific Plan Amendment includes proposed changes to select architectural requirements, as described below:

• Section 3.6.4(A)(1). Reduce the minimum number of single-story homes required from 20 percent to 10 percent. This is requested because a single-story home generally has a much larger footprint than a two-story home and thus would reduce the potential area for future Accessory Dwelling Units (ADUs) on the smaller lots.

- Section 3.6.4(5). Reduce the requirement to provide front porches and patios to the front of
 the homes to a minimum of 20 percent of the units. The requirement to provide these frontyard amenities was to encourage residents to engage in the front yards. However, traditional
 single-family homes on smaller lots generally provide the primary open space and associated
 recreational amenities in the rear yards. This would allow for the homes to be designed based
 on changing consumer demand and design preferences and also would allow for the homes
 to be place closer to the front-yard setbacks and allow for greater rear-yard space.
- Section 3.6.4(6)(a)(b)(i). This section primarily focuses on the design of garages and to deemphasize the garage as seen from the street, and to incorporate side-entry garages. This provision requires the design to place the garage further to the middle or the rear of the home requiring additional pavement and impacting the interior design of the home and potential reduction in rear-yard area. The proposed amendment would eliminate the language requiring side-entry garages and deeply recessed garages, detached garages and revise section (b) to allow recessed plane ranging from 1 to 3 feet for 80 percent of the garages. The final design of the homes, garages and orientation can be determined through the post entitlement Staff Design Review process. The use of decorative garages and varying garage colors has been added to the design requirements to off-set the changes to this section.

Tentative Subdivision Map

A Tentative Subdivision Map (PL22-0145) is proposed to subdivide the project site into 75 lots and is included as **Appendix A** of this document. The Tentative Map includes the following:

- 64 Residential Lots (Lots 1-64)
- 1 Private Street Lot (Lot 65)
- 9 Open Space Lots (Lots A-I)
- 1 Open Space Conservation Lot (Lot J)

Table 1 provides a project summary.

Table	1.	Project Summary	
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	Square Feet	Acres	% of Site	
Existing Right-of-Way	62,064	1.42	3.9%	
Residential Lot Area	663,948	15.24	41.8%	
Public Street Area	218,417	5.01	13.8%	
Private Open Space Area Lots	165,323	3.80	10.4%	
Open Space Conservation	276,873	10.95	30.1%	
Gross Site Area	1,586,625	36.42	100%	



Figure 4. Street "E" in Northeast Gateway Specific Plan



Figure 5. Future Street "E" (Public Street A)

Development Agreement

The Development Agreement is necessary to authorize the transfer, acquisition and terms of the requested City transfer of lots (20 units). The Development Agreement will have a 10-year term with a 5-year freeze for development impact fees at the current 2023 rate.

Project Characteristics

The project proposes to subdivide the subject site into 64 single-family residential lots and construct 64 detached single-family homes with lot sizes ranging from 7,000 s.f. to 10,000 s.f. The future homes would be one and two-story and would range in size from approximately 2,700 s.f. to over 3.500 s.f.

Architectural Design

Future residences will be design consistent with the Architectural Design Guidelines outlined in Section 3.6 of the Specific Plan. Per the Specific Plan, the residential development within the Specific Plan area will be a mix of one and two-story homes incorporating design elements found in traditional, older neighborhoods, using natural building materials. Acceptable architectural styles include Craftsman Bungalow, California Country, and California Cottage. Accent material and facades would include a mix of wood, stone and other natural materials. The color palette would reflect and blend with the natural setting and would avoid bright, reflective, and metallic colors. Homes would be predominantly soft earth tones such as beige, browns, green and sandy hues. No specific plotting of structures or detailed architectural designs are proposed as part of this project. Future staff design review will be required prior to development of the residential units.

Landscaping

The project includes a conceptual landscape plan that includes a mix of trees, shrubs and groundcover. A variety of trees are proposed to include Chinese flame tree, Bradford Callery pear, coast live oak, Englemann oak and tipu tree. Proposed shrub species include acacia, agave, manzanita, dwarf coyote brush, Mexican bird of paradise, bottlebrush, powder puff, rockrose and California brittlebrush. Groundcover includes foothill sedge, dwarf rosemary and a drought-tolerant fescue blend. The conceptual landscape plan is included as **Figures 6A and 6B**.

Fire Fuel Management Zone

The project site is located within a wildland urban interface that is designated as a Local Responsibility Area "High Danger" Zone by the Escondido Fire Department and "Very High Fire Hazard Severity Zone" by the CAL FIRE. A fire protection plan (FPP) was prepared for the project by Dudek and is included as **Appendix N.**

The project will implement a fuel modification zone (FMZ) in compliance with Section 4907 of the Escondido Fire Department Fire Code.

The criteria for the FMZ are as follows:

• Zone 1 Immediate Zone (O feet to 5 feet) - This is the area located from the exterior wall surface of the building extending 5 feet on a horizontal plane to Zone 2. This zone shall be constructed of continuous hardscape or limited fire-resistant plantings acceptable to the Fire Department. Vegetation in this zone shall not exceed 6-inches to 18-inches in height and irrigation is required. Removal of combustible materials surrounding the exterior wall area and maintaining

area free of combustible materials. The use of mulch and other combustible materials shall be prohibited.

- Zone 2 Intermediate Zone (5 feet to 50 feet) This zone is located from the immediate edge of Zone 1 extending out in a horizontal plane to a minimum distance of 50 feet. The zone shall consist of planting low growth, drought tolerant and fire resistive plant species. The height of the plants in this zone starts as 6-inches adjacent to Zone 1 and extending in a linear fashion up to a maximum of 18-inches at intersection with Zone 3. Vegetation in this zone shall be irrigated and not exceed 10 feet in height and shall be moderate in nature. Trees shall not exceed 30 feet in height and be limited or as approved by the Fire Department. Firewood inside this zone shall be piled a minimum of 30 feet away from all buildings and structures. Cords of firewood shall also be maintained at least 10 feet from property lines and not stacked under tree canopies drip lines. This Zone is a fully irrigated zone with a maintained landscape with trees, shrubs and other plantings that shall be fire resistive, and shall be spaced according to the measurements identified in the FPP (Figure 7, Fuel Modification Measurement Distance) (Dudek 2022b). Any dead or dying material shall be removed from this zone.
- Zone 3 Extended zone (50 feet to 100 feet) This zone is located from the immediate edge of Zone 2 extending out in a horizontal plane for 50 feet for a total of 100 feet of fuel modification. This zone consists of planting of drought tolerant and fire resistive plant species of moderate height. Brush and plants shall be limbed up off the ground, so the lowest branches are 1/3 height of bush/tree/plant or up to 6 feet off the ground on mature trees. This area would be considered selective clearing of natural vegetation and dense chaparral by removing a minimum 50% of the square footage of this area. Weeds and annual grasses are to be mowed to a height of 4–6 inches. Any chipping that is done on site should be spread not to exceed 6 inches in depth. Trees may remain in the Zone 3 area provided that the horizontal distance between crowns of adjacent trees or tree groupings and crowns of trees and structures is not less than 10 feet.

Walls and Fencing

The conceptual fence and wall plan is included as **Figures 6C and 6D**. The project incorporates masonry block walls between pilasters along the majority of the project's boundary as well as along portions of future Public Street A. The water quality basin will be enclosed with a 42-inch fence. Tubular steel fencing is proposed along the rear yard of Lots 41, 42 and 43. Six-foot high wooden side yard fencing will separate the residential lots. An entry monument is proposed at the southwest corner of the project at the corner of East Valley Parkway and Beven Drive.



Figure 6A. Conceptual Landscape Plan (1 of 2)



Figure 6B. Conceptual Landscape Plan (2 of 2)

Figure 6C. Walls and Fencing Concept (1 of 2)





Figure 6D. Walls and Fencing Concept (2 of 2)

Access and Circulation

Access to the project site would be via Public Street A, a north/south street bisecting the site that h will connect to Lake Wohlford Road via Foxley Drive to the north and to Beven Drive via Ambersweet Way on the south.

Public Street A would have a 60-foot right-of-way (ROW) with two 10-foot travel lanes, and 8-foot parking area on each side of the street (36 feet curb-to-curb), as well as a 7-foot parkway and 5-foot non-curb adjacent sidewalk.

Internal circulation will be via Public Streets B, C, D and E. These streets would also have a 60-foot ROW with two 10-foot travel lanes, and 8-foot parking area on each side of the street, as well as a 5-foot sidewalk (curb adjacent) and a 7-foot parkway on each side of the street.

Additionally, Public Road and Private Driveway G are proposed in order to retain access to existing residences. Public Road F will align with a proposed 24-foot-wide utility and access easement with two 8-foot travel lanes and will provide access to the existing residence on APN 240-020-21 (Shue Property). Private Driveway G will align with a proposed 39-foot-wide utility and access easement with two 12-foot travel lanes and a 10-foot parkway and a 5-foot parkway. Private Driveway G will provide access to APN 240-020-27 (Norman Property).

Pedestrian movement will be via sidewalks on Public Streets A through E, as described above. These sidewalks will connect to adjacent sidewalks outside of the project area. The project will also enhance the pedestrian experience along the project frontage along East Valley Parkway by constructing a meandering concrete walkway with landscaping buffering on each side of the walkway.

Based upon the recommendation in the traffic report (LLG 2022), the project will also implement the following:

- Implementation of the following geometry at Lake Wohlford Road/Street "E"
 - \circ Street "E" (south leg) of this intersection should align with the existing Foxley Drive.
 - Southbound (Foxley Drive): one shared left/through/right lane
 - Westbound (Lake Wohlford Road): one left-turn lane and a shared through/right lane
 - Northbound (Street "E"): one shared left/through/right lane
 - Eastbound (Lake Wohlford Road): one left-turn lane, one through lane and one right-turn lane
- Implementation of the following geometry at Beven Drive/Street "E"
 - Street "E" (north leg) of this intersection should align with the existing north leg of this intersection
 - Southbound (Street "E"): one shared left/right lane
 - Westbound (Beven Drive): one shared through/right lane
 - \circ Eastbound (Street "E"): one left-turn lane and one through lane
 - Street "E" (shown as Public Street A on the Tentative Map) will include a mid-block neck-down design feature between Streets "C" and "D" (narrowed to 24 feet width) as a traffic calming type feature. Two bulb-out type features will also be installed on the eastern side of Foxley

Drive, north of the project, to avoid cultural resources and also will serve as traffic calming type features.

Utilities and Services

Water and sewer service will be provided by the City of Escondido. The project will connect to an existing 12-inch water line in Beven Drive south of the project and extend an 8-inch line in Foxley Drive to the project. Onsite waterlines are proposed to be 8-inches.

There is an existing 8-inch public gravity sewer line in Beven Drive that connects to a public 15-inch gravity sewer line along the Escondido Creek Channel. The proposes to connect to the 8-inch sewer line in Beven Drive. Three septic systems and three water wells will be removed. These features are associated with the residences that will be demolished. Septic and well removal would be done in accordance with the requirements of the County of San Diego Department of Public Health.

Gas and electricity service would be provided by San Diego Gas & Electric.

Police, Fire and Schools

The project would be served by the City of Escondido for police and fire services. The project will implement a fire fuel management zone, as described previously in this section.

The project site is within the Escondido Union Elementary School District and the Escondido Union High School District. The project site is within the boundary for Orange Glen Elementary School, Hidden Glen Middle School and Orange Glen High School.

Project Construction

Project construction is anticipated to start in June 2023 and be complete and occupied by December 2026.

Demolition

Development of the project requires the demolition of three existing residences. Proposed residences to be removed include 3507 East Valley Parkway, 13950 Valle Lindo (home and fruit stand), and 13961 Valle Lindo.

Grading

Proposed grading for the project includes 72,600 cubic yards (cy) of cut and 72,600 cy of fill for balanced project site. No import of export of grading materials will be required. Proposed cut and fill slopes will not exceed 2:1. Grading exemptions are requested for cut slopes in excess of 20 feet in height located towards the northeastern area of the project site.

Offsite Improvements

The project will extend and widen the existing segment of Foxley Drive south of Lake Wohlford Road to connect with future Public Street "A" within the project site. The new portion of Foxley Drive will have a 60-foot ROW with two 10-foot travel lanes, and adjacent to each travel lane an 8-foot-wide parking lane, a 5-foot sidewalk and a 7-foot parkway.

City of Escondido

January 2023

Project Design Features and Regulatory Compliance Measures

The project applicant will implement project design features and regulatory compliance measures that will avoid or reduce the potential for environmental impacts. These features and measures are summarized in Table 2.

Table 2. Project Design Features and Regulatory Compliance Measures

Aesthetics

- **PD-AE-1** Implementation the project landscape plan.
- CM-AE-1 In accordance with Article 35 of the Zoning Ordinance, all exterior lighting fixtures, with the exception of streetlamps, would be aimed or shielded so that unnecessary nighttime lighting and glare would be reduced for the benefit of City residents and astronomical research at Palomar Mountain Observatory. In accordance with Zoning Ordinance Section 33-713, lighting installed in the public right-of-way would also comply with the City's Engineering Design Standards and Standard Drawings

Air Quality

- PD-AQ-1 The project will install low flow water fixtures in all units.
- **PD-AQ-2** All indoor and outdoor lights in the project will be designed to use LED technology.
- **PD-AQ-3** The project will provide separate waste containers to allow for simpler material separations or the project will pay for a waste collection service that recycles the materials in accordance with AB 341 to achieve a 75% waste diversion. All green waste will be diverted from landfills and recycled as mulch.
- **PD-AQ-4** The project will utilize Tier 4 construction equipment with attached diesel particulate filters or the equivalent.
- PD-AQ-5 The project will plant a minimum of 128 trees to sequester carbon dioxide.
- **PD-AQ 6** The project will install 3 kilowatts (kW) of solar per unit, or roughly 192 kW of solar in total at the project site.
- **PD-AQ-7** The project will install one electric vehicle (EV) charging station in each garage location.
- **CM-AQ-1** In accordance with San Diego Air Pollution Control District (SDAPCD) Rule 55, Fugitive Dust Control, the Project will include dust control measures during grading.
- **CM-AQ-2** The project shall comply with State of California Health and Safety Code, Division 26, Part 4, Chapter 3, Section 41700 and SDAPCD Rule 51 regarding emissions and odors.
- CM-AQ-3 The project shall comply with applicable California Air Resources Board (CARB) regulations and standards. CARB is responsible for ensuring implementation of the California Clean Air Act of 1988, responding to the federal Clean Air Act, and regulating emissions from motor vehicles and consumer products. CARB oversees the functions of local air pollution control districts and air quality management districts, which in turn administer air quality activities at the regional and county levels.
- **CM-AQ-4** The project shall comply with SDAPCD regulations, including federal and state ambient standards they implement in the San Diego Air Basin.

Energy

- PD-E-1 The project will install low flow water fixtures in all units.
- **PD-E-1** The project will install 3 kilowatts (kW) of solar per unit, or roughly 192 kW of solar in total at the project site.
- **PD-E-2** The project will install one electric vehicle (EV) charging station in each garage location.

Geology and Soils

• **PD-GEO-1** The project shall implement all recommendations from the geotechnical investigation report (GEOCON 2022). These recommendations include general provisions related to the site as well as specific recommendations related to soil and excavation, grading, earthwork grading factors, subdrains, temporary excavations, seismic design criteria, foundations, concrete flatwork, retaining walls, and lateral loading, The detailed recommendations are included in Chapter 8 of the geotechnical report, which is included as Appendix D of this document.

Greenhouse Gas Emissions

- **PD-GHG-1** The project will install low flow water fixtures in all units.
- **PD-GHG-2** All indoor and outdoor lights in the project will be designed to use LED technology.
- **PD-GHG-3** The project will provide separate waste containers to allow for simpler material separations or the project will pay for a waste collection service that recycles the materials in accordance with AB 341 to achieve a 75% waste diversion. All green waste will be diverted from landfills and recycled as mulch.
- **PD-GHG-4** The project will utilize Tier 4 construction equipment with attached diesel particulate filters or the equivalent.
- **PD-GHG-5** The project will plant a minimum of 128 trees to sequester carbon dioxide.
- **PD-GHG-6** The project will install 3 kilowatts (kW) of solar per unit, or roughly 192 kW of solar in total at the project site.
- **PD-GHG-7** The project will install one electric vehicle charging station in each garage location.
- **CM-GHG-1** Compliance with the City's Water Efficient Landscape Ordinance.

Hydrology/Water Quality

- **PD-HWQ-1** Installation of an on-site water quality basin for stormwater retention and biofiltration.
- PD-HWQ-2 Implementation of source control BMPs, as detailed in the SWQMP (PDP SWQMP Northeast Gateway by Hunsaker & Associates, July 21, 2022) including: prevention of illicit discharge into the MS4, storm drain stenciling/signage and additional BMPs based on potential sources of runoff pollutants (on-site storm drain inlets, indoor and structural pest control, landscape/outdoor pesticide use, fire sprinkler test water, and sidewalks
- PD-HWQ-3 Implementation of site design BMPs, as detailed in the SWQMP (PDP SWQMP Northeast Gateway by Hunsaker & Associates, July 21, 2022) including: maintaining natural drainage pathways and hydrologic features, conserving natural areas, soils and vegetation, minimizing impervious areas, minimizing soil compaction, impervious area dispersion, and landscaping with native/drought tolerant species.

Noise

- **PD-N-1** Construction of noise attenuating barriers, ranging from 5 feet to 10 feet for select lots, as detailed in Figure 4-3 of the project noise study. (*Noise Study Northeast Gateway Residential Development, prepared by LDN Consulting, October 2022).*
- **CM-N-1** To ensure compliance with the CCR Title 24 interior noise threshold of 45 dBA CNEL, a final noise assessment shall be performed prior to the issuance of building permits. This final report shall identify the interior noise requirements based on architectural and building plans to meet the City's established interior noise limit. The identified interior noise requirements, which may include conventional building construction methods and providing a closed window condition requiring a means of mechanical ventilation (e.g., air condition) for each building and upgraded windows for all sensitive rooms (e.g., bedrooms and living spaces), shall also be in place prior to occupancy of the residences.
- **CM-N-2** The Project shall comply with local construction and grading noise regulations. Construction would only occur between the hours of 7:00 a.m. and 6:00 p.m. on Monday through Friday and between the hours of 9:00 a.m. and 5:00 p.m. on Saturdays. Grading would be similarly limited, except on Saturdays when it would be limited to between 10:00 a.m. and 5:00 p.m.

Public Services – Fire Protection, Police Protection and Schools

- **CM-PS-1** Consistent with Article 18B of Chapter 6 of the Escondido Municipal Code, the Applicant shall provide payment of applicable public facilities fees.
- **CM-PS-2** The Applicant shall pay school fees in accordance with Government Code 65995 and Education Code 17620.
- **CM-PS-3** Consistent with to Article 18C, Chapter 6, of the City's Municipal Code, the Applicant shall pay a park fee to ensure that the parkland and recreational facility standards established by the City are met with respect to the additional needs of the development.
- **CM-PS-4** All new projects in the City are required to annex into CFD 2020-1 (Citywide Services) or establish another lawful funding mechanism to offset costs associated with the provision of public services.

Recreation

• **CM-REC-1** Pursuant to Article 18C, Chapter 6, of the City's Municipal Code, the Applicant shall pay a park fee to ensure that the parkland and recreational facility standards established by the City are met with respect to the additional needs of the development. (This is also identified as CM-PS-3).

Transportation

- **PD-TR-1** Restripe the northbound lanes of East Valley Parkway within the existing pavement between Eureka Drive and El Norte Parkway to provide three northbound through lanes as shown in the City of Escondido Circulation Plan.
- **PD-TR-2** Restripe the northbound lanes at the El Norte Parkway / East Valley Parkway intersection to provide two left-turn lanes, two through lanes and one shared through/right lane.
- PD-TR-3 Implementation of the following geometry at Lake Wohlford Road/Street "E" Street "E" (south leg) of this intersection should align with the existing Foxley Drive. Southbound (Foxley Drive): one shared left/through/right lane Westbound (Lake Wohlford Road): one leftturn lane and a shared through/right lane Northbound (Street "E"): one shared left/through/right lane Eastbound (Lake Wohlford Road): one left-turn lane, one through lane and one right-turn lane
- PD-TR-4 Implementation of the following geometry at Beven Drive/Street "E" Street "E" (north leg) of this intersection should align with the existing north leg of this intersection Southbound (Street "E"): one shared left/right lane Westbound (Beven Drive): one shared through/right lane Eastbound (Street "E"): one left-turn lane and one through lane
- PD-TR-5 Within the project site, Street "E" (shown as Public Street A) shall be narrowed to 24 feet north of Public Street D. The approaches in all directions at the intersection of Street "E"/Public Street D shall be narrowed to 24 feet.

Utilities and Service Systems

- **PD-UTIL-1** Compliance with the City's Water Efficient Landscape Ordinance.
- **PD-UTIL-2** The project will install low flow water fixtures in all units.

3.0 Environmental Analysis

This document is an Addendum to the previously certified Northeast Gateway Specific Plan and Eureka Ranch Tentative Map FEIR (Northeast Gateway Specific Plan FEIR). This Addendum provides the project-specific environmental review pursuant to CEQA to demonstrate the adequacy of the FEIR relative to the proposed project. The previous FEIR identified significant impacts and proposed mitigation measures related to landform alteration/visual quality, traffic/circulation, noise, geology/soils, biological resources, public services and utilities (sewer and schools), hydrology/water quality, cultural resources and hazards/hazardous materials. All impacts were reduced to below a level of significance with incorporation of mitigation with the exception of traffic/circulation. Additionally, the FEIR noted that agriculture and visual quality impacts were previously found to be significant and unmitigable via the 1990 General Plan EIR (FEIR pages 276-277). The City prepared a separate Environmental Impact Report and project plans for improvements to E. Valley Parkway. Those improvements have been completed, which included widening of the roadway, installation of center turn pockets, landscaped medians and signalization of seven intersections.

The analysis below discusses the adequacy and applicability of previous mitigation measures to the revised project. In addition, the analysis below addresses whether any new or more severe impacts would result from the project revisions and whether any additional mitigation measures beyond those previously identified in the certified FEIR would be required.

The FEIR analyzed the overall Northeast Gateway Specific Plan at a programmatic level and the Eureka Ranch TM at a project level. The analysis and mitigation measures identified in the FEIR were separated out by these two components. The Eureka Ranch TM was implemented and mitigation measures were implemented, as required for that portion of the project.

The proposed project falls within the geographic area analyzed as part of the overall Northwest Gateway Specific Plan, specifically Planning Area 2. The following summarizes the FEIR conclusions and mitigation measures related to the Northeast Gateway Specific Plan. All impacts and mitigation measures were summarized in Table ES-1 of the FEIR.

3.1 Land Use

3.1.1 FEIR Conclusions

The FEIR (pages 38 – 55) analyzed the potential for land use impacts including compatibility with adjacent land uses and conformance with existing plans including the General Plan, zoning, and quality of life standards. The analysis concluded that the Northeast Gateway Specific Plan would be compatible with the existing development in the area and the proposed development density is less than or the same as the approved or proposed residential development in the adjacent areas. Land use impacts for the Northeast Gateway Specific Plan were determined to be less than significant and no mitigation was required.

3.1.2 Project Analysis

The proposed project is within Planning Area 2 of the Northeast Gateway Specific Plan Area (Figure 3). The Northeast Gateway Specific Plan describes Planning Area 2 as approximately 89 acres under 13 individual ownerships located east of East Valley Parkway and north of PA 1. The eastern portion of Planning Area 2 is identified as natural open space and the rest of Planning Area 2 is identified as Traditional Residential with lot sizes ranging from 7,000 s.f. to 15,000 s.f. depending on the location within the Planning Area (e.g., adjacency to natural open space or creek channels).

Planning Area 2 is allowed a total of 81 units; however, these 81 units are allocated on a per parcel allocation using slope analysis criteria. The specific parcels that make up the project are allocated 44 units. The City controls 167 lots within the overall Northeast Gateway Specific Plan area that can be made available for purchase and transferred into the planning area, subject to a Development Agreement. The project applicant intends to buy 20 of these lots and, when combined with the existing 44 lots, would total 64 lots for the project. The remaining lots left in Planning Area 2 will then be 37 (81-44 = 37 lots). The City's remaining lots will be 147 (167 – 20). Therefore, the 64 lots proposed by the project is within the 81-unit yield assumed for Planning Area 2.

The project proposes the construction of detached single-family homes and associated infrastructure with lot sizes ranging from 7,000 s.f. to 10,000 s.f. The homes would be one and two-story and would range in size from approximately 2,700 s.f. to over 3.500 s.f.

The project site is located within the North County Multiple Habitat Conservation Program (MHCP) and the Draft Escondido MHCP Subarea Plan. The project site is designed as disturbed, agricultural and natural habitat. The development is concentrated within the flatter and lower elevations portions of the project site and no development will occur within the draft Focused Planning Area of (FPA) the MHCP, which overlays with the northeast portion of the project site as a proposed 75 percent preservation area. The project will not conflict with the City's draft Subarea Plan nor the MHCP as it focuses development outside of the FPA. Additionally, as later discussed in the biological resources analysis (Section 3.6), mitigation measures are included to avoid any issues with development of residential uses adjacent to open space. The project would be compatible with adjacent land uses, both within the Specific Plan area and offsite. The proposed residential density is similar to or lower than the adjacent Eureka Ranch development.

With the exception of a modification to Street E, which is discussed below as requiring a Specific Plan Amendment, the proposed project meets the goals and objectives of the Northeast Gateway Specific Plan as it relates to Planning Area 2. There are no new land use impacts associated with the project.

Specific Plan Amendment

The project includes a Specific Plan Amendment to modify the route of the main arterial Public Street "E" through the planning area. Street "E" was originally designed to remove uncontrolled access to East Valley Parkway (Figure 4). With the proposed circulation plan for the project, this street, now referred to as Public Street A by the project, will serve as the primary north/south street through the project site (Figure 5). The extension of this street to Lake Wohlford Road through the Community Lutheran Church property is allowed via a public street dedication in favor of the City (Escondido Doc No. M-27-07)

Existing residents will retain access to their homes through the project's internal street network. This modification to the alignment of Public Street "E" allows for the orderly development of Planning Area 2 while still providing access to the adjacent, existing residences. The change in alignment does not result in any new land use impacts.

The project also includes a modification to the setback requirements along Public Street "E" that requires a minimum 20-foot setback for all structures along this internal roadway. The proposed plan would maintain the 20-foot-setback garage setback requirement for all lots that take access from Public Street "E", but would allow a minimum 15-foot setback for the residence and a 10-foot street-

side setback for fencing or other structures consistent with typical R-1 zoning requirements and previous project approvals for Planning Area 2.

3.1.3 Findings

The proposed project is consistent with the certified FEIR and will not result in any land use impacts. Therefore, the comparison of anticipated land use effects of the proposed project with the impacts disclosed in the previous certified EIR support the required CEQA findings summarized below. Specifically, none of the conditions defined in Sections 15162 and 15163 of the State CEQA Guidelines that would require preparation of a subsequent or supplemental EIR have been met.

Major Revisions Not Required. The proposed project will not result in any new land use impacts, nor is there substantial increase in the severity of impacts from that described in the certified FEIR.

No Substantial Change in Circumstances Requiring Major EIR Revisions. There is no substantial evidence in the record or otherwise to indicate that there are substantial changes in the circumstances under which the land use analysis was undertaken for the Northeast Gateway Specific Plan compared to the proposed project that would require major changes to the certified FEIR.

No New Information Showing Greater Significant Effects Than in Previous EIR. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the FEIR was certified indicating that a new significant effect not reported in the certified FEIR may occur. Based on the information and analysis above, there is no substantial new information that there will be a new significant land use impacts requiring major revisions of the certified FEIR.

No New Information Showing Ability to Reduce Significant Effects in Previous EIR. Because the proposed project would not result in significant impacts with respect to land use, no alternatives to the project or additional mitigation measures are necessary that would otherwise substantially reduce one or more of the potentially significant land use effects identified in and considered by the certified FEIR.

3.2 Landform Alteration/Visual Quality

3.2.1 FEIR Conclusions

The FEIR (pages 56-72) analyzed the potential for landform alteration and visual quality impacts. The analysis concluded that implementation of the Northeast Gateway Specific Plan would result in the development of existing open space and rural citrus orchards would represent a significant visual change. The FEIR concluded that General Plan policies would reduce some significant landform and visual quality impacts, but not to below a level of significance. Mitigation was adopted to reduce the impact to below a level of significance:

• As a condition for future tentative maps, applicants shall comply with the respective SPA Grading, Landscaping and Design Guidelines to reduce significant visual impact to the extent feasible.

3.2.2 Project Analysis

Development of the proposed project would occur in a manner that is consistent with the planned design and development intensity that was contemplated for Planning Area 2. The proposed project has been designed to meet the Grading, Landscaping and Design Guidelines (except as would be modified for minor setback adjustments) identified in the Northeast Gateway Specific Plan.

Grading guidelines are included in Section 3.3 of the Northeast Gateway Specific Plan and note that all grading shall comply with the City's Grading and Erosion Control Ordinance. Proposed grading for the project includes 72,600 cubic yards (cy) of cut and 72,600 cy of fill for balanced project site. No import of export of grading materials will be required. Proposed cut and fill slopes will not exceed 2:1. The grading has been designed to meet the City's Grading and Erosion Control Ordinance and the requirements of the Northeast Gateway Specific Plan. Grading Exemptions are requested for cut slopes greater than 20 feet in height within the northeastern area of the project.

The Landscape Concept and Standards are discussed in Sections 3.4 and 3.5 of the Northeast Gateway Specific Plan. The stated goals within the Specific Plan are for the landscaping to provide for visual consistency that will integrate future residential developments with the preexisting residential and public development, aid in the transition from residential development to open space, and provide for the visual buffering along East Valley Parkway and East Washington Avenue.

The project includes a conceptual landscape plan that meets the landscape concept and standards in the Northeast Gateway Specific Plan. The landscape plan to provide for appropriate transitions and buffering while focusing on low water and drought tolerant species. The landscape concept includes a mix of trees, shrubs and groundcover. The plan includes a variety of tree species to include, Chinese flame tree, Bradford Callery pear, coast live oak, Englemann oak and tipu tree. Proposed shrub species include acacia, agave, manzanita, dwarf coyote brush, Mexican bird of paradise, bottlebrush, powder puff, rockrose and California brittlebrush. Groundcover includes foothill sedge, dwarf rosemary and a drought-tolerant fescue blend. The landscape conceptual landscape plan is included as Figures 6A and 6B.

The project proposes the construction of 64 detached single-family homes with lot sizes ranging from 7,000 s.f. to 10,000 s.f. The homes would be one and two-story and would range in size from approximately 2,700 s.f. to over 3.500 s.f. Future residences will be designed consistent with the Architectural Design Guidelines outlined in Section 3.6 of the Specific Plan. Per the Specific Plan, the residential development within the Specific Plan area will be a mix of one and two-story homes incorporating design elements found in traditional, older neighborhoods, using natural building materials. Acceptable architectural styles include Craftsman Bungalow, California Country, and California Cottage. Accent material and facades would include a mix of wood, stone and other natural materials. The color palette would reflect and blend with the natural setting and would avoid bright, reflective, and metallic colors. Homes would be predominantly soft earth tones such as beige, browns, green and sandy hues.

3.2.3 Findings

The proposed project is consistent with the certified FEIR and will not result in any landform alteration or visual quality impacts. Therefore, the comparison of anticipated landform alteration and visual quality effects of the proposed project with the impacts disclosed in the previous certified EIR support the required CEQA findings summarized below. Specifically, none of the conditions defined in Sections 15162 and 15163 of the State CEQA Guidelines that would require preparation of a subsequent or supplemental EIR have been met.

Major Revisions Not Required. The proposed project will not result in any new significant landform alteration/ visual quality impacts, nor is there substantial increase in the severity of impacts from that described in the certified FEIR.

No Substantial Change in Circumstances Requiring Major EIR Revisions. There is no substantial evidence in the record or otherwise to indicate that there are substantial changes in the circumstances

under which the landform alteration/visual quality analysis was undertaken for the Northeast Gateway Specific Plan compared to the proposed project that would require major changes to the certified FEIR.

No New Information Showing Greater Significant Effects Than in Previous EIR. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the FEIR was certified indicating that a new significant effect not reported in the certified FEIR may occur. Based on the information and analysis above, there is no substantial new information that there will be a new significant landform alteration/visual quality impacts requiring major revisions of the certified FEIR.

No New Information Showing Ability to Reduce Significant Effects in Previous EIR. Because the proposed project would not result in significant impacts with respect to landform alteration/visual quality, no alternatives to the project or additional mitigation measures are necessary that would otherwise substantially reduce one or more of the potentially significant land use effects identified in and considered by the certified FEIR.

3.3 Traffic/Circulation

3.3.1 FEIR Conclusions

The FEIR analyzed impacts related to traffic/circulation (pages 73-121). The FEIR analyzed existing and future operations at 25 intersections and 17 street segments in the project vicinity under five scenarios:

- Existing
- Existing + Near Term Cumulative Projects
- Existing + Near Term Cumulative Project + Eureka Ranch TM
- Existing + Near Term Cumulative Project + Eureka Ranch TM + Balance of the Specific Plan (buildout of all Pas)
- Year 2020

The FEIR also provided a discussion of project site access. Potentially significant direct impacts were identified for the Eureka Ranch TM for one segment and at the project access point. Cumulative project impacts were identified at one signalized intersection, eight unsignalized intersections, and eight street segments. When the balance of the traffic from the Northeast Gateway Specific Plan was added in, the same traffic impacts were realized plus the addition of one more segment impact and one ramp impact on I-15. The FEIR proposed mitigation measures for direct and cumulative traffic impacts. With implementation of the traffic/circulation mitigation, all impacts were mitigated to below a level of significance with the exception of the following:

- Long-term cumulative impacts at the intersection of Bear Valley Parkway/Boyle Avenue and Bear Valley Parkway/Birch Avenue
- Long-term cumulative impacts on the segment of Bear Valley Parkway between Boyle Avenue and San Pasqual Valley Road
- Short-term cumulative impacts at the intersections of East Valley Parkway/Bear Valley Parkway and Bear Valley Parkway/Hayden Drive

• Short-term cumulative impacts on the segment of East Valley Parkway between Washington and Bear Valley Parkway and the segment of Bear Valley Parkway between Valley Parkway and Citrus Avenue

3.3.2 Project Analysis

A new traffic study was prepared for the project by LLG Engineers (2022) to update the level of service (LOS) analysis. The complete report is included as **Appendix B**. Because the project is relying on an Addendum to a previously certified FEIR, the traffic analysis was conducted using LOS metrics and therefore, a vehicle miles traveled (VMT) analysis is not required.

The traffic study noted that all of the traffic/circulation mitigation measures identified in the FEIR have been implemented (Table 2-1 of Appendix B). In addition, the separate East Valley Parkway Improvement Project also has been completed.

Project Improvements

As part of the project design, the project applicant has committed to the following area transportation network improvements:

- Restripe the northbound lanes of East Valley Parkway within the existing pavement between Eureka Drive and El Norte Parkway to provide three northbound through lanes as shown in the City of Escondido Circulation Plan.
- Restripe the northbound lanes at the El Norte Parkway / East Valley Parkway intersection to provide two left-turn lanes, two through lanes and one shared through/right lane.

These improvements are assumed to be in place for the "with project" analysis scenarios in the traffic analysis.

Project Access

Access to the project site will be provided via Beven Road on the south and Lake Wohlford Road on the north, . An existing road off Beven Road (Ambersweet Way) will be extended through the site (identified as Street "E" in the SPA) to provide access for both vehicles and pedestrians to the site. This road will be extended to the north to connect to an existing dedicated roadway (Foxley Drive) that takes access from Lake Wohlford Road, bordering the existing Community Lutheran Church, forming the fourth leg of the Lake Wohlford Road / Foxley Drive intersection.

Existing Transportation Condition

The facilities analyzed in the updated traffic report are all within the jurisdiction of the City of Escondido. The following is a brief description of the streets and the traffic they serve including vehicles, cyclists and pedestrians in the project area:

East Valley Parkway/Valley Center Road - East Valley Parkway is a north/south facility and is classified as a Prime Arterial in the City's General Plan. It is currently built as a four-lane divided roadway with a raised median north of Lake Wohlford Road, a six-lane divided roadway with a raised median between Lake Wohlford Road and Eureka Drive, and a five-lane divided roadway with a raised median between Eureka Drive and just south of El Norte Parkway. The posted speed limit 45 mph. Curbside parking is prohibited, and Class II buffered bicycle lanes are provided. Sidewalks are provided on both sides of the roadway within the study area. East Valley Parkway within the County of San Diego Jurisdiction, just north of Lake Wohlford Road. **Lake Wohlford Road** - Lake Wohlford Road is classified as a Collector in the City of Escondido General Plan. It is currently built as a two-lane undivided roadway east of Valley Center Road. The posted speed limit is 35 mph. Curbside parking is prohibited. There are no bicycle facilities. Sidewalks are only provided on the south side of the roadway between Valley Center Road and Foxley Drive.

Beven Drive - Beven Drive is an unclassified roadway in the City of Escondido General Plan. It is currently built as a two-lane undivided roadway. There is no posted speed limit. Curbside parking is prohibited. There are no bicycle facilities. Sidewalks are provided on both sides of the roadway.

El Norte Parkway - El Norte Parkway is an east/west facility and is classified as a Major Road in the City of Escondido General Plan. It is currently built as a four-lane divided roadway with a raised median west of Valley Parkway. The posted speed limit is 45 mph. Curbside parking is prohibited, and Class II buffered bicycle lanes are provided. Sidewalks are provided on both sides of the roadway.

Hidden Trails Road - Hidden Trails Road is an east/west facility and is classified as a Local Collector in the City of Escondido General Plan. It is currently built as a two-lane undivided roadway east of Valley Parkway. The posted speed limit 35 mph. Curbside parking is prohibited. There are no bicycle facilities. Sidewalks are provided on the north side of the roadway within the study area. Only curb and gutter are provided on the south side.

Project Study Area

The following intersections and segments were included in the project study area:

Intersections

- Valley Center Road / Lake Wohlford Road
- E. Valley Parkway / Beven Drive
- E. Valley Parkway / Eureka Drive
- E. Valley Parkway / El Norte Pkwy (Hidden Trails Road)
- Project Access / Beven Drive
- Foxley Drive / Lake Wohlford Road

Segments

- Valley Parkway Lake Wohlford Road to Beven Drive
- Valley Parkway Beven Drive to Eureka Drive
- Valley Parkway Eureka Drive to El Norte Parkway (Hidden Trails Road)
- Beven Drive East of Valley Parkway

Methodology

The City of Escondido utilizes the following methodology for evaluating traffic operations. Level of service (LOS) is the term used to denote the different operating conditions which occur on a given roadway segment under various traffic volume loads. It is a qualitative measure used to describe a quantitative analysis taking into account factors such as roadway geometries, signal phasing, speed, travel delay, freedom to maneuver, and safety. LOS provides an index to the operational qualities of a roadway segment or an intersection. LOS designations range from A to F, with LOS A representing the

best operating conditions and LOS F representing the worst operating conditions. LOS designation is reported differently for signalized intersections and roadway segments.

The analysis conducted in this report utilized the published Highway Capacity Manual (HCM) methodology for evaluating signalized intersections. They also utilize LOS criteria for circulation element roadways based on published capacity tables. The following is a discussion of both methodologies:

Signalized Intersections

For signalized intersections, LOS criteria are stated in terms of the average control delay per vehicle for a 15-minute analysis period. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

- LOS A describes operations with very low delay, (i.e., less than 10.0 seconds per vehicle). This occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
- LOS B describes operations with delay in the range 10.1 seconds and 20.0 seconds per vehicle. This generally occurs with good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.
- LOS C describes operations with delay in the range 20.1 seconds and 35.0 seconds per vehicle. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear. Signal cycle failure (or overflow) is an interrupted traffic condition in which a number of queued vehicles are unable to depart due to insufficient capacity during a signal cycle. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
- LOS D describes operations with delay in the range 35.1 seconds and 55.0 seconds per vehicle. At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or higher volume (demand) / capacity (v/c) ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are frequent.
- LOS E describes operations with delay in the range of 55.1 seconds to 80.0 seconds per vehicle. This is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences. LOS F describes operations with delay in excess of 80.0 seconds per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with over-saturation (i.e., when arrival flow rates exceed the capacity of the intersection). It may also occur at high v/c ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

Unsignalized Intersections

For unsignalized intersections, LOS is determined by the computed or measured control delay and is defined for each minor movement: LOS is not defined for the intersection as a whole. Level of Service F exists when there are insufficient gaps of suitable size to allow a side street demand to safely cross through a major street traffic stream. This level of service is generally evident from extremely long control delays experienced by side-street traffic and by queuing on the minor-street approaches. The method, however, is based on a constant critical gap size; that is, the critical gap remains constant no matter how long the side-street motorist waits. LOS F may also appear in the form of side-street

vehicles selecting smaller-than-usual gaps. In such cases, safety may be a problem, and some disruption to the major traffic stream may result. It is important to note that LOS F may not always result in long queues but may result in adjustments to normal gap acceptance behavior, which are more difficult to observe in the field than queuing.

Street Segments

Street segment analysis is based upon the comparison of daily traffic volumes (ADTs) to the City of Escondido's Roadway Classification, Level of Service and Average Daily Trip Threshold Table. Table 3 provides segment capacities for different street classifications, based on traffic volumes and roadway characteristics.

Street			Level of Service/ADT Threshold				
Classification	Lanes	Cross Sections	A	В	С	D	Е
Prime Arterial	(8 lanes)	116/136 (NP)	23,800	37,800	51,800	62,300	70,000
Prime Arterial	(6 lanes)	106/126 (NP)	20,400	32,400	44,400	53,400	60,000
Super Major Road	(6 lanes)	90/110 (NP)	17,000	27,000	37,000	44,500	50,000
Major Road	(4 lanes)	82/102 (NP)	12,600	20,000	27,400	32,900	37,000
Collector	(4 lanes)	64/84 (NP)	11,600	18,500	25,300	30,400	34,200
Collector	(4 lanes)	(WP)	6,800	10,800	14,800	17,800	20,000
Local Collector	(2 lanes)	42/66 (NP)	5,100	8,100	11,100	13,400	15,000
Local Collector	(2 lanes)	(WP)	3,400	5,400	7,400	8,900	10,000
Rural Collector	(2 lanes)						

Table 3. City of Escondido Roadway Classification, Level of Service and Average Daily Trip Thresho	olds
 Street Classification Lanes Cross Sections Level of Services 	

Significance Criteria

The original traffic report that was prepared as part of the FEIR (LLG 2003) was conducted using the LOS metric from the guidelines adopted at the time of the analysis. To be comparable, the traffic study for the proposed project was conducted using the same requirements as FEIR traffic study as opposed to the April 21, 2021 City of Escondido Transportation Impact Analysis Guidelines. This provides an "apples to apples" comparison. The following is a description of the City of Escondido Transportation Impact Analysis Guidelines, 2013.

The City's General Plan (2012) established a goal of L.O.S. "C" for all City streets, however, due to overall citywide traffic conditions, L.O.S. "D" was considered acceptable. If the existing LOS is "D" or worse, preservation of the existing LOS must be maintained, or acceptable mitigation must be identified.

Certain types of developments that their traffic impact is found to be significant need to identify measures to mitigate the traffic impact. In accordance with "SANTEC/ITE Guidelines for Traffic Impact Studies in the San Diego Region", the following thresholds shall be used to identify if a project is of

significance traffic impact under any scenario. Based on SANTEC/ITE guidelines, if now or in the future, the project's traffic impact causes the values in the table below to be exceeded in a roadway segment or an intersection that is operating at a LOS D or worse, it is determined to be a significant project and it shall identify mitigation measures. **Table 4** summarizes the proposed thresholds for determining significant traffic impacts to a roadway segment or an intersection.

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

Table 4. City of Escondido Transportation Significance Criteria

Source: See City of Escondido.

Notes: V/C = volume to capacity ratio (use LOS E for capacity).

No Significant Impact occurs at areas in GP Downtown Specific Area that operate at LOS "D" or better. Mitigation measures should also be considered for any segment or intersection operating at LOS "F" subject to less than significant impact.

Existing Conditions

Peak Hour Intersection Operations

Table 5 summarizes the existing peak hour intersection operations. As shown in Table 5 all the study area intersections are calculated to operate at LOS D or better during both the AM and PM peak hours except the following:

• E. Valley Parkway / El Norte Parkway / Hidden Trails Road (LOS E during the PM peak hour)

The minor street movements at the Beven Drive / Project Access Road intersection are calculated to operate at LOS A during both the AM and PM peak hours.

Intersection	Control Type	Movement	Peak Hour	Delay	LOS
Valley Center Road / Lake	Signal Ov	Overall	AM	14.6	В
Wohlford Rd		Overall	PM	11.3	В
E Valley Plany / Peyer Dr	Signal	Overall	AM	13.4	В
E. Valley PKwy / Beven Dr		Overall	PM	13.8	В
E Vallov Blowy / Euroka Dr	Cignol	Overall	AM	17.3	В
E. Valley FKWy / Euleka Di	Signal	Overall	PM	12.7	В
E. Valley Pkwy / El Norte Pkwy	Signal	Overall AM 42.5			D
(Hidden Trails Rd)	Signal	Overall PM 66.5	66.5	Е	
Project Access / Beven Dr	MSSC °	SBR	AM	8.6	A

Table 5. Existing Intersection Operations
			PM	8.5	А
Foulow Dr. / Laka Wahlford Dd	MSSC	EBL	AM	7.7	А
Foxley DI / Lake Wolliford Ru			PM	7.6	А

Source: LLG 2022.

Daily Street Segment Operations

Table 6 summarizes the existing segment operations along the study area roadways. As shown in Table6 all roadway segments are calculated to currently operate LOS D or better.

Street Segment	Functional Class	Capacity (LOS E)	ADT	LOS	V/C
Valley Parkway					
Lake Wohlford Rd to Beven Dr	6-Ln Prime Arterial	60,000	35,902	С	0.598
Beven Dr to Eureka Dr	6-Ln Prime Arterial	60,000	35,209	С	0.587
Eureka Dr to El Norte Pkwy (Hidden Trails Rd) ^f	5-Ln Prime Arterial	50,000	37,805	D	0.756
Beven Drive					
East of Valley Pkwy	2-Ln Rural Collector	10,000	297	A	0.030

Table 6.	Existing	Street Segment	Operations
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Source: LLG 2022.

Trip Generation

The project proposes to develop 64 single family homes. The project traffic generation was calculated using the trip generation rates published in the San Diego Association of Governments (SANDAG) (*Not So) Brief Guide of Vehicular Traffic Generation Rates for San Diego Region* (April 2002). Based on the project description, the single-family homes category was used, which SANDAG specifies as 10 ADT/unit.

The project is calculated to generate 640 daily trips with 51 trips (15 inbound/36 outbound) in AM peak hour and 64 trips (45 inbound/19 outbound) during PM peak hour. Three existing homes on the project site will be demolished. These homes generate 30 daily trips with 2 trips (1 inbound/1 outbound) in AM peak hour and 3 trips (2 inbound/1 outbound) during PM peak hour. The net new project traffic is the difference between the project traffic and the traffic generated by the existing land uses on the site. Thus, the project is calculated to generate a net of 610 daily trips with 49 AM peak hour trips (14 inbound and 35 outbound) and 61 PM peak hour trips (43 inbound and 18 outbound).

Cumulative Projects

Cumulative projects are other projects in the study area that will add traffic to the local circulation system in the near future. LLG researched potential cumulative projects within the City of Escondido and County and San Diego to identify the potential cumulative projects which should be included in the analysis. **Table 7** summarizes the cumulative projects considered in the traffic analysis. As noted

in the footnotes of Table 7, some of these projects have changed status since preparation of the traffic report.

Project Name	Description
County of San D	iego
Orchard Run	Orchard Run proposes to construct 300 single-family homes. The project located on the northeast quadrant of the Mirar De Valle Road / Cypress Ridge Drive intersection. This project is calculated to generate a total of approximately 3,000 daily trips with 240 AM peak hour (72 in / 168 out) and 300 PM peak hour trips (210 in / 90 out).
Park Circle	Park Circle proposes to construct 318 single-family homes. The project located on the northwest quadrant of the Valley Center Road / Mirar De Valle Road intersection. This project is calculated to generate a total of approximately 3,180 daily trips with 254 AM peak hour (76 in / 178 out) and 318 PM peak hour trips (223 in / 95 out).
Shady Oaks	Shady Oaks proposes to construct 47 homes. The project located on the southwest quadrant of the Valley Center Road / Mirar De Valle Road intersection. This project is calculated to generate a total of approximately 470 daily trips with 38 AM peak hour (11 in / 27 out) and 47 PM peak hour trips (33 in / 14 out).
Lilac Plaza	Lilac proposes to construct 50 single-family homes. The project located on the southeast quadrant of the Lilac Road / Betsworth Road intersection. This project is calculated to generate a total of approximately 500 daily trips with 40 AM peak hour (12 in / 28 out) and 50 PM peak hour trips (35 in / 15 out).
Butterfield Ranch	Butterfield Ranch proposes to construct 66 single-family homes. The project located on the south side of the Sunday Drive terminus. This project is calculated to generate a total of approximately 660 daily trips with 53 AM peak hour (16 in / 37 out) and 66 PM peak hour trips (46 in / 20 out).
North Village	North Village proposes to construct approximately 500 single-family homes. The project located on the northwest quadrant of the Valley Center Road / Cole Grade Road intersection. This project is calculated to generate a total of approximately 5,000 daily trips with 400 AM peak hour (120 in / 280 out) and 500 PM peak hour trips (350 in / 150 out).
Mirar de Valle	Mirar de Valle proposes the development of 104-unit townhomes and a 4,088 s.f. convenience store. The project is located along Valley Center Road just south of Mirar De Valle Rd. This project is calculated to generate a total of 3,410 new daily trips with 266 AM peak hour trips (120 inbound / 146 outbound) and 158 PM peak hour trips (88 inbound / 70 outbound).
City of Escondide	
E. Mission	E. Mission proposes to construct 3 residential units. The project is located along El Norte Parkway just east of E. Tangelo Place. This project is calculated to

Table 7. Cumulative Projects

Project Name	Description
	generate a total of approximately 30 daily trips with 2 AM peak hour (1 in / 1 out) and 3 PM peak hour trips (2 in / 1 out).
Jacks Creek ⁽¹⁾	Jacks Creek proposes to construct 12 residential units. The project is located just west of the Oakstone Creek Place terminus. This project is calculated to generate a total of approximately 120 daily trips with 10 AM peak hour (3 in $/$ 7 out) and 12 PM peak hour trips (8 in $/$ 4 out).
El Norte	El Norte proposes to construct 6 residential units. The project is located on the southwest quadrant of the Valley Parkway / El Norte Parkway intersection. This project is calculated to generate a total of approximately 60 daily trips with 5 AM peak hour (2 in / 3 out) and 6 PM peak hour trips (4 in / 2 out).
Hatfield Place	Hatfield Place proposes to construct 5,350 s.f. of commercial/retail. The project is located on the southwest corner of the Valley Center Road / Woods Valley Road intersection. This project is calculated to generate a total of approximately 449 daily trips with 18 AM peak hour (11 in / 7 out) and 38 PM peak hour trips (19 in / 19 out).
Silva ⁽²⁾	Silva proposes to construct 13 residential units. The project is located on the northeast quadrant of the Valley Parkway / Beven Drive intersection. This project is calculated to generate a total of approximately 130 daily trips with 10 AM peak hour (3 in / 7 out) and 13 PM peak hour trips (9 in / 4 out).
Oak Glen	Oak Glen is a 9 DU estate residential project located at 14099 West Oak Glen Road. This project is calculated to generate a total of 108 daily trips with 9 AM peak hour (3 in / 6 out) and 11 PM peak hour trips (8 in / 3 out).
Tyler Road Residential	Tyler Road Residential is a residential project with 16 single-family DU located at 14357 Tyler Road. This project is calculated to generate a total of 192 daily trips with 15 AM peak hour (5 in $/$ 10 out) and 19 PM peak hour trips (13 in $/$ 6 out).
Apollo Assisted Living	Apollo Assisted Living is a residential project proposing to construct 59,397- square feet, 78-residential unit assisted living/memory care facility located at 3141 East Valley Parkway. This project is calculated to generate a total of 253 daily trips with 36 AM peak hour (22 in / 14 out) and 57 PM peak hour trips (23 in / 34out).

Source: LLG 2022.

Notes:

- (1) The Jacks Creek project is now completed.
- (2) The Silva project application is no longer active.

The cumulative projects identified in Table 7 are estimated to generate at total of 25,229 daily trips with 1,663 AM peak hour (641 inbound / 1,022 outbound) and 2,149 PM peak hour trips (1,351 inbound / 798 outbound). The traffic generated by each cumulative project was individually distributed and assigned to the study area intersections and segments.

Existing + Project Conditions

Peak Hour Intersection Operations

Table 8 summarizes the Existing + Project intersection operations. As shown in Table 8, with the addition of project traffic, all the study area intersections are calculated to continue to operate at LOS D or better during both the AM and PM peak hours except the following:

• Valley Parkway / El Norte Parkway / Hidden Trails Road (LOS E during the PM peak hour)

However, the increase due to project traffic is less than the allowable 2.0 seconds and therefore, there is no significant impact at this intersection.

The minor street movements at the Beven Drive / Project Access Road intersection are calculated to operate at LOS A during both the AM and PM peak hours.

Daily Street Segment Operations

Table 9 summarizes the Existing + Project traffic roadway segment operations. As shown in Table 9, with the addition of project traffic, all the study area street segments are calculated to continue to operate at LOS D or better.

Near Term (Opening Year 2024) Without Project Conditions

Peak Hour Intersection Analysis

Table 10 summarizes the Near Term (2024) without project traffic peak hour intersection operations. As shown in Table 10, in the Near Term (2024) Without Project condition, all the study area intersections are calculated to continue to operate at LOS D or better during both the AM and PM peak hours except the following:

• Valley Parkway / El Norte Parkway / Hidden Trails Road (LOS F during the PM peak hour)

Daily Street Segment Operations

Table 11 summarizes the Near Term (2024) without project traffic roadway segment operations. Asshown in Table 11, in the Near Term (2024) Without Project traffic all the study area street segmentsare calculated to continue to operate at LOS D or better.

Near Term (Opening Year 2024) + Project Conditions

Peak Hour Intersection Operations

The project proposes to restripe the northbound lanes within the existing pavement between Eureka Drive and El Norte Parkway to provide three northbound through lanes and restripe the northbound approach lanes at the El Norte Parkway / E. Valley Parkway intersection to provide two left-turn lanes, two through lanes and one shared through/right lane. The E. Valley Parkway / El Norte Parkway intersection was analyzed with the improvement described above in the Near Term (Opening Year 2024) + Project Condition.

As shown in Table 10, all the study area intersections are calculated to continue to operate at LOS D or better during both the AM and PM peak hours with the exception of the E. Valley Parkway / El Norte Parkway / Hidden Trails Road intersection. This intersection is calculated to operate at LOS F during the PM peak hour with the project traffic and the improvements described above. However, the delay at this intersection is decreased with implementation of the project. This is due to the proposed striping

improvements described above. With these project improvements, the delay is decreased by 22.8 seconds. Therefore, the project does not have a significant impact at this intersection.

The minor street movements at the Beven Drive / Project Access Road intersection are calculated to continue to operate at LOS A during both the AM and PM peak hours.

la torre esti o r		Dook Hour	Existing		Existing	+ Project	A (2)	Significant
Intersection	Control Type	Peak Hour	Delay ⁽¹⁾	LOS ⁽²⁾	Delay	LOS	Δ(3)	Impact?
Valley Center Read / Lake Weblford Rd	Signal	AM	14.6	В	14.6	В	0.0	No
	Signal	PM	11.3	В	11.4	В	0.1	No
E Valley Plank / Peyer Dr	Signal	AM	13.4	В	15.1	В	1.7	No
E. Valley Pkwy / Beven Dr	Signal	PM	13.8	В	14.9	В	1.1	No
	Signal	AM	17.3	В	17.6	В	0.3	No
E. Valley FKWy / Euleka Di		PM	12.7	В	12.9	В	0.2	No
E. Valley Pkwy / El Norte Pkwy / Hidden	Signal	AM	42.5	D	42.7	D	0.2	No
Trails Rd	Signal	PM	66.5	Е	68.1	Е	1.6	No ⁽⁴⁾
Draiget Assess (Payon Dr	MSSO	SBR	8.6	А	8.8	А	0.2	No
Project Access / Beven Dr	101550 °		8.5	А	8.6	А	0.1	No
Foxlow Dr. / Lako Weblford Pd	MSSC	EBL	7.7	А	7.7	А	0.0	No
	MSSC		7.6	A	7.6	A	0.1	No

Table 8. Existing + Project Intersection Operations

Source: LLG 2022.

Notes: (1) Average delay expressed in seconds per vehicle

(2) Level of Service

(3) Δ denotes the change in delay

(4) Change in delay is less than 2.0 seconds, therefore the impact is not significant

Table 9. Existing + Project Street Segment Operations

Street Segment	Capacity Existing		Existing + Project			Δ (5)	Significant		
	(LOS E) ⁽¹⁾	ADT ⁽²⁾	LOS ⁽³⁾	V/C ⁽⁴⁾	ADT	LOS	V/C	Δ(3)	Impact?
Valley Parkway									
Lake Wohlford Rd to Beven Dr	60,000	35,902	С	0.598	35,962	С	0.599	0.001	No
Beven Dr to Eureka Dr	60,000	35,209	С	0.587	35,709	С	0.595	0.008	No
Eureka Dr to El Norte Pkwy (Hidden Trails Rd)	50,000	37,805	D	0.756	38,305	D	0.766	0.010	No
Beven Drive									
East of Valley Pkwy	15,000	297	A	0.030	877	A	0.088	0.058	No

Source: LLG 2022.

Notes: (1) Capacities based on the City of Escondido Roadway Classification Table

(2) Average Daily Traffic Volumes

(3) Level of Service

(4) Volume to Capacity

(5) " Δ " denotes the Project-induced increase in V/C

Intersection	Control	Peak Hour	Near Ter without	m (2024) t Project	Near Term Pro	(2024) with ject	∆ ⁽³⁾	Significant
	туре		Delay ⁽¹⁾	LOS ⁽²⁾	Delay	LOS		Impactr
Valley Center Pd / Lake Weblford Pd	Signal	AM	16.7	В	16.7	В	0.0	No
Valley Center Ru / Lake Wolliford Ru	Signal	PM	13.5	В	13.5	В	0.0	No
E Vallov Divuv (Povon Dr	Signal	AM	17.3	В	19.5	В	2.2	No
E. Valley Pkwy / Beven Dr	Signal	PM	22.2	С	24.7	С	2.5	No
	Signal	AM	27.8	С	29.0	С	1.2	No
E. Valley Pkwy / Eureka Dr		PM	30.0	С	33.4	С	3.4	No
E. Valley Pkwy / El Norte Pkwy /	Signal	AM	49.4	D	47.2	D	-2.2	No
Hidden Trails Rd		PM	105.1	F	82.3	F	-22.8	No
Divisional Assessory / Devices Div	MCCO	SBR	8.6	A	8.8	A	0.2	No
Project Access / Beven Dr	MSSC		8.5	А	8.6	А	0.1	No
Fayloy Dr. / Jaka Wahlford Dd	MCCO	EBL	7.7	А	7.7	А	0.0	No
Foxley Dr/Lake Wohlford Rd	MSSC		7.6	А	7.6	А	0.0	No

Table 10. Near Term (2024) Intersection Operations

Source: LLG 2022.

Notes: (1) Average delay expressed in seconds per vehicle.

(2) Level of Service.

(3) " Δ " denotes the Project-induced increase in Delay

(4) Alternative 1 includes restriping the NB lanes between Eureka Drive and El Norte Parkway to provide three through lanes and restriping the NB approach at the El Norte Parkway / E. Valley Parkway intersection to provide two left-turn lanes, two through lanes and one shared through/right lane.

(5) Alternative 1 includes providing Right-Turn-Overlap Phasing in the EB right-turn and the NB right-turn movements and revising the signal timing to provide more green time to the EB left-turn movement.

Table 11. Near Term (2024) Street Segment Operations

Street Segment	Capacity	Near Tei	m (2024) Project) without	Near T	erm (2024 Project	4) with	Δ (5)	Significant
	(LOS E) ⁽¹⁾	ADT ⁽²⁾	LOS ⁽³⁾	V/C ⁽⁴⁾	ADT	LOS	V/C		impactr
Valley Parkway									
Lake Wohlford Rd to Beven Dr	60,000	43,899	С	0.732	43,962	С	0.733	0.001	None
Beven Dr to Eureka Dr	60,000	42,291	С	0.705	42,789	С	0.713	0.008	None
Eureka Dr to El Norte Pkwy (Hidden Trails Rd)	50,000	43,978	D	0.880	44,475	D	0.890	0.010	None
Beven Drive									
East of Valley Pkwy	15,000	866	А	0.087	1,447	А	0.145	0.058	None

Source LLG 2002

Notes: (1) Capacities based on the City of Escondido Roadway Classification Table

(2) Average Daily Traffic Volumes

(3) Level of Service

(4) Volume to Capacity

(5) " Δ " denotes the Project-induced increase in V/C

Daily Street Segment Operations

Table 11 summarizes the Near Term (2024) with Project traffic roadway segment operations. As shown in Table 11, with the addition of Project traffic, all the study area street segments are calculated to continue to operate at LOS D or better.

Project Access and Circulation

Project access is proposed via a new roadway, Street "E" connecting Beven Drive to the south and Lake Wohlford Road to the north along the eastern boundary of the Community Church at the southeast corner of Valley Parkway / Lake Wohlford Road. A Two-Way Stop control is recommended on Street "E" at the intersections with Lake Wohlford Road and Beven Drive. This access will be open to traffic approximately prior to 50% of the project units being occupied. Following geometry is recommended:

- Lake Wohlford Road / Street "E" Street "E" (south leg) of this intersection should align with the existing Foxley Drive.
 - Southbound (Foxley Drive): one shared left/through/right lane
 - Westbound (Lake Wohlford Road): one left-turn lane and a shared through/right lane
 - Northbound (Street "E"): one shared left/through/right lane
 - Eastbound (Lake Wohlford Road): one left-turn lane, one through lane and one right-turn lane
- Beven Drive / Street "E" Street "E" (north leg) of this intersection should align with the existing north leg of this intersection
 - Southbound (Street "E"): one shared left/right lane
 - Westbound (Beven Drive): one shared through/right lane
 - Eastbound (Street "E"): one left-turn lane and one through lane

Figure 7 depicts the conceptual plan with an east-bound left-turn lane on Beven Drive.

Street "E" (Proposed Public Street A)

The project is part of the Planning Area (PA) 2 of the Specific Plan Area (SPA 5) - Northeast Gateway. The Specific Plan included a north / south roadway connecting Beven Drive and Lake Wohlford Road. This street is called Street "E" and the alignment has several turns. Street E (now called Public Street "A") will connect to the Foxley Drive / Lake Wohlford Road intersection on Project before more than 50% of the units are built. Figure 5 depicted the proposed alignment of Street "E" or the Project Access Roadway. The northern section of this road, south of Lake Wohlford Road is called Foxley Drive and the southern section through the project is called Public Street "A". As shown in Figure 5, the alignment of this road is fairly straight with few minor curves. Therefore, the project will implement "road diets" on Foxley Drive south of Lake Wohlford Road and on Public Street "A" to narrow the width of the road in three areas to 24 feet in width. This includes the incorporation of pop outs at several locations on Foxley Drive and a narrowing of Public Street "A" in some locations. This will calm traffic and reduce the propensity for non-residential traffic to use Street "E" as a cut-through route. **Figure 8** and **Figure 9** present the proposed "road diet". The area of the proposed pop outs and neck down are noted by red ovals on these figures.



Figure 7. Beven Drive/Project Access Concept

Source: LLG 2022.



Figure 8. Proposed Foxley Street Road Diet



Figure 9. Proposed Public Street A Road Diet

3.3.3 Findings

The proposed project is consistent with the certified FEIR and will not result in any traffic/circulation impacts. Therefore, the comparison of anticipated traffic/circulation effects of the proposed project with the impacts disclosed in the previous certified EIR support the required CEQA findings summarized below. Specifically, none of the conditions defined in Sections 15162 and 15163 of the State CEQA Guidelines that would require preparation of a subsequent or supplemental EIR have been met.

Major Revisions Not Required. The proposed project will not result in any new traffic/circulation impacts, nor is there substantial increase in the severity of impacts from that described in the certified FEIR.

No Substantial Change in Circumstances Requiring Major EIR Revisions. There is no substantial evidence in the record or otherwise to indicate that there are substantial changes in the circumstances under which the traffic/circulation analysis was undertaken for the Northeast Gateway Specific Plan compared to the proposed project that would require major changes to the certified FEIR.

No New Information Showing Greater Significant Effects Than in Previous EIR. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the FEIR was certified indicating that a new significant effect not reported in the certified FEIR may occur. Based on the information and analysis above, there is no substantial new information that there will be a new significant traffic/circulation impacts requiring major revisions of the certified FEIR.

No New Information Showing Ability to Reduce Significant Effects in Previous EIR. Becuase the proposed project would not result in significant impacts with respect to traffic/circulation, no alternatives to the project or additional mitigation measures are necessary that would otherwise substantially reduce one or more of the potentially significant land use effects identified in and considered by the certified FEIR.

3.4 Noise

3.4.1 FEIR Conclusions

Noise impacts were analyzed in the FEIR (pages 122- 133). The analysis considered both trafficgenerated noise and construction noise. For the Northeast Gateway Specific Plan, impacts were identified for portions of future residential areas adjacent to East Valley Parkway and East Washington Avenue. The following mitigation measure was identified to reduce noise impacts to below a level of significance:

• When future designs become available in the SPA, a further noise analysis shall be conducted for any new project to identify measures to reduce noise level to those within the guidelines of the City of Escondido. These analyses shall consider the project design specifics including grading, building placement, sensitive outdoor use area and circulation element roadways.

3.4.2 Project Analysis

Consistent with the noise mitigation identified in the FEIR, a project-specific noise analysis was by LDN Consulting (LDN 2022a). The complete report is included as **Appendix C**. The analysis considered both construction and operational noise impacts.

Construction Analysis

Construction Noise Levels

Construction noise represents a short-term impact on the ambient noise levels. Noise generated by construction and demolition equipment includes haul trucks, water trucks, graders, dozers, loaders and pile drivers, which can reach relatively high levels. Grading activities typically represent one of the highest potential sources for noise impacts. The most effective method of controlling construction noise is through local control of construction hours and by limiting the hours of construction to normal weekday working hours.

The project shall comply with local construction and grading noise regulations. Construction would only occur between the hours of 7:00 a.m. and 6:00 p.m. on Monday through Friday and between the hours of 9:00 a.m. and 5:00 p.m. on Saturdays. Grading would be similarly limited, except on Saturdays when it would be limited to between 10:00 a.m. and 5:00 p.m.

The U.S. Environmental Protection Agency (U.S. EPA) and the U.S. Department of Transportation (U.S. DOT) have compiled data regarding the noise generating characteristics of specific types of construction equipment. Noise levels generated by heavy construction equipment can range from 60 dBA to in excess of 100 dBA when measured at 50 feet. However, these noise levels diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 75 dBA measured at 50 feet from the noise source to the receptor would be reduced to 69 dBA at 100 feet from the source to the receptor and reduced to 63 dBA at 200 feet from the source.

Potential Noise Impact Identification

Using a point-source noise prediction model, calculations of the expected construction noise impacts were completed. The essential model input data for these performance equations include the source levels of each type of equipment, relative source to receiver horizontal and vertical separations, the amount of time the equipment is operating in a given day, also referred to as the duty-cycle and any transmission loss from topography or barriers.

Based on empirical data and the amount of equipment needed, worst-case noise impacts from this construction equipment would occur during the demolition and grading operations. In order to determine the worst-case scenario for the grading activities, all the equipment was placed in a common location, which is not physically possible. As shown in **Table 12**, even if all the equipment were placed together, the cumulative noise levels would be 80.1 dBA and would attenuate 9,5 dBA at a distance of 150-feet from the point source noise and would 73.6 dBA, which is below the 75 dBA threshold.

Demolition Activities Noise Findings

Demolition of existing structures will be required as part of the project. Not all the demolition equipment will operate continuously over an 8-hour period. Rather, the equipment will be utilized on an as-needed basis depending on the demolition activities are required. As an example: a saw will be used to weaken some of the structural components of the structure and then the excavator would be utilized to demo that section of the structure. The excavator or a loader will then be used to place the debris into the haul trucks.

Equipment Type	Quantity Used	Source @ 50 Feet (dBA)	Cumulative Noise Level @ 50 Feet (dBA)
Dozer – D8	2	72	75.0
Tractor/Backhoe	2	72	75.0
Loader/Grader	2	73	76.0
Water Truck	1	70	70.0
Paver/Blade	2	75	75.0
Dump Truck	2	75	78.0
	Cu	mulative Level @ 50 feet	80.1
	150		
	-9.5		
	73.6		

Table 12. Construction Noise Levels

Source: LDN 2022a.

Noise levels from the demolition activities can reach short-term peak noise levels in excess of 90 dBA but will decay rapidly. This is due to the fact that once the equipment knocks down a portion of the building the debris needs to be removed, sorted and inspected. Based on empirical data gathered during the monitoring of a similar project, the worst-case hourly noise level was found to be up to 81 dBA Leq at an average distance of 25 feet for demolition activities (Source: Aztec Court Noise Monitoring – San Diego, LDN Consulting, 2012). At an average distance of 50 feet, the noise level from the demolition activities would be roughly 75 dBA. The average distance from the demolition activities is anticipated to vary between 100 feet and 200 feet from the adjacent property lines. Given this, the noise levels will comply with the average 75 dBA threshold at the property lines.

Construction Noise Conclusions

Construction equipment will be spread out over the project site from distances near the occupied property to distances of over 200-feet away. Based upon the proposed site plan construction activities will average more than 150-feet away from the adjacent property lines. At average distances over 150-feet the construction activities are anticipated to not exceed the City's 75 dBA standard and would not require any mitigation measures.

Construction Vibration Findings

The nearest vibration-sensitive uses are the residences located 150 feet or more from the proposed construction. **Table 13** lists the average vibration levels that would be experienced at the nearest vibration sensitive land uses from the temporary construction activities.

Equipment	Approximate Velocity Level at 25 Feet (VdB)	Approximate RMS Velocity at 25 Feet (in/sec)	Approximate Velocity Level at 100 Feet (VdB)	Approximate RMS Velocity at 100 Feet (in/sec)
Small bulldozer	58	0.003	68.9	0.0111
Jackhammer	79	0.035	60.9	0.0044
Loaded trucks	86	0.076	67.9	0.0095
Large bulldozer	87	0.089	39.9	0.0004
		FTA Criteria	80	0.2
		Significant Impact?	No	No

Table 13. Vibration Levels from Construction Activities (Residential Receptors)

Source: LDN 2022a.

1 PPV at Distance D = PPVref x (25/D)1.5

The FTA has determined vibration levels that would cause annoyance to a substantial number of people and potential damage to building structures. The FTA criterion for vibration induced structural damage is 0.20 in/sec for the peak particle velocity (PPV). Project construction activities would result in PPV levels below the FTA's criteria for vibration induced structural damage. Therefore, project construction activities would not result in vibration induced structural damage to residential buildings near the construction areas. The FTA criterion for infrequent vibration induced annoyance is 80 Vibration Velocity (VdB) for residential uses. Construction activities would generate levels of vibration that would not exceed the FTA criteria for nuisance for nearby residential uses. Therefore, vibration impacts would be less than significant.

Transportation Noise Analysis

Existing Noise Environment

To determine the existing noise environment and to assess potential noise impacts, 24-hour measurements were taken at the project's property line having a relatively flat terrain and no obstruction from trees or structures. The noise measurement location was determined based on site access and noise impact potential to the proposed sensitive uses. Monitoring location 1 (M1) was located at the southwest portion of the project site facing East Valley Parkway and Beven Drive. The noise measurements were recorded on February 9 and 10, 2022 by LDN between approximately 11:00 a.m. and 11:00 a.m. the following day. Noise levels ranged from 51.8 Leq to 67.8 Leq, depending on the time of day. Table 14 provides the hourly noise levels.

Time	LT-1 (Leq)	LT-1 (CNEL)
2:00 PM	60.5	60.5
3:00 PM	60.8	60.8
4:00 PM	61.7	61.7
5:00 PM	62.1	62.1
6:00 PM	64.4	64.4
7:00 PM	63.5	63.5
8:00 PM	61.8	66.8
9:00 PM	60.2	65.2
10:00 PM	59.6	64.6
11:00 PM	59.5	69.5
12:00 AM	56.0	66.0
1:00 AM	54.0	64.0
2:00 AM	51.8	61.8
3:00 AM	52.6	62.6
4:00 AM	53.7	63.7
5:00 AM	57.5	67.5
6:00 AM	61.9	71.9
7:00 AM	63.5	73.5
8:00 AM	63.9	63.9
9:00 AM	62.2	62.2
10:00 AM	60.9	60.9
11:00 AM	59.4	59.4
12:00 PM	67.8	67.8
1:00 PM	60.0	60.0
Overall	61.5	66.2

Table 14. Long-Term Noise Level Summary

Source: LDN 2022a.

Onsite Transportation Related Noise Levels

To determine the future noise environment and impact potentials the Caltrans Sound32 noise model was utilized. The critical model input parameters, which determine the projected vehicular traffic noise levels, include vehicle travel speeds, the percentages of automobiles, medium trucks and heavy trucks in the roadway volume, the site conditions (hard or soft) and the peak hour traffic volume. The required coordinate information necessary for the Sound32 traffic noise prediction model input was taken from the site plans provided by Hunsaker & Associates, 2022. To determine the future noise levels, the site plans were used to identify the pad elevations, the roadway elevations and the relationship between the noise source(s) and the receptors. The outdoor observers were located in the outdoor areas and placed five feet above the finished pad elevation.

Table 15 presents the roadway parameters used in the analysis for the future Buildout conditions. The vehicle mix provides the hourly percentages of automobile, medium trucks and heavy trucks. The Buildout traffic volumes were provided by SANDAG's Transportation Forecast Information Center (TFIC) Series ABM2/2019 for Forecast Year 2035 (SANDAG, Series ABM2/2019 RTP). The traffic mix along East Valley Parkway was obtained from the typical vehicle mix observed in the City of Escondido. The modeled observer locations for the potentially most affected units are presented in **Figure 10**.

		Modeled Speeds	Vehicle Mix % ⁽²⁾		
Roadway	Traffic (ADT) ⁽¹⁾	(MPH)	Auto	Medium Trucks	Heavy Trucks
E. Valley parkway	45,200	45	96	2	2

Table 15.	Future	Traffic	Parameters
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Source: LDN 2022a.

Notes: (1) SANDA TFIC Series ABM2/2-19 for Forecast Year 2035 (SANDAG, Series ABM2/2019RTP) (2) Typical vehicle mix observed in the City of Escondido

Based upon these findings, attenuation of noise levels for the ground level outdoor use area is necessary along East Valley Parkway to comply with the City Noise Standard of 60 dBA CNEL (**Figure 11**). The barriers must be constructed of a non-gapping material consisting of masonry, $\frac{1}{2}$ inch thick glass, earthen berm or any combination of these materials. Implementation of these barriers will ensure the noise levels at the ground level outdoor use areas meet the requirements of the City's Noise Standard.

Additionally, to ensure compliance with the CCR Title 24 interior noise threshold of 45 dBA CNEL, a final noise assessment shall be performed prior to the issuance of building permits. This final report shall identify the interior noise requirements based on architectural and building plans to meet the City's established interior noise limit. The identified interior noise requirements, which may include conventional building construction methods and providing a closed window condition requiring a means of mechanical ventilation (e.g., air condition) for each building and upgraded windows for all sensitive rooms (e.g., bedrooms and living spaces), shall also be in place prior to occupancy of the residences.



Figure 10. Modeled Receptor Locations

Source: LDN 2022a.



Figure 11. Noise Barrier Heights and Location

Source: LDN 2022a.

Existing Noise Findings

The modeling results for the Buildout analysis are quantitatively shown in Table 16.

Receptor Number	Lot Number	1 st Floor Unmitigated Noise Level (dBA CNEL)	Barrier Heights (Feet) ⁽¹⁾	1 st Floor Mitigated Noise Level (dBA CNEL) ⁽²⁾	2 nd Floor Building Façade Noise Level (dBA CNEL) ⁽²⁾
1	35	61	5	57	62
2	34	63	5	58	63
3	17	63	5	58	63
4	16	73	10	60	73
5	15	73	10	60	71
6	14	73	10	60	71
7	12	73	10	60	73
8	10	73	10	60	73
9	8	73	10	60	72
10	6	73	10	60	73
11	5	73	10	60	73
12	1	63	5	58	63
13	2	63	5	58	62
14	3	62	5	57	61
15	4	62	5	56	60
16	24	60	1	56	57
17	25	60	1	57	57
18	22	60	1	54	56
19	27	60	1	55	56
20	20	60	1	54	56
21	29	59	1	54	56
22	31	59	1	55	57
23	18	60	1	56	58
24	32	60	1	56	28
25	33	62	O (3)	57	61
26	36	56		53	55
27	38	56		55	55
28	40	55		54	54
29	49	56		54	54
30	48	56		53	54

Table 16. Future Exterior Noise Levels

Receptor Number	Lot Number	1 st Floor Unmitigated Noise Level (dBA CNEL)	Barrier Heights (Feet) ⁽¹⁾	1 st Floor Mitigated Noise Level (dBA CNEL) ⁽²⁾	2 nd Floor Building Façade Noise Level (dBA CNEL) ⁽²⁾
31	46	54		52	52
32	44	53		50	51
33	51	57		54	55
34	53	55		52	53
35	55	54		51	52
36	64	58		57	57
37	62	57		56	56
38	60	55		54	54

Source: LDN 2022a.

Notes: Barrier heights above pad elevation

Interior noise assessment needed if facades are above 60 dBA CNEL Receptor is mitigated to 60 dBA CNEL by barriers on other lots

3.4.3 Findings

The proposed project is consistent with the certified FEIR and will not result in any new significant noise impacts. Consistent with the noise mitigation identified in the FEIR, a project-specific noise analysis was prepared by LDN Consulting (LDN 2022a). Based upon this, barriers are necessary along East Valley Parkway to comply with the City Noise Standard of 60 dBA CNEL at the ground level outdoor use areas. The specific areas are shown in Figure 11. The barriers must be constructed of a non-gapping material consisting of masonry, ½ inch thick glass, earthen berm or any combination of these materials. This requirement will be included as a condition of project approval to ensure the project complies with the City's Noise Standard of 60 dBA CNEL at the ground level outdoor use areas and there are no noise impacts. Therefore, the comparison of anticipated noise effects of the proposed project with the impacts disclosed in the previous certified EIR support the required CEQA findings summarized below. Specifically, none of the conditions defined in Sections 15162 and 15163 of the State CEQA Guidelines that would require preparation of a subsequent or supplemental EIR have been met.

Major Revisions Not Required. The proposed project will not result in any new noise impacts, nor is there substantial increase in the severity of impacts from that described in the certified FEIR.

No Substantial Change in Circumstances Requiring Major EIR Revisions. There is no substantial evidence in the record or otherwise to indicate that there are substantial changes in the circumstances under which the noise analysis was undertaken for the Northeast Gateway Specific Plan compared to the proposed project that would require major changes to the certified FEIR.

No New Information Showing Greater Significant Effects Than in Previous EIR. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the FEIR was certified indicating that a new significant effect not reported in the certified FEIR may occur. Based on the information and analysis above, there is no substantial new information that there will be a new significant noise impacts requiring major revisions of the certified FEIR.

No New Information Showing Ability to Reduce Significant Effects in Previous EIR. Because the proposed project would not result in significant impacts with respect to noise, no alternatives to the project or additional mitigation measures are necessary that would otherwise substantially reduce one or more of the potentially significant land use effects identified in and considered by the certified FEIR.

3.5 Geology/Soils

3.5.1 FEIR Conclusions

Geology and soils impacts were analyzed in the FEIR (pages 134-141). Analyzed topics included seismicity, groundwater, liquefaction, tsunamis, seiche, and blasting, For the Northeast Gateway Specific Plan, the following mitigation measure was identified:

• A detailed geotechnical investigation of the subject area shall be conducted prior to development within the Northeast Gateway SPA, except for the Eureka Ranch TM project area (PA 1), for which a detailed investigation has been completed and significant impacts would be mitigated to below a level of significance.

3.5.2 Project Analysis

As required by the mitigation measure in the FEIR, a geotechnical investigation was prepared for the project by Geocon Incorporated (Geocon 2022). The complete report is included as **Appendix D**. The geotechnical investigation did not identify any geologic conditions would preclude the proposed development, provided the recommendations provided in report are implemented in design and construction.

The project shall implement all recommendations from the geotechnical investigation report (GEOCON 2022). These recommendations, which will be included as a condition of project approval, include general provisions related to the site as well as specific recommendations related to soil and excavation, grading, earthwork grading factors, subdrains, temporary excavations, seismic design criteria, foundations, concrete flatwork, retaining walls, and lateral loading, The detailed recommendations are included in Chapter 8 of the geotechnical report, which is included as Appendix D of this document.

3.5.3 Findings

The proposed project is consistent with the certified FEIR and will not result in any geology/soils impacts. The project shall implement all recommendations from the project-specific geotechnical investigation report (GEOCON 2022). These recommendations, which will be included as a condition of project approval, include general provisions related to the site as well as specific recommendations related to soil and excavation, grading, earthwork grading factors, subdrains, temporary excavations, seismic design criteria, foundations, concrete flatwork, retaining walls, and lateral loading, The detailed recommendations are included in Chapter 8 of the geotechnical report, which is included as Appendix D of this document. Therefore, the comparison of anticipated geology/soils effects of the proposed project with the impacts disclosed in the previous certified EIR support the required CEQA findings summarized below. Specifically, none of the conditions defined in Sections 15162 and 15163 of the State CEQA Guidelines that would require preparation of a subsequent or supplemental EIR have been met.

Major Revisions Not Required. The proposed project will not result in any new geology/soils impacts, nor is there substantial increase in the severity of impacts from that described in the certified FEIR.

No Substantial Change in Circumstances Requiring Major EIR Revisions. There is no substantial evidence in the record or otherwise to indicate that there are substantial changes in the circumstances under which the geology/soils analysis was undertaken for the Northeast Gateway Specific Plan compared to the proposed project that would require major changes to the certified FEIR.

No New Information Showing Greater Significant Effects Than in Previous EIR. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the FEIR was certified indicating that a new significant effect not reported in the certified FEIR may occur. Based on the information and analysis above, there is no substantial new information that there will be a new significant geology/soils impacts requiring major revisions of the certified FEIR.

No New Information Showing Ability to Reduce Significant Effects in Previous EIR. Because the proposed project would not result in significant impacts with respect to geology/soils, no alternatives to the project or additional mitigation measures are necessary that would otherwise substantially reduce one or more of the potentially significant land use effects identified in and considered by the certified FEIR.

3.6 Biological Resources

3.6.1 FEIR Conclusions

Biological resources impacts were analyzed in the FEIR (pages 142-185). The analysis considered special status species, riparian habitats and sensitive natural communities, protected wetlands, wildlife movement, conflict with local plans and policies that protect biological resources and consistency with the Multiple Habitat Conservation Program (MHCP) plan. For the program-level analysis for the overall Northeast Gateway SP, the analysis was broken down by Planning Area. The proposed project is located within Planning Area 2. Depending on the footprint of development within Planning Area 2, the FEIR identified a potential for impact to coastal sage scrub, chaparral, coast live oak woodland, and/or Englemann oak woodland. The following mitigation measure was identified for Planning Area 2:

• If coastal sage scrub, chaparral, coast live oak woodland, or Englemann oak woodland are impacted in the future, mitigation would be required. The native habitat in Planning Area 2 is located within the draft MHCP softline Focused Planning Area, and 75 percent (31.7 acres) of the 42.3 acres of native habitat must be preserved. Mitigation ratios for coastal sage scrub, chaparral, coast live oak woodland, and Englemann oak woodland habitat would be 2:1, 1:1, 3:1 and 3:1, respectively.

The following mitigation measures were also identified to reduce potential impacts to species covered under the Migratory Bird Treaty Act and to raptors:

• To reduce potential impact to nesting bird species protected under the Migratory Bird Treaty Act, it is recommended that all vegetation in impact areas be crushed or grubbed between September 1 and February 1, which is outside the breeding season, or when activities must be conducted during the nesting season, a qualified biologist will complete surveys within suitable habitat once per week prior to initiation of construction activities; and based on the surveys, will either certify to the City of Escondido in writing that impacts to nesting birds would be avoided; or that an area has been flagged to identify a construction-free zone to avoid disturbance of nesting birds; or the biologist verifies in writing that the nesting has occurred but has ceased and construction can occur until the following February 1 without impact to nesting birds.

- To avoid potential impacts to any nesting raptor species, the following construction limitations shall apply:
 - No construction will occur between February 1 and August 30; or
 - A qualified biologist will perform a raptor nest survey to be completed not more than one week prior to initiation of construction activities; and based on the survey, will certify in writing to the City of Escondido that there are no nesting raptors on the project site; or
 - If active raptor nests are identified during the pre-construction survey, certify in writing to the City that are area of no less than a 500-foot radius from the nest(s) has been flagged to identify a construction-free zone to avoid disturbance of nesting raptors; or
 - The biologist verifies in writing to the City that nesting has occurred by has ceased and construction can occur until the following February 1 without impact to nesting raptors.

The following mitigation measures were in the FEIR to address potential impacts related to construction activities:

- Prior to commencement of clearing or grading activities, a biological monitor will flag the boundaries of the open space and fencing will be installed to prevent construction-related disturbance from occurring outside the limits of the impact area. An approved biological monitor will conduct a pre-construction meeting with the construction crew prior to ground-disturbing activities to inform members of the crew important and sensitive of the open space sensitive species. The biological monitor will approve the flagging and staking prior to clearing and will be present during the clearing and grubbing of the vegetation
- No temporary storage or stockpiling of construction materials will be allowed within the dedicated open space, and all staging for equipment and materials will be located as far from open space as possible. Stating areas and construction site will be kept free of trash, refuse and other waste.
- During grading and construction adjacent to dedicated open space, a biological monitor will monitor adjacent habitat for excessive accumulation of dust and other disturbances such as erosion. Erosion control devices will be monitoring during rain events to ensure that topsoil, dirt and other materials are not washing into open space or causing erosion in on-site drainages. If significant amounts of dust are observed to be impacting the open space, corrective measures, such as spraying with water to control dust, will be implemented.

The following mitigation measures were in the FEIR to address potential impacts related to the adjacency of development and protected open space.

- No lighting shall be directed toward the open space areas except for areas necessary for public safety. For instance, parking lot or driveway lighting adjacent to the preserve shall be directed away from the preserve or shielded with native or non-invasive plants, berms, or walls. Low-pressure sodium fixtures and shielding may be used, where feasible, in accordance with the City of Escondido outdoor lighting ordinance (Zoning Code ch. 107, section 1072.10.0).
- Temporary fencing will be installed in locations where construction activities are within 100 feet of open space. The fencing installation will occur within the impact and will not impact

vegetation within open space. All fencing will remain in place until the completion of clearing, grading and construction activities.

- Potential impacts from human and pet intrusion into on-site open space will be minimized by the inclusion of permanent fencing along the backyards of residential lots adjacent to open space. No gates allowing access to open space from the backyards will be allowed and fencing will prevent domestic pets from entering open space to the maximum extent practicable. Barriers along the preserve boundary will direct public access to appropriate entrance locations.
- The limits of brush management zones adjacent to dedicated open space will be permanently marked to minimize encroachment of brush removal or alteration in the open space. Brush management limits will be enforced in the Covenants, Codes and Restrictions (CC&Rs) for the Eureka Ranch residential development.
- Prior to any clearing activities or recordation of a final map, a monitoring/management plan for open space areas will be developed in coordination with the City of Escondido and the wildlife agencies. The applicant will identify a Habitat Manager, such as a natural lands management organization to ensure the conservation of biological resources in the preserved habitat in perpetuity. The Habitat Manager will be subject to the approval of the wildlife agencies. The manager will prepare a management plan, outlining actions that will be taken to manage the biological resources in open space. A Property Analysis Record (PAR), or similar analysis, will be used to estimate initial start-up costs and ongoing annual costs of management activities outlined in the plan. A financial mechanism, such as a non-wasting endowment, will be established to ensure that the funding is available and of a sufficient amount to implement the management plan. The City of Escondido reserves the right to review the financing plan to ensure that the level of funding is sufficient to cover any City involvement in monitoring the manager or assuming the manager's duties in the event of a default.
- The trails proposed by the Specific Plan in the SPA are located in disturbed or development areas. Some trails are located adjacent to open space. No new trails are proposed for construction within designated open space. All trailheads, access areas, and trails will be clearly demarcated. Unauthorized trails shall be discouraged through public notice and posting of signs. Permanent fencing may be installed to deter the use of unauthorized trails. Signs will include the following directives:
 - All pets taken of the trail shall be leashed, for the safety of other pedestrians and equestrians and to protect the adjacent habitats.
 - No motorized vehicles shall be permitted on the trails, other than those authorized for trail maintenance and trash removal.
- All manufactured slopes and other open and developed areas adjacent to open space will be revegetated with native species. City of Escondido MHCP Subarea Plan (2001) prohibits the use of non-native, invasive plants in landscaping palettes within 1,000 feet of the preserve. Exotic plant species that cannot be used in any landscaped areas within the project site include those species listed on Lists A and B of the California Exotic Pest Plan Council's list of Exotic Pest Plants of Greatest Ecological Concern in California as of October 1999. This list includes species such as pepper trees, pampas grass, fountain grass, ice plant, myoporum, black locust, capeweed, tree of heaven, periwinkle, sweet alyssum, English ivy, Scotch broom and Spanish broom. A copy of the complete list can be obtained by contact the California Exotic

Pest Plant Council at 32912 Calle del Tesoro, San Juan Capistrano, CA 92675-4427, or by accessing their website at http://www.caleppc.org.

The analysis concluded that implementation of the biological resources mitigation measures would reduce all impact to below a level of significance.

3.6.2 Project Analysis

A biological resources report was prepared for the project by RECON (2022). The complete report is included as **Appendix E**.

Survey

A general biological survey was conducted on April 19, 2022. Vegetation communities and land cover types were mapped on a 1-inch-equals-100-feet aerial photograph of the project area. A list of plant species observed was taken and a list of wildlife species that were observed directly or detected from calls, tracks, nests, or other alternative sign, such as burrows or scat, was prepared. The surveys were performed during the day; therefore, nocturnal animals were identified by sign.

The survey also included a directed search for sensitive plants that would have been apparent during the time of the survey. Limitations to the compilation of a comprehensive floral checklist were imposed by seasonal factors, such as late blooming periods. Sensitive animal species observed directly or detected from calls, tracks, scat, nests, or other signs were noted.

Per the City Municipal Code Section 33-1068.C (2)(a), a tree survey was conducted in order to record the location and measurements including drip line, and trunk diameter at breast height (DBH) of the coast live oaks and other mature trees on-site. This tree survey was conducted by certified arborists at Dudek (Dudek 2022a) and the complete report is included as **Appendix F**.

Existing Conditions

A portion of the project area is within an MHCP Soft Line Preserve Focused Planning Area (FPA) (see **Figure 12**). The FPA is located on the eastern portion of the northeastern part of the project area. It encompasses the steep foothills east of the project area. The "soft line" designation for this FPA is conditioned on a 75 percent preservation goal of the area (City of Escondido 2001, SANDAG 2003).

Vegetation Communities

Six vegetation communities occur on- and off-site and these communities include coast live oak woodland, coastal sage scrub, southern mixed chaparral, disturbed land, ornamental plantings, and developed (Figure 12 and **Table 17**). All plant species observed during the general surveys are listed in Attachment 1 of Appendix E.

Vegetation Communities	Existing Acres		
Coast Live Oak Woodland	0.20		
Coastal Sage Scrub	2.37		
Southern Mixed Chaparral	8.77		
Disturbed Land	22.87		

Table 17. Vegetation Communities in Project Area

Ornamental Plantings	0.08
Developed Land	2.90
Total	37.19

Source: RECON 2002a.

Coast Live Oak Woodland

The coast live oak woodland vegetation is located in the northeastern portion of the site (Figure 12). It is comprised of a small stand of coast live oak trees (*Quercus agrifolia*). Annual grasses dominate the understory of this small woodland area. There is 0.20 acre of coast live oak woodland on the project site.

Coastal Sage Scrub

Four patches of coastal sage scrub vegetation occur in the project area. Three small, isolated patches of coastal sage scrub occur in the north-central portion of the site surrounded by disturbed land (Figure 12). These three isolated patches are dominated by a dense stand of California sagebrush (*Artemisia californica*) and California buckwheat (*Eriogonum fasciculatum*) shrubs.

A larger patch of coastal sage scrub occurs on the lower portion of the hillside on the northeastern portion of the project area (Figure 12). This stand of sage scrub includes individuals of California sagebrush and California buckwheat along with scattered individuals of laurel sumac (*Malosma laurina*). The understory contains scattered individuals of the native bunchgrass, purple needlegrass (*Nassella pulchra*), chaparral gilia (*Gilia angelensis*), caterpillar phacelia (*Phacelia cicutaria*), and Nuttall's snapdragon (*Antirrhinum nuttallianum*). This coastal sage scrub patch is contiguous with the adjacent chaparral vegetation. There are 2.37 acres of coastal sage scrub on the project site.

Southern Mixed Chaparral

Southern mixed chaparral vegetation occurs on the northeastern portion of the site on the steep hillside (Figure 12). This vegetation community is dominated by chamise (*Adenostema fasciculatum*), California buckwheat, and laurel sumac with scattered individual patches of yellow bush penstemon (*Keckiella antirrhinoides*), Ramona lilac (*Ceanothus tomentosus*), white sage (*Salvia apiana*), black sage (*Salvia mellifera*), and long-stemmed golden-yarrrow (*Eriophyllum confertiflorum*). The understory and openings between shrubs contain scattered individuals of cryptantha (*Cryptantha intermdia; C. micromeres*), blue-eyed grass (*Sisyrinchium bellum*), and Bigelow's spike-moss (*Selaginella bigelovii*) along with annual brome grasses (*Bromus diandrus; B. hordaceous; B. rubens*). There are 8.77 acres of southern mixed chaparral on the project site.



Figure 12. Biological Resources on Project Site

Source: RECON 2022.

Disturbed Land

Disturbed land is typically composed of non-native plant species such as ornamentals or ruderal exotic species that take advantage of disturbance or can be devoid of vegetation (Oberbauer et al. 2008). Previous vehicular disturbance or evidence of dumping can contribute to lands becoming disturbed. Most of the project area is characterized as disturbed land due the lack of native vegetation and level of human use. The northwestern disturbed land consists of a stand of trees comprised of primarily Peruvian pepper (Schinus mole), Brazilian pepper (Schinus terebinthifolius), various gum trees (*Eucalyptus spp.*), and scattered isolated coast live oak trees. Small groups of orchard trees remain on portions of the disturbed land and are comprised of various citrus trees and a few olive trees (*Olea Europa*).

Other scattered ornamental trees occur around the existing residences as documented by the tree survey. The open areas of the disturbed land are dominated by non-native plant species. Annual brome grasses are common along with Russian thistle (*Salsola tragus*), sourclover (*Melilotus indicus*), yellow star-thistle (*Centaurea solstitialis*), crown daisy (*Glebionis coronaria*), dwarf nettle (*Urtica urens*), and tumbleweed (*Amaranthus albus*). There are 22.87 acres of disturbed land on the project site (Figure 12).

Ornamental Plantings

A small portion of the southern boundary of the project area extends into a previously developed area. This area contains turf grasses and other ornamental plantings that are not native (Figure 12). There are 0.08 acres of ornamental plantings on the project site.

Developed Land

The developed land portions of the project area consist of paved roads and areas where existing and past residences or businesses occur (Figure 12). These locations are either devoid of vegetation or have non-native ornamental plantings of trees, shrubs, and/or turf grasses. There are 2.90 acres of developed land on the project site.

Wildlife Resources

The wildlife species observed on-site are typical of urban and disturbed areas in San Diego County. A list of the wildlife species detected on-site is included in Attachment 2 of Appendix E. Wildlife species observed comprised three invertebrate species, two reptile species, fifteen bird species, and three mammal species. The most common wildlife observed were birds, including mourning dove (*Zenaida macroura*), northern mockingbird (*Mimus polyglottos*), western kingbird (*Tyrannus verticalis*), and house finch (*Haemorhous mexicanus*). Botta's pocket gopher (*Thomomys bottae*) burrows are common in the disturbed areas.

Sensitive Vegetation Communities

Three sensitive vegetation communities are present on the site. The coast live oak woodland, a MHCP Group A vegetation community, is considered a sensitive upland habitat. The coastal sage scrub and southern mixed chaparral, a MHCP Group B and C community, respectively, are also considered sensitive upland habitats. The disturbed land, developed area, and the small area of ornamental plantings within the project area are MHCP Group F communities and are not considered sensitive habitat types.

Sensitive Plant Species

No sensitive plant species were observed or have a moderate or high potential to occur in the project area primarily due to the level of disturbance on the site. Three sensitive plant species with a low potential for occurrence within the project area are flat-leaf summer holly (*Comarostaphylis diversifolia ssp. Planifolia*), Englemann oak (*Quercus engelmannii*), and Ramona horkelia (*Horkelia truncate*). These species have a low potential for occurrence as they would have been easily observed if present, or the project area lack suitable substrates or conditions to support the species.

As indicated above, a tree survey was completed in accordance with the City's Municipal Code requirements (Dudek 2022a). This tree survey identified a total of 316 trees that are covered by the Municipal Code in the project area. This total number of covered trees is comprised of 246 "mature" trees, 15 "native" oak trees, and 55 protected oak trees. The distribution and location of each of these trees can be found in the tree survey report (Dudek 2022a).

Sensitive Wildlife Species

No sensitive wildlife species were observed in the project area. Five sensitive wildlife species known to occur in the project vicinity (within one mile of the project site) or that have potential to occur based on species range and habitats present are evaluated in Attachment 4 of Appendix E. Four of these species have a moderate potential to occur in the native habitats on the steep slopes in the northeastern portion of the project area. These species include Belding's orange-throated whiptail (*Aspidoscelis hyperythra beldingi*), San Diegan tiger whiptail (*Aspidoscelis tigris stejnegeri*), coastal California gnatcatcher (*Polioptila californica californica*), and southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*).

All four of these species have a moderate potential for occurrence in the undisturbed coastal sage scrub and southern mixed chaparral habitat in the northeastern portion of the project area. These shrubland habitats support a variety of mature native shrubs and herbaceous species that provide quality habitat for these species. None of these species were observed during the site visits conducted as part of this study.

Aquatic Resources

No wetland aquatic resources were observed in the project area. One non-wetland drainage course is in the eastern portion of the project area in the steep hillside. This drainage course is vegetated with upland chaparral species. The drainage course is considered a potential non-wetland water of the U.S. and State, and a streambed.

Wildlife Movement

Wildlife movement corridors are defined as areas that connect suitable wildlife habitat areas in a region otherwise fragmented by rugged terrain, changes in vegetation, or human disturbance. Natural features such as canyon drainages, ridgelines, or areas with vegetation cover provide corridors for wildlife travel. Wildlife movement corridors are important, because they provide access to mates, food, and water; allow the dispersal of individuals away from high population density areas; and facilitate the exchange of genetic traits between populations. Wildlife movement corridors are considered sensitive by resource and conservation agencies. The portion of the project area within the FPA in the northeastern portion functions as part of a significant wildlife movement corridor to the east, north, and south. This FPA is adjacent to the large Daley Ranch preserve the occurs just off-site to the east and north and provides contiguous native habitat for wildlife movement along this north-south corridor. The remainder of the lower elevations of the west part of the project area are not considered part of

the wildlife movement corridor due to the level of disturbance and residential development, roads, and fencing which restrict its use for wildlife movement.

Tree Inventory

A tree inventory and arborist report was prepared for the project by Dudek (2022). The complete report is included as Appendix F. There are 379 trees representing 26 different species located within the project tree survey area. The 379 trees are comprised of 246 "mature" trees, 15 "native" oak trees, 55 protected oak trees, and 63 non-jurisdictional trees. A majority (246 trees) of the inventoried trees are not native to California. Protected oak and native trees found on site consist primarily of coast live oak (*Quercus agrifolia*). Table 1 in the Arborist Report (Appendix F of this document) provides a summary of the 25 individual species mapped and evaluated within the tree survey area. Trees within the tree survey area vary in size and stature according to species and available growing space. The coast live oak trees on site are primarily single stemmed with trunk diameters ranging from 4 to 28 inches in diameter at standard height (d.s.h). Multi-stemmed oak trees with two to five stems have diameters of up to 20 inches d.s.h. Single- and multi-stemmed ornamental landscape tree species have combined trunk diameters between 2.3 and 49 inches d.s.h. Tree heights vary from 6 to 60 feet. Taller trees (40-plus feet) are represented primarily by eucalyptus, coast live oak, Peruvian pepper, Canary Island palm and Mexican fan palm. Tree canopy extents range from 2 feet to nearly 45 feet.

Project Impacts

The impacts to vegetation communities from the project are summarized in **Table 18.** The location of these impacts is shown on **Figure 13.** Direct and indirect impacts to biological resources are discussed below.

Vegetation Communities	Existing Acreage	On-Site Impacts	Off-Site Impacts	Total Impacts
Coast Live Oak Woodland	0.20			
Coastal Sage Scrub	2.37	0.59		0.59
Southern Mixed Chaparral	8.77			
Disturbed Land	22.87	21.88	0.70	22.58
Ornamental Plantings	0.08	0.04	0.05	0.09
Developed Land	2.90	1.57	0.03	1.60
Total	37.19	24.08	0.78	24.86

Table 18. Impacts to Vegetation Communities

Source: RECON 2022.

Figure 13. Biological Resources Impacts



Source: RECON 2022.

Vegetation Community Impacts

Direct permanent impacts to one sensitive upland vegetation community, coastal sage scrub (MHCP Group B), would occur with implementation of the project. This impact is considered significant and requires mitigation.

MM-BIO-1 Mitigation for direct impacts to coastal sage scrub habitat is required per the mitigation ratios outlined in the MHCP (SANDAG 2003). The mitigation ratio for impacts to coastal sage scrub located outside of an FPA is 1:1, resulting in a project mitigation requirement of 0.59 acre. Mitigation involving preservation of in-kind habitat must be located within an FPA. For the project, mitigation for impacts to coastal sage scrub would occur through the preservation of the 1.78 acres of coastal sage scrub habitat located within the on-site FPA with a conservation easement or other conservation mechanism.

Prior to clearing activities or recordation of a final map, the Developer shall submit a conservation easement to the City and Agencies for review and approval. Subject to concurrence with the City and Agencies, the Developer may initiate construction activities and record the final map prior to approval of the conservation easement by putting in place a deed restriction (i.e., Restrictive Covenant or Notice of Conditions or similar restrictive document) on the proposed open space lot to identify the lot as permanent open space and not subject to construction activities. The form and language of the deed restriction shall be approved by the City of Escondido and the California Department of Fish and Wildlife. Prior to the issuance of the first building permit, the final conservation easement shall be recorded and the deed restriction removed from the title.

Prior to Final Map, the applicant shall place all natural open space in a dedicated conservation easement with an irrevocable offer of dedication to the City of Escondido. The conserved lands shall be managed by an entity experienced in natural lands management. The wildlife agencies will be designed as third-party beneficiaries. The habitat manager shall provide assurances that management and monitoring of the open space occurs in perpetuity.

It should be noted that the FEIR identified the potential for impacts to coastal sage scrub habitat and identified coastal sage scrub mitigation be at a 2:1 ratio, however this assumed impacts would be within the FPA. The project has been designed to avoid any impacts to habitat within the FPA. Therefore the 1:1 mitigation ratio identified for the project is appropriate as the impact is occurring outside the FPA.

Sensitive Plant Species

No sensitive plant species were observed on the site. Therefore, there would be no impacts to any sensitive plant species except for mature and protected trees as discussed below.

Mature and Protected Trees

A total of 359 trees in the project area will require removal. Of this total, 232 are mature trees, 64 are native oak trees (15 native oak trees, and 49 protected oak trees) with the remainder 63 trees being non-jurisdictional (Dudek 2022a). Impacts to mature trees, native oak trees, and protected oak trees are considered significant. Implementation of the following mitigation measures (MM-BIO-2a and MM-BIO-2b) will reduce the impact to below level of significance.

- **MM-BIO-2a** Per the City Municipal Code Section 33-1068.C (2)(a), any mature tree that will be removed will be replaced at a 1:1 ratio and any protected tree that will be removed will be replaced at a 2:1 ratio. The preferred replacement is a tree(s) of equal size and caliper, per Section 33-1069 (b)(4). The minimum mitigation planting requirements for the removal of 232 mature trees (1:1 replacement ratio) and 64 protected trees (2:1 replacement ratio) is 360 trees. This number of trees can either be incorporated into the post development landscape and/or mitigated by a contribution to an in-lieu fee to the City of Escondido (Dudek 2022).
- MM-BIO-2b Tree protection measures shall be incorporated into the project design as outlined in Appendix E of the Northeast Gateway Project Tree Inventory and Arborist Report (Dudek 2022). These measures include tree protection measures prior to construction (fencing/signage pre-construction meeting), protection and maintenance measures during construction (avoidance. equipment operations/storage, storage and disposal of supplies and materials, moving of construction materials, grade changes, trenching, irrigation, canopy pruning, periodic washing of foliage, and inspection by ISA Certified Arborist), and maintenance measures after construction (mulch application, pruning, watering, spraying and monitoring).

Sensitive Wildlife Species

No sensitive wildlife species were observed in the project area; therefore, no direct impacts to wildlife species would occur. However, there is a moderate potential for the coastal California gnatcatcher and southern rufous-crowned sparrow to occur in the coastal sage scrub habitat in the northeast portion of the site. These species are considered covered species under the MHCP and impacts to occupied habitat requires mitigation. Avoidance measures are required to ensure that no direct impacts to coastal California gnatcatcher and southern rufous-crowned sparrow occur during clearing and grubbing of the site.

There is also the potential for direct impacts to avian species if clearing and grubbing of vegetation is conducted during the breeding season. Avoidance measures are required to ensure that no direct impacts to nesting avian species occurs during grading of the project. Implementation of mitigation measures MM-BIO-3a through MM-BIO-3f will reduce potential impacts to raptors, coastal California gnatcatcher, southern rufous-crowned sparrows and other avian species protected under the MBTA:

MM-BIO-3a Prior to issuance of grading permits, the following shall be identified on the grading plan:

A qualified biologist shall determine if any active avian nests occur on or in the immediate vicinity of the project site if construction is set to commence or continue into the breeding season of raptors, coastal California gnatcatcher, southern rufous-crowned sparrow, and/or general avian species (January 1 to September 1). If active nests of any of these sensitive bird species, raptors, or other general avian species are found, the appropriate buffer setback for the particular species nesting (200 feet for general avian species and 500 feet for special status species and raptors) shall be established and the area within this buffer setback shall not be disturbed until after September 1 or until the nest becomes inactive.

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

- **MM-BIO-3b** Lighting for the project where adjacent to the FPA shall be shielded and/or directed away from the FPA open space area. Understanding that some species rely on darkness for shelter, feeding patterns, migrating, the areas adjacent to the FPA would be especially sensitive to light exposure in order to retain native characteristics. Placement and use of lighting associated with the project shall be designed to be shielded and directed downward to minimize light pollution of adjacent FPA lands and accommodate the habits of nocturnal species that prefer to move and forage in darkness.
- **MM-BIO-3c** Per the MHCP and City's Draft Subarea Plan, new residential development located adjacent to an FPA must incorporate Zone 1 areas on the development pad and brush management zone 2 areas outside the limits of the FPA (SANDAG 2003; City of Escondido 2001).
- **MM-BIO-3d** No invasive non-native plant species shall be introduced into areas adjacent to the FPA. The planting palette depicted on the landscape plans for the slopes and landscaped areas adjacent to the FPA shall not include any invasive or non-native plant species.
- **MM-BIO-3e** All new developed areas adjacent to the FPA must not drain directly into the FPA. All developed and paved areas must prevent the release of toxins, chemicals, petroleum products, exotic plant materials and other elements that might degrade or harm the natural environment or ecosystem processes within the FPA. This can be accomplished using a variety of methods including natural detention basins, grass swales, or mechanical trapping devices. These systems should be maintained regularly to ensure proper functioning. Maintenance should include dredging out sediments if needed, removing exotic plant materials, and adding chemical-neutralizing compounds (e.g., clay compounds) when necessary and appropriate.
- **MM-BIO-3f** New development adjacent to the FPA may be required to provide barriers (e.g., non-invasive vegetation, rocks/boulders, fences, walls, and/or signage) along the FPA boundaries to direct public access to appropriate locations and reduce domestic animal predation.

Mitigation measure MM-BIO-3a will replace the MBTA-related mitigation and the nesting raptor species mitigation identified in the FEIR since it provides a broader breeding season assumption (January 15 to September 15) compared to what was identified in the FEIR (February 1 to September 1). Mitigation

measure MM-BIO-3a still retains the 500-foot buffer requirement for nesting raptors as contemplated in the FEIR. All other biological resources mitigation measures, as described as the beginning of Section 3.6.1 of this document will still be applicable to the proposed project.

MHCP

The project has been designed to avoid any direct impacts to the FPA in the northeastern portion of the project area.

Aquatic Resources

No direct impacts would occur to the non-wetland water/streambed drainage course located in hillside to the east. Thus, no resource agency permits for impacts to potential jurisdictional waters are required.

Indirect Impacts

Indirect impacts are those impacts to biological resources that are associated with factors during construction, such as noise, and post-construction, such as edge effects. Potential indirect impacts to biological resources are discussed below.

There is the potential for indirect impacts to the coastal California gnatcatcher and southern rufouscrowned sparrow due to construction noise during the breeding season. If either of these species are determined to be present in the coastal sage scrub and chaparral habitats to remain to the east of the development area, then avoidance measures would need to be implemented to avoid noise impacts to the species.

These is also the potential for indirect impacts to coastal California gnatcatcher and southern rufouscrowned sparrow due to edge effects where the post-construction development area is adjacent to the coastal sage scrub and chaparral habitats to remain in the FPA area to the east. Potential sources of indirect impacts include lighting, brush management, invasive species, drainage, and encroachment by humans and/or their pets. These potential indirect impacts can be avoided and/or minimized through project design features.

3.6.3 Findings

The proposed project is consistent with the certified FEIR and will not result in any new biological resources impacts. Therefore, the comparison of anticipated biological resources effects of the proposed project with the impacts disclosed in the previous certified EIR support the required CEQA findings summarized below. Specifically, none of the conditions defined in Sections 15162 and 15163 of the State CEQA Guidelines that would require preparation of a subsequent or supplemental EIR have been met.

Major Revisions Not Required. The proposed project will not result in any new biological resources impacts, nor is there substantial increase in the severity of impacts from that described in the certified FEIR. All biological resources impacts will be mitigated to below a level of significance.

No Substantial Change in Circumstances Requiring Major EIR Revisions. There is no substantial evidence in the record or otherwise to indicate that there are substantial changes in the circumstances under which the biological resources analysis was undertaken for the Northeast Gateway Specific Plan compared to the proposed project that would require major changes to the certified FEIR.

No New Information Showing Greater Significant Effects Than in Previous EIR. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the FEIR was certified indicating that a new significant effect not reported in the certified FEIR may occur. Based on the information and analysis above, there is no substantial new information that there will be a new significant biological resources impacts requiring major revisions of the certified FEIR.

No New Information Showing Ability to Reduce Significant Effects in Previous EIR. Because the proposed project would not result in significant impacts with respect to biological resources, no alternatives to the project or additional mitigation measures are necessary that would otherwise substantially reduce one or more of the potentially significant land use effects identified in and considered by the certified FEIR.

3.7 Public Services and Utilities

3.7.1 FEIR Conclusions

The FEIR analyzed the potential for impacts related to public services and utilities including the potential for impacts to water, reclaimed water, sewer service, schools, park/recreation, police, fire, solid waste and gas/electricity (pages 186-200). An impact was identified for sewer services. The following mitigation measure was identified to reduce impacts to below a level of significance:

• The developer shall install on-site sewer facilities to serve the project to the satisfaction of the City. Project design also provides for the installation of off-site sewer facilities by the development as discussion in Chapter 3 of the EIR. Installation of off-site facilities shall be jointly funded by the City and development through an amicably agreed upon financing plan.

Additionally, the FEIR indicated that conformance with statutory requirements for the payment of school fees would ensure that project impacts to school services would remain below a level of significance.

3.7.2 Project Analysis

The project will contribute to an incremental increase in demand for public services and utilities through the construction of 64 single-family residences. The proposed residential units fall within the total unit yield that was considered in the FEIR. Therefore, the demand for public services (fire, police and schools) and utilities (water, sewer, solid waste, electricity) associated with the 64 units that would be developed under the project have already been considered and no new impacts are identified.

Project-specific water and sewer studies were prepared for the project to determine the sizing of infrastructure to serve the project.

Water and Sewer Service

A water system analysis was prepared for the project by Dexter Wilson Engineering (2022) and is included as **Appendix G**. Water service for the project would be provided by the City of Escondido. The project will connect to an existing 12-inch water line in Beven Drive south of the project and extend an 8-inch line in Foxley Drive to the project site. Onsite waterlines are proposed to be 8-inches. The project is anticipated to have an average water demand of 51,00 gallons per day (gpd). The water system analysis determined that the existing water system is capable of meeting project demands under normal and fire flow conditions. The number of units proposed by the project is within the unit yield assumed in the FEIR. There is no increase in water supply beyond what was already considered in the

FEIR. The project will comply with the City's Water Efficient Landscape Ordinance and will also install low flow water fixture in all units. No impacts related to water supply or to water facilities is identified for the project.

A sewer system analysis was prepared for the project by Dexter Wilson Engineering (2022b) and is included as **Appendix H**. The analysis concluded that the existing and proposed sewer system has adequate capacity to serve the project (DWE 2022b, page 6). There is an existing 8-inch public gravity sewer line in Beven Drive that connects to a public 15-inch gravity sewer line along the Escondido Creek Channel. The proposes to connect to the 8-inch sewer line in Beven Drive. Sewer generation estimates for the project are 12,800 gpd. The number of units proposed by the project is within the unit yield assumed in the FEIR. There is no increase in sewer generation beyond what was already considered in the FEIR. No impacts related to sewer services are identified for the project.

Three septic systems and three water wells will be removed. These features are associated with the residences that will be demolished. Septic and well removal would be done in accordance with the requirements of the County of San Diego Department of Public Health.

Schools

The project site is within the Escondido Union Elementary School District and the Escondido Union High School District. The project site is within the boundary for Orange Glen Elementary School, Hidden Glen Middle School and Orange Glen High School. The number of residential units proposed falls within the number of units considered in the FEIR and the proposed project would not result in an increase in demand for school services beyond what was already analyzed in the FEIR. Additionally, the project applicant will be required to meet the statutory requirements for the payment of school fees prior to the issuance of building permits.

3.7.3 Findings

The proposed project is consistent with the certified FEIR and will not result in any public services/utilities impacts. Therefore, the comparison of anticipated public services/utilities effects of the proposed project with the impacts disclosed in the previous certified EIR support the required CEQA findings summarized below. Specifically, none of the conditions defined in Sections 15162 and 15163 of the State CEQA Guidelines that would require preparation of a subsequent or supplemental EIR have been met.

Major Revisions Not Required. The proposed project will not result in any new public services/utilities impacts, nor is there substantial increase in the severity of impacts from that described in the certified FEIR.

No Substantial Change in Circumstances Requiring Major EIR Revisions. There is no substantial evidence in the record or otherwise to indicate that there are substantial changes in the circumstances under which the public services/utilities analysis was undertaken for the Northeast Gateway Specific Plan compared to the proposed project that would require major changes to the certified FEIR.

No New Information Showing Greater Significant Effects Than in Previous EIR. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the FEIR was certified indicating that a new significant effect not reported in the certified FEIR may occur. Based on the information and analysis above, there is no substantial new information that there will be a new significant public services/utilities impacts requiring major revisions of the certified FEIR.

No New Information Showing Ability to Reduce Significant Effects in Previous EIR. Because the proposed project would not result in significant impacts with respect to public services/utilities, no alternatives to the project or additional mitigation measures are necessary that would otherwise substantially reduce one or more of the potentially significant land use effects identified in and considered by the certified FEIR.

3.8 Hydrology/Water Quality

3.8.1 FEIR Conclusions

The FEIR analyzed the potential for impacts related to hydrology and water quality (pages 201-211). Specific topics analyzed included runoff and peak flow, water quality, sediment and erosion, and flooding. Potential impacts related to increased runoff and erosion related to project construction and development were identified in the FEIR. Mitigation measures specific to the Eureka Hill TM were identified in the FEIR to reduce impacts to below a level of significance. These measures addressed short-term construction practices and project design. No mitigation measures were specifically identified for the greater Northeast Gateway Specific Plan area.

3.8.2 Project Analysis

A project specific drainage study and stormwater quality management plan (SWQMP) were prepared for the project by Hunsaker & Associates (2002a and 2002b) and are included as **Appendix I** and **Appendix J** of this document.

Existing Drainage Conditions

In the existing condition, the project drainage area is divided into three major drainage management areas (DMAs).

The northern DMA offsite the project boundary and east of the Community Lutheran Church development, flows westerly through the parking lot of the church property towards the existing basin located between the parking lot and East Valley Parkway. The basin discharges into the existing storm drain infrastructure on East Valley Parkway, which eventually discharges into Escondido Creek.

The central DMA located mostly on site between the Community Lutheran Church development north and Valle Lindo Road south. This DMA sheet flows westerly towards the East Valley Parkway. The flows are routed southerly by the curb and gutter system and captured via curb inlets along East Valley Parkway. This storm drain system connects to the existing dual 42-inch reinforced concrete pipe (RCP) (Node 1), which eventually discharges into Escondido Creek.

The southern DMA sheet flows towards the southwest corner of the site, where it enters the existing depression area which discharges into the existing dual 42-inch RCP pipes (Node 1), and eventually into Escondido Creek.

Drainage Design and Analysis

For the offsite areas, drainage design includes concrete ditches those proposed to collect the offsite runoff along the eastern project boundary and route it to the proposed bypass storm drain system. This storm drain system will carry the offsite flows to discharge into the existing sump area, similarly to the existing conditions, where it enters the existing dual 42"-inch stormdrain pipes. The runoff from the northern proposed road (Foxley Drive), will be captured at Node 27 via proposed inlets and treated

by MWS units before connecting to the proposed bypass storm drain, which runs southerly and discharges at Node 1.

For the proposed developed areas, drainage design includes collecting runoff through a system of inlets, storm drain, a water quality and detention basin and an additional detention basin located in the southwest corner of the project site. The water quality and detention basin will treat and attenuate runoff from the proposed developed areas. The basin consists of two portions, with an equalizer (culvert) placed at the bottom of the detention basin to keep water on both sides of the basin at equal levels. This balances the water head on either side of an embankment\ road. Therefore, this basin was identified as one BMP. However, only the eastern portion was needed to provided water quality requirements (biofiltration soil media and 6-inch water quality ponding depth). The outlet from the biofiltration-detention basin will discharge into the existing sump area, where it will commingle with the offsite bypassed flows and enter the dual 42-inch stormdrain pipes, and eventually discharge into Escondido Creek.

Table 19 summarizes the existing and proposed 100-year peak flows. In the proposed conditions, the 93.68-acre on-site and off-site areas will generate a total of 79.46 cubic feet per second (cfs) discharging into Escondido Creek. Of this total flow and area, the off-site contribution is 71.75 acres with 77.89 cfs at Node 40, and the on-site contribution is 21.9 acres with 3.82 cfs (mitigated flow). The total peak flow at the discharge location (Node 1) is calculated following the procedure for combining two independent drainage systems at a junction per SDCHM 3.4.2 (please refer to chapter 2 Methodology). Final storm drain, brow ditch, inlet and rip rap design will be provided at the final engineering stage of the development.

As illustrated in Table 19, development of the proposed project does not increase overall runoff in developed conditions. Since the project does not increase peak runoff rates in the 100-year storm event, no negative impacts to downstream drainage facilities are expected. Impacts would be less than significant.

Outlet Location (AES Node)	Area (acres)		100 Year Pe	ak Flow (cfs)
	Existing	Proposed	Existing	Proposed
27	9.88	-	13.19	-
1	83.8	93.68	79.89	79.46

Table 19. Existing and Proposed	100-Year Peak Flows
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Source: Hunsaker & Associates 2002a.

3.8.3 Findings

The proposed project is consistent with the certified FEIR and will not result in any hydrology/water quality impacts. Therefore, the comparison of anticipated hydrology/water quality effects of the proposed project with the impacts disclosed in the previous certified EIR support the required CEQA findings summarized below. Specifically, none of the conditions defined in Sections 15162 and 15163 of the State CEQA Guidelines that would require preparation of a subsequent or supplemental EIR have been met.

Major Revisions Not Required. The proposed project will not result in any new hydrology/water quality impacts, nor is there substantial increase in the severity of impacts from that described in the certified FEIR.

No Substantial Change in Circumstances Requiring Major EIR Revisions. There is no substantial evidence in the record or otherwise to indicate that there are substantial changes in the circumstances under which the hydrology/water quality analysis was undertaken for the Northeast Gateway Specific Plan compared to the proposed project that would require major changes to the certified FEIR.

No New Information Showing Greater Significant Effects Than in Previous EIR. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the FEIR was certified indicating that a new significant effect not reported in the certified FEIR may occur. Based on the information and analysis above, there is no substantial new information that there will be a new significant hydrology/water quality impacts requiring major revisions of the certified FEIR.

No New Information Showing Ability to Reduce Significant Effects in Previous EIR. Because the proposed project would not result in significant impacts with respect to hydrology/water quality, no alternatives to the project or additional mitigation measures are necessary that would otherwise substantially reduce one or more of the potentially significant land use effects identified in and considered by the certified FEIR.

3.9 Air Quality

3.9.1 FEIR Conclusions

The FEIR analyzed air quality impacts (pages 212-235). The air quality analysis analyzed constrictionrelated emissions, fugitive dust, operation-related emissions (mobile and on-site source emissions) and conformance with regional plans. Air quality impacts were determined to be less than significant.

3.9.2 Project Analysis

An air quality report was prepared for the project by LDN Consulting (2022b) and the complete report is included as **Appendix K**. The analysis considered construction and operational emissions, odors and health risks.

Construction Emissions

Methodology

Air quality impacts related to construction and daily operations were calculated using the latest CalEEMod 2020.4.0 air quality model, which was developed by BREEZE Software for South Coast Air Quality Management District (SCAQMD) in 2021. The construction module in CalEEMod is used to calculate the emissions associated with the construction of the Project and uses methodologies presented in the US EPA AP-42 document with emphasis on Chapter 11.9. The CalEEMod input/output model is shown in Attachment A to this report.

The AERSCREEN dispersion model was used to determine the concentration for air pollutants at any location near the pollutant generator. Additionally, the model will predict the maximum exposure distance and concentrations. The AERSCREEN input/output file for the proposed project is shown in Attachment B of Appendix K. The worst-case exhaust emissions generated from the project from construction equipment was utilized and calculated within the CalEEMod model.

Once the dispersed concentrations of diesel particulates are estimated in the surrounding air, they are used to evaluate estimated exposure to people. Exposure is evaluated by calculating the dose in milligrams per kilogram body weight per day (mg/kg/d). For residential exposure, the breathing rates are determined for specific age groups, so inhalation dose (Dose-air) is calculated for each of these age groups, 3rd trimester, 0<2, 2<9, 2<16, 16<30 and 16-70 years. The following algorithms calculate this dose for exposure through the inhalation pathways. The worst-case cancer risk dose calculation is defined in Equation 1 below (OEHHA, 2015).

Construction Assumptions

Project construction dates were estimated based on a construction start date in early 2023 with construction ending in 2024. As part of the construction operations, the Project would demolish existing structures onsite which would be approximately 8,000 s.f.

CalEEMod was utilized for all construction calculations and has been manually updated to reflect SDAPCD Rule 67 VOC paint standards and to include Tier 4 construction equipment per the Project Design Features. CalEEMod automatically includes haul trips based on the total quantities of demolition inputs and is included in this analysis.

Construction Emissions Analysis

Table 3.1 of Appendix K shows the expected timeframes for the construction of all project infrastructure, facilities, and improvements, as well as the expected number of pieces of equipment and are based on CalEEMod defaults. Also, it should be noted that the conditions below would be conservative in the event construction began/ended at a later date as annual building codes, vehicles and construction fleets improve over time and emit fewer air quality emissions as technologies improve.

Construction emissions in pounds per day are presented in **Table 20**. Based on these numbers, construction emissions for the proposed Project would not exceed City standards and would not require mitigation. It should be noted that, as a design feature, the proposed Project construction team will utilize Tier 4 diesel construction equipment with DPF, and architectural coatings would conform to SDAPCD Rule 67 as indicated by the applicant.

Year	VOC	NOx	СО	SO ₂	PM ₁₀ (Dust)	PM ₁₀ (Exhaust)	PM ₁₀ (Total)	PM _{2.5} (Dust)	PM _{2.5} (Exhaust)	PM _{2.5} (Total)
2023	0.82	7.20	33.48	0.06	19.80	0.11	19.87	10.14	0.10	10.20
2024	72.13	2.57	18.08	0.03	0.24	0.04	0.28	0.04	0.04	0.11
Significance Threshold	75	250	550	250	-	-	100	-	-	55
Exceed Threshold?	No	No	No	No	-	-	No	-	-	No

Table 20. Construction Emissions (lbs/day)
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Source: LDN 2022b.

Health Risk Analysis

Based upon the air quality modeling and assuming Tier 4 equipment with diesel particulate filters as a design feature for the project, worst-case onsite PM10 from onsite construction exhaust would cumulatively produce 0.00162 tons over the construction duration (475-working days) or an average of 0.000107 grams/second.

Utilizing the AERSCREEN dispersion model, we find that the peak maximum 1-hr concentration is 0.189 µg/m3 during the worst-case construction period. Converting the peak 1-hr concentration to an annual concentration by multiplying it by 0.08 (US EPA, 1992) yields an annual concentration of 0.015 µg/m3. Therefore, the worst-case inhalation cancer risk is 3.47 per million exposed at 225 meters from the geometric centroid of the project, the construction scenario analyzed would be considered less than significant under CEQA and would be in compliance with the City's thresholds. Also, because the risk is greater than 1, the project would be required to incorporate best available control technology (BACT) equipment. Because the design feature to use Tier 4 is BACT, this requirement is met. No additional mitigation measures are necessary.

There are known acute and chronic health risks associated with diesel exhaust which are considered non-cancer risks. These risks are calculated based on methods identified in Section 3.1 of this report. From this we find that the hourly concentration of 0.189 μ g/m3 divided by the REL of 5 μ g/m3 yields a Health Hazard Index of 0.04 which is less than one. Therefore, no non-cancer risks are expected and all health risks are considered less than significant.

Furthermore, no cumulative projects of any significance would be near the proposed project (within $\frac{1}{2}$ mile) and no cumulative projects were identified in the project traffic study (LLG 2022) within this radius. Since the project health risk screening model predicted that diesel exhaust during construction would produce the highest concentrations roughly 225 meters from the project and since no cumulative projects are expected within $\frac{1}{2}$ mile, cumulative emissions would be less than significant.

Operational Emissions Analysis

Once construction is completed, the project would generate emissions from daily operations which would include sources such as Area, Energy, Mobile, Waste and Water uses, which are also calculated within CalEEMod. Area Sources include consumer products, landscaping, and architectural coatings as part of regular maintenance. Energy sources would be from uses such as electrical and onsite natural gas use. Finally, mobile or transportation related emissions are calculated in CalEEMod. The Operational model is also provided in Attachment A of Appendix K.

The traffic inputs for CalEEMod were adjusted to be consistent with a trip generation rate of 10 trips per single-family unit or 640 trips (LLG 2022). Trip distances were based on EMFAC 2017 for the San Diego region. EMFAC 2017 was utilized because it is also the source model utilized by CalEEMod 2020.4.0. Additionally, based on the traffic study, there are no project effects at any intersection or segments near the project site because the project generated traffic would not exceed the City's "LOS D" thresholds (LLG 2022). Given this the project would not have a potential to increase CO hot spots at any of the nearby intersections or roadway segments and are not further analyzed.

The CalEEMod model also estimates emission predictions for ROG, NO_x, CO, SO₂, PM₁₀ and PM_{2.5} for area source assumptions. Additionally, it was assumed that an average of 10% of the structural surface area will be re-painted each year. Finally, since the project would not be installing hearth options, CalEEMod default hearth settings were modified to represent no hearth options.

Consumer product emissions are generated by a wide range of product categories, including air fresheners, automotive products, household cleaners, and personal care products. Emissions associated with these products primarily depend on the increased population associated with residential development. Default emission factors were utilized within the CalEEMod. The operational assumptions have been incorporated into the CalEEMod file. In addition, relevant project design features have also been included.

The expected daily pollutant generation from CalEEMod is shown in **Table 21**. Based on this analysis, the proposed Project would generate a less than significant direct operational impact. Since the Project would not exceed significance thresholds and because the project would generate fewer emissions than City significance thresholds a less than significant air quality impact would be expected.

	VOC	NOx	СО	SOx	PM10	PM2.5	
Summer Scenario							
Area Source	3.14	1.12	5.71	0.01	0.12	0.12	
Energy Use	0.04	0.35	0.15	0.00	0.03	0.03	
Mobile Emissions	1.17	1.00	10.29	0.02	3.01	0.81	
Total (Lb/Day)	4.35	2.47	16.16	0.03	3.15	0.95	
Significance Threshold	55	250	550	250	100	55	
Above threshold?	No	No	No	No	No	No	
Winter Scenario							
Area Source	3.36	0.10	8.41	0.00	0.05	0.05	
Energy Use	0.03	0.28	0.12	0.00	0.02	0.02	
Mobile Emissions	1.44	1.38	13.66	0.03	3.83	1.03	
Total (Lb/Day)	4.83	1.76	22.19	0.03	3.90	1.10	
Significance Threshold	55	250	550	250	100	55	
Above Threshold?	No	No	No	No	No	No	

Table	21.	Operational	Emissions	(lbs/dav)
Tuble	~	operational	Ennosiono	

Source: LDN 2002b.

Odors

SDAPCD Rule 51 (Public Nuisance) prohibits emission of any material which causes nuisance to a considerable number of persons or endangers the comfort, health, or safety of any person. A project that proposes a use which would produce objectionable odors would be deemed to have a significant odor impact if it would affect a considerable number of offsite receptors. The impacts associated with construction and operation of the project were evaluated for significance based on the aforementioned significance criteria.

Construction Odors

Construction activities associated with development of the project site could generate trace amounts of substances such as ammonia, carbon dioxide, hydrogen sulfide, methane, dust, organic dust and endotoxins. Any generation of odors related to these substances would occur intermittently during construction. Construction activities may also generate odors associated with diesel equipment at various locations. Odors would be strongest at the source and would quickly dissipate. The short term and intermittent duration of any odor emissions would ensure construction-related impacts are less than significant.

Operational Odors

Future development on the project site includes multi-family residences. This type of use is not typically characterized as one that would generate odors, compared to uses such as industrial and manufacturing. Therefore, odor-related impacts from future uses on the project site are determined to be less than significant.

3.9.3 Findings

The proposed project is consistent with the certified FEIR and will not result in any air quality impacts. Therefore, the comparison of anticipated air quality effects of the proposed project with the impacts disclosed in the previous certified EIR support the required CEQA findings summarized below. Specifically, none of the conditions defined in Sections 15162 and 15163 of the State CEQA Guidelines that would require preparation of a subsequent or supplemental EIR have been met.

Major Revisions Not Required. The proposed project will not result in any new air quality impacts, nor is there substantial increase in the severity of impacts from that described in the certified FEIR.

No Substantial Change in Circumstances Requiring Major EIR Revisions. There is no substantial evidence in the record or otherwise to indicate that there are substantial changes in the circumstances under which the air quality analysis was undertaken for the Northeast Gateway Specific Plan compared to the proposed project that would require major changes to the certified FEIR.

No New Information Showing Greater Significant Effects Than in Previous EIR. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the FEIR was certified indicating that a new significant effect not reported in the certified FEIR may occur. Based on the information and analysis above, there is no substantial new information that there will be a new significant air quality impacts requiring major revisions of the certified FEIR.

No New Information Showing Ability to Reduce Significant Effects in Previous EIR. Because the proposed project would not result in significant impacts with respect to air quality, no alternatives to the project or additional mitigation measures are necessary that would otherwise substantially reduce one or more of the potentially significant land use effects identified in and considered by the certified FEIR.

3.10 Cultural Resources

3.10.1 FEIR Conclusions

The FEIR analyzed cultural resources impacts (pages 236-245). The analysis considered prehistoric and historic resources. Table 4J-1 of the FIER identified the resources within the individual planning

areas within the Northeast Gateway Specific Plan. Within Planning Area 2, three resources were identified. ERW-1 was a late prehistoric milling site, H-5 was an historic location identified on the 1901 USGS Escondido Quad, and H-11 (Ryan House) was a 1920s farmhouse. The following mitigation measures were identified related to Planning Area 2 to reduce potential impacts to below a level of significance:

- Planning Area 2 Prior to approval of any future development with the potential to affect the historic Ryan House (H-11) in PA-2, field surveys shall be conducted to show, either through avoidance or implementation of mitigation, that impacts would be reduced to below a level of significance. At a minimum, mitigation would be expected to include photo documentation, additional historic documentation, floor plans or drawings of the structure, or monitoring during demolition.
- Planning Areas 2, 4 and 5. Although no physical remains were found at the historic map plot locations identified as sites H-1 and H-4 in PA 4, H-5 in PA 2, and H-6 and H-7 in PA 5, there is a possibility of buried or masked deposits at these locations. Information from such deposits could be used to answer valid scientific research questions on the lifestyle and rural one-room school district farming communities during the late nineteenth and early twentieth centuries. Questions regarding lifestyle differences between urban and rural populations also could be addressed. Therefore, prior to approval of the final maps or grading for future projects within Planning Areas 2, 4 and 5, project proponents shall conduct subsurface testing or the above historic resource sites to determine site significance. The testing program shall include completion of subsurface testing and artifact collection, if resources are present.

3.10.2 Project Analysis

A project-specific cultural resources report was prepared for the project by RECON and the complete report is included as **Appendix L** (RECON 2023). The report included a records search and site survey.

Previous Research

Records Search

Prior to the survey, a records search was requested on September 28, 2022, from the California Historical Resources Information System, South Coastal Information Center (SCIC) to identify any previously recorded cultural resources within a one-mile radius of the project area. The SCIC records search indicated that there have been 35 cultural investigations conducted within one mile of the project area, seven of which include the project area. The record search also indicated 62 cultural resources recorded within one mile of the project area. These are summarized in Table 1 of the cultural resources report (Appendix L). These cultural resources included 35 prehistoric sites and 1 prehistoric isolated artifact. The prehistoric sites are comprised of rock shelters, bedrock milling features, lithic scatters, ground stone scatters, ceramic scatters, marine shell scatters, and a rock alignment. The prehistoric isolate represents one metate. The historic sites include single-family properties, a community center, a commercial building, a flume, a dam, a road, foundations, and trash scatters. Two historic isolates consist of a truck, a stamped block, and a drum and bottle. Two recordings of an unknown age consist of a rock feature and a quartz cache. None of the previously recorded cultural resources were mapped within the project area.

P-37-11003 (temporary designation ERW-1) was recorded by S. Wade and J. Pantaleo in 1988 as two bedrock milling features at the east end of a disced field with numerous boulders to the east that present a high potential for milling surfaces. Feature 1 exhibits one mortar and one basin; Feature 2, located 110 meters to the south-southwest, exhibits one basin and one slick. The site limits were

admittedly undetermined (Wade and Pantaleo 1988). The SCIC mapped boundary of P-37-11003 represents the western boundary of the resource as occurring 24 meters to the east of the northernmost off-site improvements of the current project site; therefore, not within the proposed development footprint of the project. However, the sketch map included with the original recording does represent the two features as occurring within the current project site (Wade and Pantaleo 1988).

A subsequent recording is made of P-37-11003 in the cultural resources testing report prepared for the Community Lutheran Church (Wade and Davis 1990). A total of six bedrock milling features were identified, documented, sketched, and mapped during the effort. Excavations consisting of fifteen 30x50-centimeter (cm) shovel test pits and two 1x1-meter test units were conducted to define the boundary of the site. None of the excavations—which reached a maximum depth below ground surface of 35 cm—resulted in the recovery of subsurface cultural material. As a result of the testing program the features located within the project area were determined to not represent a significant resource as defined in CEQA.

Review of Maps and Aerials

A review of an 1893 USGS topographic map exhibits a building on the east side of presumably presentday East Valley Parkway with Escondido Creek between the building and the roadway. This representation is consistent on the 1897 map. In 1901, the creek is represented on the west side of the roadway and another building is added; the location is within the "elbow" of the roadway alignment. This configuration is consistent through the 1946 (1907, 1913, 1929, and 1937) map. The 1949 map removes the buildings and adds the east-west Vista Flume Road and a "Siphon" alignment to the north and one building just outside of the project area along the eastern boundary near the southeast corner. The 1955 map is consistent through to 1963 and two buildings are added to the northwest project corner on the 1970 map. The first available aerial photograph is from 1946 and shows the entire lowland portion of the project area has been subjected to agricultural disturbance. No buildings are exhibited within the project area but several are located near the southeast project corner. A northsouth contour road or trail does appear in the northeast portion of the project area. Between 1953 and 1964, two buildings are exhibited near the northwest corner of the project area, one along East Valley Parkway and the other to the northeast along Vista Flume Road; consistent with the 1970 topographic map. The next building to be added is between 1978 and 1980, the current vacant residence in the central-southern portion of the project area. More homes are added to the southern and central portions of the project area and by 1991, the church site to the north receives grading and is shown as built out by 1993. Between 2005 and 2009, the church parking lot reaches its current configuration adjacent to the west side of the northern project area off-site improvements portion (Nationwide Environmental Title Research LLC 2022).

Native American Consultation

Research on the presence of Native American resources is initially completed through a Sacred Lands File database search by the Native American Heritage Commission (NAHC). Thereafter, research is completed by obtaining responses or comments from contacts named by the NAHC as having knowledge about a particular project area. Formal consultation is then typically administered pursuant to Assembly Bill (AB) 52.

The City's consultation included outreach and information letters (dated April 27, 2022) mailed to five local Native American groups, including Rincon Band of Luiseño Indians, San Luis Rey Band of Mission Indians, Mesa Grande Band of Mission Indians, San Pasqual Band of Mission Indians, and Soboba Band of Luiseño Indians. The City also mailed out similar letters (dated May 2, 2022) to Native American Tribes pursuant to Senate Bill 18 (SB18). Per their request for formal consultation, and in

accordance with AB 52 and SB 18, the City met/consulted with representatives from two Tribes as part of the consultation process.

The City met with the San Luis Rey Band of Mission Indians (Carmen Mojado) on June 30, 2022, and Rincon Band of Luiseño Indians (Cheryl Madrigal) on July 5, 2022. Ms. Mojado did not express any concerns with the proposed project, but requested additional site analysis be done and that Native American monitors be present during ground disturbance/grading operations and also the City's measures to address potential inadvertent discoveries of cultural resources be incorporated into the project conditions.

Ms. Madrigal also requested that additional analysis be conducted and that a representative from the Tribe conduct a site visit to evaluate existing conditions and provide additional input. An updated Archaeological Survey Report was prepared for the project by RECON (dated November 3, 2022). The project applicant also met on site with representatives from the San Luis Rey Band of Mission Indians and the Rincon Band of Luiseño Indian on August 19, 2022. City staff also continued consultation with Ms. Madrigal on December 14, 2002, January 11, 2023 and January 18, 2023 to discuss the results of the updated Survey Report, project/roadway modification to avoid impacts to cultural resources and mitigation measures.

A letter was sent on October 24, 2022, to the Native American Heritage Commission (NAHC) requesting a search of their Sacred Lands File (SLF) to identify spiritually significant and/or sacred sites or traditional use areas in the project vicinity. The NAHC was also asked to provide a list of local Native American tribes, bands, or individuals that may have concerns or interests regarding cultural resources potentially occurring within the project area. The SLF Search was negative.

Survey Methodology

The primary goal of the pedestrian investigation was to determine (1) if there are previously unrecorded cultural resources present, and if so, document the resources' locations and what they consist of, and (2) to update conditions of previously recorded cultural resources. The survey area was inspected for evidence of archaeological materials such as flaked and ground stone tools or fragments, ceramics, milling features, and human remains. Photographs and field notes were taken to document the environmental setting and general conditions.

RECON archaeologists Carmen Zepeda-Herman and Nathanial Yerka, accompanied by Jocelyne Reyes, a Native American representative from the Rincon Band of Luiseño Indians, performed the archaeological resources survey on September 30, 2022, using 15-meter transects, except for the easternmost slopes located in the northeastern portion of the project area; these slopes were more than 25 degrees and presented less than 10 percent ground visibility. Slopes that present more than 25 degrees have limited potential for holding cultural resources because this type of area was likely not occupied during prehistoric times but rather used for gathering and other resource procurement activities, which do not leave an archaeological signature that can be relocated. Areas of dense vegetation cover with less than 10 percent ground visibility are not conducive to locating cultural resources. In areas of dense vegetation, if accessible. This approach was employed by the survey team to look for remnant historic-era features that were observed in the northeastern portion of the project area. Appropriate California Department of Parks and Recreation (DPR) site forms were completed for all newly and previously recorded cultural resources observed during the survey.

Survey Results

RECON identified one previously unrecorded cultural resource (9998.1-NDY-01H) and one isolated artifact (9998.1-ISO-01), as well as one previously recorded cultural resource (P-37-11003 [temporary designation ERW-1]) within the survey area.

The survey started at the base of the steep west-facing slopes in the northeastern portion of the project area. This area exhibited slopes ranging between 25 and 35 degrees. Rodent burrows and dense vegetation with non-native grasses and few ornamentals occupied the disturbed land at the base of the slope to the west, while native coastal sage scrub, coast live oak woodlands, and southern mixed chapparal, with a southwest-trending ephemeral drainage course were observed upslope to the east.

Leaving the northeastern portion, the survey continued at the base of the slope in north-south transects that translated east to west from the northern project boundary to the east-west Norman Lane. This portion drops approximately 50 feet in elevation from the base of the eastern slope to East Valley Parkway. The area exhibited agriculturally disturbed soils, two-track roads, boundary fencing, non-native grasses and trees, soil and vegetation waste piles, rock and concrete dumping, imported gravel, and a fenced in-use residence with associated developed land. The north-south off-site improvement area that extends from the northern project boundary to the south side of Lake Wohlford Road has suffered surface disturbance from past agriculture, the construction of the church to the east, the use of Vista Flume Road to the south, and the construction of Lake Wohlford Road to the north. The area exhibits low-lying granite boulders, non-native grasses and trees, imported gravel, underground utility alignments, bollard and fencing materials, Conex container storage, road signage, and drainage improvements.

The survey continued to the south with the western portion of the project area along East Valley Parkway between Norman Lane and Valle Lindo Road. The area exhibits agriculturally disturbed soils, non-native grasses and trees, underground utilities, sidewalk and gutter improvements, a fruit stand building with improved parking pads, ancillary structures and associated fixtures, and a fenced in-use residence with associated developed land. The survey concluded with the southern portion of the project area along East Valley Parkway, south of Valle Lindo Road, and to the north of new residential development along Beven Drive. This area exhibits low-lying granite boulders, agriculturally disturbed soils, non-native grasses and trees, concrete foundations, underground utilities, sidewalk and gutter improvements, boundary fencing, interior roads, drainage improvements, and an unoccupied residence with associated developed land.

Previously Recorded Resources

P-37-11003 (temporary designation ERW-1) - RECON observed two bedrock milling features within the project area (Feature 1 [Locus A] and Feature 5 [Locus B]) and noted the location of one previously unrecorded bedrock milling feature situated just outside of the project area (Feature 7 [Locus B]). The portion of P-37-11003 that intersects with the project area has been disturbed by agriculture, a no-longer-extant building, and construction of adjacent parking areas and roads. Due to the recorded distance between the northern and southern grouping of bedrock milling features, and in conjunction with the negative subsurface testing program determined by Wade and Davis (1990), RECON assigned loci to the updated site boundary.

Feature 1 - The resource is a granite bedrock milling feature exhibiting six milling elements: two basins measuring $20 \times 12 \times 2$ cm and $14 \times 13 \times 2$ cm; two mortars measuring $15 \times 15 \times 7$ cm and $14 \times 14 \times 4$ cm; one milling slick measuring 94×87 cm and one amorphous milling area measuring 130×124 cm. The southern portion of the feature was covered by soil at time of identification. The boulder measures 2.46 (N/S) $\times 1.82$ (E/W) meters, with the highpoint on the east side at 0.46 meter. The granite boulder exhibits mild exfoliation on the northern portion. The feature is situated approximately

8.4 meters east of a developed entry/exit driveway accessing a parking area. The site area has numerous surrounding boulders, is relatively flat, and has an open exposure. No other cultural material observed.

Feature 5 - The resource is a granite bedrock milling feature exhibiting two milling elements. The first element is a slick measuring 28×25 cm. The second element is a slick measuring 32×21 cm. The boulder measures $4.60 (N/S) \times 3.40 (E/W)$ meters, with the highpoint on the west side at 0.70 meter. The exposed portions of the boulder exhibit numerous cracks and mild exfoliation as most of the presumed central portion is covered by soil. The feature is situated approximately 5 meters east of a developed parking area with a brow ditch occupying a portion of the intermediate space. A northeast/southwest-trending foot trail is within 7 meters east of the feature. An unrecorded low-lying bedrock milling feature (Feature 7) exhibiting an amorphous slick is located 15.2 meters to the east (just outside of the project area). No other cultural material observed.

Two other historic-era resources (H-5 and H-11) are mentioned in the project EIR (RECON 2003). H-11 is the existing 1920s-era Ryan House, which is located outside of the project area. H-5 is a referenced location shown on the 1901 USGS Escondido quadrangle but does not appear on the 1928 or subsequent county aerial photographs (RECON 2003), nor were any physical remains observed on previous archaeological investigations or during the current archaeological survey; the location may be outside of the project area.

Newly Recorded Resources

9998.1-ISO-01 - The isolated resource consists of three lithics: one microcrystalline quartz chert utilized flake that measures $36 \times 29 \times 4$ mm with 41 mm of use wear; one fine-grain porphyritic metavolcanic secondary reduction flake; and one fine-grain metavolcanic piece of shatter.

9998.1-NDY-01H - The resource is composed of four water conveyance and storage features that occur on a densely vegetated, 36 degree, and generally west-facing slope. The features consist of: Linear Feature-1 (LF-1), a concrete pipe alignment; Linear Feature-2 (LF-2), a rock and concrete canal alignment; Feature 1 (F-1), a rock, concrete, and metal catch basin; and Feature 2 (F-2), a concrete, wood, and metal water storage tank with ancillary plumbing. Construction attributes and presumed function of LF-1 appear to postdate LF-2, F-1, and F-2. All features are in varying states of erosion in place while showing evidence of partial demolition.

Linear Feature **1** - The resource is a pipeline alignment consisting of 2-foot interior diameter concrete pipe with bell ends. Recorded segments consist of exposed portions of buried alignment with very little cover. Approximately 417 feet of manufactured alignment (with numerous exposed top-of-pipe pipeline portions) was observed within the project area. The alignment has a constructed drainage crossing that is supported by a formed concrete horizontal cradle and vertical pedestals. The alignment follows the contour along an approximately 36 degree west-facing slope. LF-1 exhibits a break, or a demolished portion located near the northern project area boundary with fragmented pipe sections and irregular quadrilateral gate doors with bent-metal edge pieces. Freshwater bivalve shell litters the area, most likely associated with the interior of the pipe.

LF-1 appears to be directly associated with P-37-030889, constructed in 1926 (Piek and DeCarlo 2015), an unrecorded portion of an east-west "Siphon" alignment with associated structure situated 200 feet north of current project boundary (first appears on 1949 USGS Topographic map). F1 is adjacent to the west. F1 connects to LF-2, also to the west, which then connects to F2 situated downslope to the west.

Linear Feature 2 - The resource is a canal alignment water conveyance feature situated between features F-1 and F-2. The feature consists of one to two courses of local angular rock affixed with concrete (mixed with a high percentage of local decomposed granite aggregate), with a non-uniform concrete U-shaped trough, and an overall non-trowel finish. The trough measures approximately 3 feet wide and 1.5 feet deep. The upslope portion running downgrade on an approximately 36 degree generally west-facing slope, then makes a northward turn to gradually meet F-2. Upslope/steep grade portions exhibited concrete sides and bottom; downslope portions are mostly infilled with soil. The intact feature portions are highly dilapidated and eroding in place while missing portions have feature components lightly dispersed in the immediate area. The canal follows an approximate 540-foot course downslope to F-2.

Feature 1 - The resource is a small catch or retention basin providing clean runoff of area water with 170 feet of vertical fall to F-2 via LF-2. The basin is constructed within an excavated depression, lined with several courses of local angular rock, and surfaced with a layer of concrete (mixed with a high percentage of local decomposed granite aggregate) with an overall non-trowel finish. The basin exhibits vertical walls, a flat bottom that graduates to the west, and a concrete crosspiece near the west end that is reinforced with a metal pipe (partially exposed due to erosion). At the western end is a rounded spillway that is also reinforced with a metal pipe (partially exposed due to erosion). F-1 measures 14 feet long (E/W) and 6 feet wide (N/S) with a maximum depth at the east end of 3.5 feet, and a spillway depth on the west side of 2 feet.

Feature 2 - The resource is a rectangular concrete, wood, and metal water storage tank with ancillary plumbing. The structure is primarily made of poured-in-place concrete evidenced by form board vertical walls. The basin measures 28.5 feet (N/S) and 14 feet (E/W) with 6.5-inch-thick walls. The structure has a depth of 3 feet from top of wall; however, there is a considerable amount of soil and modern rubbish infill. A raised rectangular inlet structure is adjacent on the east side (11 feet south of the northern wall) measuring 8 feet (E/W), 4 feet (N/S), and 6.5 inches thick. The central cradle is the conduit for inlet plumbing presumably fed by LF-2. A possible standpipe enclosure is adjacent near the northeast corner of the basin and various plumbing islands occur around F-2. Bolts and nuts remain protruding from the tops of the sidewalls with minimal extant dimensional lumber in place; if there was a cover or superstructure, it has been removed with no remnant evidence in the vicinity.

Analysis

Cultural resources that have been evaluated and determined to be eligible for listing in the California Register of Historic Resources (CRHR) are considered historical resources under the provisions of Public Resources Code Sections 5020.1 and 5024.1. For planning purposes, all the cultural resources in the survey area that have not yet been evaluated for their eligibility to the CRHR are considered to be historical resources until evaluated, with the exception of cultural isolates.

Section 5024.1(c) of the Public Resources Code addresses CEQA significance criteria. It indicates that a resource is determined significant and may be listed as an historical resource in the California Register if it meets any of the following CRHR criteria:

- 1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- 2 Is associated with the lives of persons important to our past.
- 3. Embodies the distinctive characteristics of a type, period, construction, or represents the work of an important creative individual, possesses high artistic values.

4. Has yielded, or may be likely to yield, information important in prehistory or history.

In addition to meeting one of the above criteria, a resource must have integrity; that is, it must evoke the resource's period of significance or, in the case of criterion 4, it must retain reliable research data (California Code of Regulations Title 14, Chapter 11.5 Section 4852(c)). Most archaeological sites that qualify for listing do so under criterion 4.

If a project will cause a substantial adverse change in the significance of a historical resource, mitigation is required under CEQA. A substantial adverse change is defined as the physical demolition, destruction, relocation, or alteration of the resource of its immediate surroundings such that the significance of a historical resource would be materially impaired. Avoidance of the historical resource through project redesign is the preferred mitigation measure. If redesign is not feasible, minimizing impacts by limiting the degree of impacts or reducing the impact through construction monitoring are mitigation options.

Bedrock milling site P-37-11003 does not qualify under criteria A and B because no significant event or person could be associated with the resource. Archaeological resources are typically not structures or buildings, so they do not exhibit the type of characteristics required for significance under this criterion. Based on the excavation program by Wade and Davis (1990), researchers determined that there was a lack of subsurface deposit; however, based upon City consultation with the Rincon Band of Luiseño Indians, the resource is a significant tribal cultural resource.

9998.1-NDY-01H is located on a steep (36 degree) slope that will remain in open space and will not be impacted by the project. Therefore, no evaluation or determination of significance of this potentially historical resource has been made or is required.

Recommendations

One previously recorded prehistoric resource, one previously unrecorded prehistoric isolate, and one previously unrecorded historic-era resource were identified within the project area during the archaeological survey. No evidence of the referenced location of H-5 shown on the 1901 USGS topographic map was identified in previous archaeological investigations or during the current survey; therefore, RECON does not recommend subsurface significance testing prior to grading to determine if there are buried features associated with H-5, the possible location of a rural schoolhouse. Alternatively, RECON recommends construction monitoring during grading as the best approach to identify possible buried features. This recommendation is addressed through incorporation of cultural resources mitigation measures MM-CR-1 through MM-CR-10.

It should be noted that H-11 (the Ryan house) is located outside of the project area and the project area and the project would not result in any impact to this historic-era resource.

The project would impact one cultural isolate (9998.1-ISO-01) and Feature 5 within the mapped boundary of P-37-11003 (Features 1 and 7 would be avoided by project design). Based upon City consultation with the Rincon Band of Luiseño Indians, P-37-11003, as a whole, has been recommended as significant with Feature 5 being a significant tribal cultural resource.

Implementation of the following mitigation measures, which represent the City's standard cultural resources conditions and an additional measure specifically for Feature 5, would be reduced potential impacts to below a level of significance. These measures were developed in consultation with the Rincon Band.

• **MM-CR-1** Prior to the issuance of a grading permit, the Applicant shall enter into a Tribal Cultural Resource Treatment and Monitoring Agreement (also known as a Pre-Excavation

Agreement) with a tribe that is traditionally and culturally affiliated with the Project Location ("TCA Tribe"). The purposes of the agreement are (1) to provide the Applicant with clear expectations regarding tribal cultural resources, and (2) to formalize protocols and procedures between the Applicant/Owner and the TCA Tribe for the protection and treatment of, including but not limited to, Native American human remains, funerary objects, cultural and religious landscapes, ceremonial items, traditional gathering areas and cultural items, located and/or discovered through a monitoring program in conjunction with the construction of the Project, including additional archaeological surveys and/or studies, excavations, geotechnical investigations, grading, and all other ground-disturbing activities. The agreement shall incorporate, at a minimum, the performance criteria and standards, protocols, and procedures set forth in mitigation measures MM-CR-2 through MM-CR-10, and the following information:

- Parties entering into the agreement and contact information.
- Responsibilities of the Property Owner or their representative, archaeological monitors, and tribal monitors.
- Project grading and development scheduling, including determination of authority to adjust in the event of unexpected discovery, and terms of compensation for the monitors, including overtime and weekend rates, in addition to mileage reimbursement.
- Requirements in the event of unanticipated discoveries, which shall address grading and grubbing requirements including controlled grading and controlled vegetation removal in areas of cultural sensitivity, analysis of identified cultural materials, and on-site storage of cultural materials.
- Treatment of identified Native American cultural materials.
- Treatment of Native American human remains and associated grave goods.
- Confidentiality of cultural information including location and data.
- Negotiation of disagreements should they arise.
- Regulations that apply to cultural resources that have been identified or may be identified during project construction.
- **MM-CR-2** Prior to issuance of a grading permit, the Applicant shall provide written verification to the City that a qualified archaeologist and a Native American monitor associated with a TCA Tribe have been retained to implement the monitoring program. The archaeologist shall be responsible for coordinating with the Native American monitor. This verification shall be presented to the City in a letter from the Project archaeologist that confirms the selected Native American monitor is associated with a TCA Tribe. The City, prior to any pre-construction meeting, shall approve all persons involved in the monitoring program.
- **MM-CR-3** The qualified archaeologist and a Native American monitor shall attend all applicable pre-construction meetings with the General Contractor and/or associated subcontractors to explain and coordinate the requirements of the monitoring program.
- **MM-CR-4** During the initial grubbing, site grading, excavation or disturbance of the ground surface (including both on- and off-site improvement areas), the qualified archaeologist and the Native American monitor shall be present full-time. If the full-time monitoring reveals that the topsoil throughout the Project impact area (both on and off-site) has been previously removed during the development of the existing roads and buildings within the Project area,

then a decrease of monitoring to part-time monitoring or the termination of monitoring can be implemented, as deemed appropriate by the qualified archaeologist in consultation with the Native American monitor. The frequency of subsequent monitoring shall depend on the rate of excavation, the materials excavated, and any discoveries of tribal cultural resources as defined in California Public Resources Code Section 21074. The qualified archaeologist, in consultation with the Native American monitor, shall be responsible for determining the duration and frequency of monitoring considering these factors. Archaeological and Native American monitoring will be discontinued when the depth of grading and soil conditions no longer retain the potential to contain cultural deposits (i.e., soil conditions are comprised solely of fill or granitic bedrock).

- **MM-CR-5** In the event that previously unidentified tribal cultural resources are discovered, all work must halt within a 100-foot radius of the discovery. The qualified archaeologist and the Native American monitor shall evaluate the significance of the find and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The qualified archaeologist and Native American Monitor shall consider the criteria identified by California Public Resources Code sections 21083.2(g) and 21074, and CEQA Guidelines sections 15064 and 15064.5(c) in determining the significance of a discovered resource. If the professional archaeologist and Native American monitor determine that the find does not represent a culturally significant resource, work may resume immediately, and no agency notifications are required. Isolates and clearly non-significant deposits shall be documented in the field and collected and monitored grading can immediately proceed. All unearthed archaeological resources or tribal cultural resources shall be collected, temporarily stored in a secure location, and repatriated for later reburial on the project site, pursuant to the terms of the Pre-Excavation Agreement.
- MM-CR-6 If the qualified archaeologist and Native American monitor determine that the find does represent a potentially significant tribal cultural resource, considering the criteria identified by California Public Resources Code sections 21083.2(g) and 21074, and CEQA Guidelines sections 15064 and 15064.5(c), the archaeologist shall immediately notify the City of said discovery. The qualified archaeologist, in consultation with the City, the consulting TCA Tribe(s), and the Native American monitor, shall determine the significance of the discovered resource. A recommendation for the tribal cultural resource's treatment and disposition shall be made by the gualified archaeologist in consultation with the TCA Tribe(s) and be submitted to the City for review and approval. If the find is determined to be a Tribal Cultural Resource under CEOA, as defined in California Public Resources Code Section 21074(a) though (c), appropriate treatment measures will be implemented. Work may not resume within the nowork radius until the City, through consultation as set forth herein, determines either that: 1) the discovery does not constitute a Tribal Cultural Resource under CEQA, as defined in California Public Resources Code Section 21074(a) through (c); or 2) the approved treatment and disposition measures have been completed.
- MM-CR-7 All sacred sites, significant tribal cultural resources, and unique archaeological resources encountered within the Project area shall be avoided and preserved as the preferred mitigation. The avoidance and preservation of the significant tribal cultural resource or unique archaeological resource must first be considered and evaluated in consultation with the TCA Tribe(s) as required by CEQA and in compliance with all relevant mitigation measures for the Project. If any significant tribal cultural resource or unique archaeological resource has been discovered and such avoidance or preservation measure has been deemed to be infeasible by the City's Director of Community Development (after a recommendation is provided by the qualified archaeologist, in consultation with the TCA Tribe(s), making a determination of

infeasibility that takes into account the factors listed in California Public Resources Code sections 21061.1, 21081(a)(3), and CEQA Guidelines section 15091, and in accordance with all relevant mitigation measures for the Project), then culturally appropriate treatment of those resources, including but not limited to funding an ethnographic or ethnohistoric study of the resource(s), and/or developing a research design and data recovery program to mitigate impacts shall be prepared by the qualified archaeologist (using professional archaeological methods), in consultation with the TCA Tribe and the Native American monitor, and shall be subject to approval by the City. No artifact sampling for analysis is allowed, unless requested and approved by the consulting TCA Tribe(s). Before construction activities are allowed to resume in the affected area, the research design and data recovery program activities must be concluded to the satisfaction of the City.

- As specified by California Health and Safety Code section 7050.5, if human MM-CR-8 remains are found on the Project site during construction or during archaeological work, the person responsible for the excavation, or his or her authorized representative, shall immediately notify the San Diego County Coroner's office. Determination of whether the remains are human shall be conducted on site and in situ where they were discovered by a forensic anthropologist, unless the forensic anthropologist and the Native American monitor agree to remove the remains to a temporary off-site location for examination. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Coroner has made the necessary findings as to origin and disposition. A temporary construction exclusion zone shall be established surrounding the area of the discovery so that the area would be protected, and consultation and treatment could occur as prescribed by law. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the NAHC, which then will designate a Native American Most Likely Descendant (MLD) for the project (California Public Resources Code § 5097.98) for proper treatment and disposition in accordance with California Public Resources Code section 5097.98. The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the City does not agree with the recommendations of the MLD, the NAHC can mediate (California Public Resources Code § 5097.94). If no agreement is reached, the remains shall be kept in situ, or reburied in a secure location in close proximity to where they were found and where they will not be further disturbed (California Public Resources Code § 5097.98). Work may not resume within the no work radius until the lead agency, through consultation as appropriate, determines that the treatment measures have been completed to their satisfaction. The analysis of the remains shall only occur on site in the presence of the MLD, unless the forensic anthropologist and the MLD agree to remove the remains to an offsite location for examination.
- **MM-CR-9** If the qualified archaeologist elects to collect any tribal cultural resources, the Native American monitor must be present during any cataloging of those resources. Moreover, if the qualified archaeologist does not collect the cultural resources that are unearthed during the ground-disturbing activities, the Native American monitor may, at their discretion, collect said resources for later reburial on the Project site or storage at a local curation facility. Any tribal cultural resources collected by the qualified archaeologist shall be repatriated to the TCA Tribe for reburial on the Project site. Should the TCA Tribe(s) decline the collection, the collection shall be curated at the San Diego Archaeological Center. All other resources determined by the qualified archaeologist, in consultation with the Native American monitor, to not be tribal cultural resources, shall be curated at the San Diego Archaeological Center.

- **MM-CR-10** Prior to the release of the grading bond, a monitoring report and/or evaluation report, if appropriate, that describes the results, analysis, and conclusions of the archaeological monitoring program and any data recovery program on the Project site, shall be submitted by the qualified archaeologist to the City. The Native American monitor shall be responsible for providing any notes or comments to the qualified archaeologist in a timely manner to be submitted with the report. The report will include California Department of Parks and Recreation Primary and Archaeological Site Forms for any newly discovered resources. A copy of the final report will be submitted to the South Coastal Information Center after approval by the City.
- **MM-CR-11** Preservation of Milling Feature 5. The relocation of the feature will be agreed upon by the City and the Rincon Band in consultation with the applicant. All efforts should be made to preserve the outcrop as one piece. If the boulder is too large to move in one piece, a concerted effort shall be made to preserve as many milling elements as possible.

According to State Health and Safety Code Section 7050.5, in the event that human remains (or remains that may be human) are discovered at the implementing development project site during grading or earthmoving, the construction contractors shall immediately stop all activities in the immediate area of the find. The project proponent shall then inform the San Diego County Coroner and the City of Escondido Planning Division, and the coroner would be permitted to examine the remains. If the coroner determines that the remains are of Native American origin, the coroner would notify the NAHC and the Commission would identify the "Most Likely Descendent." This requirement is met through implementation of mitigation measure MM-CR-8.

3.10.3 Findings

The proposed project is consistent with the certified FEIR. The FEIR concluded that cultural resources impact would be significant and mitigated. Cultural resources impact will continue to be significant and mitigated under the proposed project. A project-specific cultural resources report was prepared for the project (RECON 2023). The report included a records search and site survey. The City also consulted with local Tribes. Based upon City consultation with the Rincon Band of Luiseño Indians, P-37-11003, as a whole, has been recommended as significant with Feature 5 being a significant tribal cultural resource. Previously P-37-11003 was determined to not be significant under CEQA. Implementation of mitigation measures MM-CR-1 through MM-CR-11 would reduce potential impact cultural resources and tribal cultural resources to below a level of significance. This is consistent with the conclusion for cultural resources in the FEIR. Previous cultural resources mitigation measures in the FEIR would still be applicable to the project and future projects within the Northeast Gateway planning area. Therefore, the comparison of anticipated cultural resources effects of the proposed project with the impacts disclosed in the previous certified EIR support the required CEQA findings summarized below. Specifically, none of the conditions defined in Sections 15162 and 15163 of the State CEOA Guidelines that would require preparation of a subsequent or supplemental EIR have been met.

Major Revisions Not Required. The proposed project will not result in any new cultural resources impacts, nor is there substantial increase in the severity of impacts from that described in the certified FEIR. In consultation with the Tribes, mitigation measures have been included to prevent inadvertent impact to unidentified subsurface cultural resources and for the protection of Milling Feature 5.

No Substantial Change in Circumstances Requiring Major EIR Revisions. There is no substantial evidence in the record or otherwise to indicate that there are substantial changes in the circumstances

under which the cultural resources analysis was undertaken for the Northeast Gateway Specific Plan compared to the proposed project that would require major changes to the certified FEIR.

No New Information Showing Greater Significant Effects Than in Previous EIR. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the FEIR was certified indicating that a new significant effect not reported in the certified FEIR may occur. The potential for cultural resources impacts were identified in the FEIR and additional cultural resources mitigation measures have been added reflect the current conditions on the site and information received during consultation with the Tribes. Mitigation measures have been incorporated to ensure that cultural resources impacts remain mitigated to below a level of significance, which is consistent with the previous conclusions in the FEIR. Based on the information and analysis above, there is no substantial new information that there will be a new significant cultural resources impacts requiring major revisions of the certified FEIR.

No New Information Showing Ability to Reduce Significant Effects in Previous EIR that are Declined to be Adopted. The potential for cultural resources impacts were identified in the FEIR and additional cultural resources mitigation measures have been added reflect the current conditions on the site and information received during consultation with the Tribes. Mitigation measures have been incorporated to ensure that cultural resources impacts remain mitigated to below a level of significance. Implementation of these mitigation measures will be required as a condition of project approval and the applicant will continue to coordinate with the City and Tribes. All cultural resources impact will be reduced to below a level of significance with implementation of MM-CR-1 through MM-CR-11.

3.11 Hazards/Hazardous Materials

3.11.1 FEIR Conclusions

The FEIR analyzed the potential for impacts related to hazards and hazardous materials (pages 246-260). Specific topics analyzed included dam inundation and hazardous materials. Existing compliance with state and federal standards for the design, operation and maintenance of the existing dams reduced but does not eliminate the potential for significant impacts in the unlikely event of dam failure. Impacts would be reduced to an acceptable level by implementation of the following mitigation measures to be applied to future development within the Northeast Gateway SPA:

- As a condition of project approval, the project developer shall ensure that all future property owners and residents within the mapped dam inundation area receive written notice to this effect.
- As a condition of project approval, the project developer shall provide written notice to each future homeowner/resident of an approved evacuation route to be utilized in the unlikely event of a dam failure.
- Prior to any approval for development within the Northeast Gateway SPA, including the proposed Eureka Ranch TM site, the City of Escondido shall provide assurance that the structural integrity of the Lake Wohlford Dam meets the standards established by the Division of Safety of Dams (DOSD).

The FEIR identified the following mitigation measures to reduce potential hazardous materials impacts to below a level of significance:

• As a condition of project approval and prior to any grading or disturbance of areas previous supporting agricultural activities, the project proponent shall properly dispose of all

construction debris noted in the Phase 1 ESA. The ground surface shall be inspected following remove of trash to verify that hazardous substances in the trash pile(s) have not impacted soil. Documentation shall be provided by the City of Escondido verifying the inspection results and any additional soil testing for potential contamination (e.g., pesticides).

- As a condition of project approval and prior to any grading or disturbance of the site, the contents of all 55-gallon unmarked drums, located in the southwest corner of the fertilizer bard should be verified to confirm that chemicals or hazardous waste are not contained within. Upon verification, the containers shall be removed and properly dispose of. Documentation shall be provided to the City of Escondido verifying proper removal and disposal.
- As a condition of project approval and prior to any grading or disturbance of the site, the project
 proponent shall submit documentation to the City of Escondido showing that the contents of
 all above ground storage tanks (ASTs) and smudge pots have been empties of gasoline and
 diesel #2 and that fuel properly disposed of and ASTs cleaned. Following removal of all ASTs
 and smudge pots, documentation shall also be provided to show that impacted soil has been
 properly excavated and disposed of at an offsite treatment, storage, and disposal facility by a
 licensed contractor and that confirmation soils samples have been taken to verify removal of
 all impacted soils to the extent practicable.
- To avoid or reduce exposure to organochlorine pesticide compounds from exposure through inhalation, ingestion and dermal contact, preventative measures shall be employed to control fugitive dust, vapors, erosion and any off-site migration of pesticide contaminated soil. Contamination is most likely to occur during grading, trenching, drilling or other construction activities for the purpose of site development. Effective dust control is usually the most important measure used to reduce public exposure to these types of contaminants. Any activity generating dust emission should immediately be stopped if excessive off-site migration of dust is detected.

3.11.2 Project Analysis

A Phase 1 Environmental Site Assessment was prepared for the project site by Coast2Coast Environmental (C2C 2021). The complete report is included as **Appendix M**. site reconnaissance of the Property was performed on September 16 and 17, 2021.

Historically, the project site was cultivated for agricultural purposes (fruit and citrus orchards) possibly as early as the 1890. This appears to have been the only use of the western lower elevations of the Property until circa 1955 when a single-family house was developed on APN 240-011-01 (3507 E. Valley Pkwy.) Orchards, in varying states of maintenance, continued to be observed on the western lower elevations of the Property through the 1970s at which point ownership of the Property parcels began to turnover and a few small sections of orchard were kept for personal use but not commercial agricultural use.

Based upon information obtained from Coast 2 Coast's research and visual observations made during the site visit, we following determinations were made:

- The Property and east, north, and west adjoining sites were not found on the Standard Environmental Record sources required to be reviewed under ASTM Standard E1527-13, including the following:
 - o United States Environmental Protection Agency (U.S. EPA) National Priorities List
 - (NPL) (including delisted sites)

- State- and tribal-equivalent priorities list
- o U.S. EPA Superfund Management Enterprise System (SEMS) (including sites requiring
- o no further action) [formerly Comprehensive Environmental Response,
- Compensation and Liability Information System (CERCLIS)]
- State- and tribal-equivalent CERCLIS
- o U.S. EPA Resource Conservation and Recovery Act (RCRA) Treatment, Storage and
- o Disposal Facilities (TSDF) and CORRACTS Facilities
- U.S. EPA RCRA Generators
- U.S. EPA Emergency Response Notification System (ERNS)
- Federal Institutional Control (IC) or Engineering Control (EC) Registries
- State- and tribal-equivalent IC and EC Registries
- State Leaking Underground Storage Tank Program (LUST) and tribal equivalent State Registered Underground Storage Tank (UST) and tribal equivalent
- o State Solid Waste Information System (SWIS) and tribal equivalent
- State and tribal Voluntary Cleanup Program (VCP) sites
- State and tribal Brownfields sites

The south adjoining site is listed on ASTM Standard databases or selected additional databases researched during this assessment:

- SAM/CPS-SLIC Eureka Ranch (former Spieth & Wohlford), Valley Parkway, hydraulically downgradient of the Property – A summary of Department of Environmental Health files for this site is included in Section 4.2 of the Phase 1 ESA. Eureka Ranch is a tract of single-family homes on the site of a former ranch which cultivated citrus and avocado trees. "Grove Area 4" adjoined the south border of Property parcel APN 240-020-33.
- In 2002, five shallow soil samples from Grove Area 4 were composited into a single sample and analyzed for organochlorine pesticides, organophosphorus pesticides, and chlorinated herbicides. In Grove Area 4, organophosphorus pesticides and chlorinated herbicides were not detected above analytical method detection limits. One organochlorine pesticide, Chlordane, was detected at 970 micrograms per kilogram (µg/kg). This result was below the USEPA Region IX Preliminary Remediation Goal (PRG) of 1,600 microgram/kilogram (µg/kg) for Chlordane in residential soil.
- In summer 2004, three additional shallow soil samples were collected from Grove Area 4 and analyzed for organochlorine pesticides, organophosphorus pesticides, and metals. The samples were reported to not contain these analytes above their respective PRGs and no further assessment of Grove Area 4 appears to have been performed.
- There were 12 areas within the ranch (AOCs 1-12) which did require further assessment and remediation primarily due to contamination from aboveground storage tanks which stored diesel #2 and was used to fuel approximately 1,200 smudge pots throughout the ranch which were used keep the orchards from freezing. This work was completed in 2005 and 2006.

 Lennar Homes applied to the County DEH Site Assessment & Mitigation Voluntary Assistance Program in May 2008 and requested County DEH review the assessment and remediation work completed to date. DEH requested additional documentation and a health risk assessment for AOCs 1-12 but further remediation of the Eureka Ranch site beyond what was completed in 2005 and 2006 was not required. A case closure letter was issued to Eureka Ranch, LLC on July 23, 2010.

Four additional sites within the designated ASTM radii of the project site appear on one or more of the other lists provided by various government agencies. While the presence of these sites in the vicinity of the project site may constitute an environmental risk to the project site, evidence was not found during the course of our assessment which indicated that the project site has been adversely impacted by these sites nor that they represent an imminent threat to the project site.

One pad-mounted high voltage electrical transformer was observed in front of 13961 Valle Lindo Road and four pad-mounted high voltage electrical transformers were observed immediately adjacent to the west edge of the Property fronting East Valley Parkway. One pole-mounted transformer is located above the fence line between Property APN 240-011-12 and the north adjoining APN 240-011-12 (3539 E. Valley Pkwy.) Evidence of leakage of transformer fluid or soil staining in the vicinity of the transformers was not observed. The transformers are owned by San Diego Gas & Electric (SDG&E.) The houses on Valle Lindo Road were beginning to be developed when USEPA banned PCBs in dielectric fluid. There is a low to moderate likelihood this transformer as well as the pole-mounted transformer may contains PCBs; however, SDG&E is responsible for the maintenance and the cleanup should any spills occur. The four transformers fronting East Valley Parkway are labeled as containing a non-toxic fluid known as FR3. They replaced pole-mounted transformers removed during widening of East Valley Parkway sometime between 2016 and 2018.

This assessment found the following recognized environmental conditions (RECs) in connection with the current and past use of the project site:

- The western lower elevations of the project site were entirely cultivated for agricultural purposes (fruit and citrus orchards) possibly as early as the 1890 through circa 1955 when the first single-family house was developed on the Property at on APN 240-011-01 (3507 E. Valley Pkwy.) Orchards, in varying states of maintenance, continued to be observed on the western lower elevations of the Property through the 1970s at which point ownership of the Property parcels began to turnover and a few small sections of orchard were kept for personal use but not commercial agricultural use. Records for Eureka Ranch document the use of smudge pots across their orchards to prevent crops from freezing. It is not known if the Property parcels also utilized smudge pots. It is not known what agricultural pesticides and herbicides may have been used on the Property orchards.
- At various times between 2000 and 2015, row crops were observed on the west end of APNs 240-020-23 and 240-020-33 in connection the produce stand at 3485 E. Valley Pkwy. and 3445 E. Valley Pkwy, respectively. It is not known what agricultural pesticides and herbicides may have been used on the row crops.
- Mr. Jose Toscano, the owner of APN 240-011-01 (3507 E. Valley Pkwy.) since 1986, has stored vehicles and vehicle parts (in particular transmission bodies) on the project site over the years. There are multiple inoperable vehicles, vehicle parts, tires, and four sheds currently on the Property which must be removed when the parcel is sold. Assessment of soil beneath the vehicle, vehicle parts and sheds may not be possible until they are removed.

Though not rising to the level of a recognized environmental condition the following environmental issues were noted on the project site:

- The three existing homes and the vacant produce stand are each connected to a septic tank with an associated leach field.
- Three water wells are installed on the Property. Currently, they are used for irrigation water. The City of Escondido provides drinking water to the three houses on the Property.
- Friable and nonfriable building materials were observed inside the Property buildings. Some building materials inside 13961 Valle Lindo are damaged. Potential asbestos-containing materials observed in the Property buildings include sprayed-on acoustic ceiling texture, drywall, hard plaster, stucco, and roofing materials. There may be additional suspect materials behind walls or above ceilings.
- Lead-based paint was effectively banned for residential purposes as of 1978. The home at 3507 E. Valley Pkwy. was constructed circa 1955 and it is possible that lead-based paint was used on the building. Painted surfaces appeared to be intact and surfaces with cracked, chipped, and peeling paint were not observed. However, the original windows on the house appear to have been replaced with vinyl-framed windows.
- The homes at 13950 and 13961 Valle Lindo and the produce stand at 3485 E. Valley Pkwy. were constructed in late 1978 and later and the likelihood that lead paint was used on the homes is low to moderate. Some painted surfaces on the interior of 13961 Valle Lindo are in poor to fair condition due to vandalism.
- A review of a statewide radon study found 2 of 17 results above the USEPA action limit of 4.0 picocuries per liter (pCi/L.) Geology varies throughout the Property zip code with some areas underlain by granite and some areas underlain by Quaternary alluvial flood plain deposits. If building on granite, there is a low to moderate risk of encountering radon above the USEPA action limit

Coast 2 Coast recommend the following:

- Evaluation of soil for agricultural chemicals on the western lower elevations of the project site due to the cultivation of orchards for approximately 80 years (circa 1890s to 1970s) and limited row crop cultivation between circa 2000 and 2015. This will allow for proper management of any affected soil during excavation activities.
- Sampling for smudge pot fuel contamination would be quite difficult without knowing where
 the smudge pots were placed. Sampling data from the south adjoining Eureka Ranch project
 demonstrated that contamination was limited to very shallow soil immediately surrounding the
 smudge pot. In addition, soil on the Property in the areas of the former orchards has been
 disturbed by a variety of on-site activities exposing limited areas of soil contamination due to
 smudge pots to natural attenuation over the last 40 to 50 years. If specific evidence of
 petroleum-contaminated soil is found, then it should be sampled for proper handling during
 grading; but in the absence of specific information on smudge pot locations the risk of existing
 soil contamination from this activity appears to be low.
- Selected areas of APN 240-011-01 (3507 E. Valley Pkwy.) should be sampled for petroleum hydrocarbons and associated volatile organic solvents. Suggested locations include beneath the pile of transmission bodies; beneath the vehicle storage area in the northeast corner of his parcel; beneath the shed/storage container area in the northeast corner of his parcel; and

beneath the wooden shed north of the large metal shed. Additional sampling areas may become obvious once he removes everything from the Property. The purpose of the sampling is so that if impacted soil is found, it can be properly managed during future excavation activities.

- The tenant at APN 240-020-23 (13950 Valle Lindo) operates a general contracting business from the home. The shed/barn at the rear of the parcel, a small shed attached to the northwest corner of the house, and the garage are being used to store a large quantity of materials which need to be removed and properly disposed. A few containers of latex-based were observed in one-gallon and five-gallon containers. Hazardous substances were not observed but the noted areas were very cluttered and its possible something was not visible during the site reconnaissance. Also on the parcel, the storage container with an awning attached at 3585 E. Valley Pkwy. has a few items which should be disposed when the storage container is removed from the parcel.
- Removing septic tanks and closing leach fields must meet the requirements of the County of San Diego Department of Environmental Health.
- Water wells which will not be used must be closed in accordance with the requirements of the County of San Diego Department of Environmental Health.
- Completing a survey for asbestos-containing materials and lead-based paint on the existing buildings on the project site in order to properly manage building materials waste during demolition.
- If construction of buildings will occur outside of the areas underlain by Quaternary alluvial flood plain deposits, further evaluation for radon may be necessary. Typically, radon is not a major concern in San Diego, but the State radon data for the Property zip code suggests it may need further consideration if building on granite and other rock surfaces.

3.11.3 Findings

The proposed project is consistent with the certified FEIR and will not result in any hazards/hazardous materials impacts. Therefore, the comparison of anticipated hazards/hazardous materials effects of the proposed project with the impacts disclosed in the previous certified EIR support the required CEQA findings summarized below. Specifically, none of the conditions defined in Sections 15162 and 15163 of the State CEQA Guidelines that would require preparation of a subsequent or supplemental EIR have been met.

Major Revisions Not Required. The proposed project will not result in any new hazards/hazardous materials impacts, nor is there substantial increase in the severity of impacts from that described in the certified FEIR.

No Substantial Change in Circumstances Requiring Major EIR Revisions. There is no substantial evidence in the record or otherwise to indicate that there are substantial changes in the circumstances under which the hazards/hazardous materials analysis was undertaken for the Northeast Gateway Specific Plan compared to the proposed project that would require major changes to the certified FEIR.

No New Information Showing Greater Significant Effects Than in Previous EIR. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the FEIR was certified indicating that a new significant effect not reported in the certified FEIR may occur. Based on the information and analysis above, there is no substantial new

information that there will be a new significant hazards/hazardous materials impacts requiring major revisions of the certified FEIR.

No New Information Showing Ability to Reduce Significant Effects in Previous EIR. Because the proposed project would not result in significant impacts with respect to hazards/hazardous materials, no alternatives to the project or additional mitigation measures are necessary that would otherwise substantially reduce one or more of the potentially significant land use effects identified in and considered by the certified FEIR.

3.12 Additional Environmental Topics

3.12.1 FEIR Conclusions

In addition to the environmental topics analyzed in Sections 3.1 through 3.11, above, the following environmental topics were analyzed in Chapter 8 of the FEIR (pages 275 - 277) and determined to have effects found not to be significant:

- Recreation
- Population/Housing, and
- Paleontology

3.12.2 Project Analysis

There are no aspects of the proposed project which would result in new significant impacts related to recreation, population/housing and paleontology. The proposed number of units falls within the total yield analyzed within the FEIR. The project would not result in a great demand for recreation resources or result in a greater level of population growth beyond that which was already considered in the FEIR. The project proposes development within the footprint already considered in the Northeast Gateway Specific Plan FEIR.

3.12.3 Findings

The proposed project is consistent with the certified FEIR and will not result in any recreation, population/housing or paleontology impacts. Therefore, the comparison of anticipated recreation, population/housing or paleontology effects of the proposed project with the impacts disclosed in the previous certified EIR support the required CEQA findings summarized below. Specifically, none of the conditions defined in Sections 15162 and 15163 of the State CEQA Guidelines that would require preparation of a subsequent or supplemental EIR have been met.

Major Revisions Not Required. The proposed project will not result in any new recreation, population/housing or paleontology impacts, nor is there substantial increase in the severity of impacts from that described in the certified FEIR.

No Substantial Change in Circumstances Requiring Major EIR Revisions. There is no substantial evidence in the record or otherwise to indicate that there are substantial changes in the circumstances under which the recreation, population/housing or paleontology analysis was undertaken for the Northeast Gateway Specific Plan compared to the proposed project that would require major changes to the certified FEIR.

No New Information Showing Greater Significant Effects Than in Previous EIR. This Addendum has analyzed all available relevant information to determine whether there is new information that was not

available at the time the FEIR was certified indicating that a new significant effect not reported in the certified FEIR may occur. Based on the information and analysis above, there is no substantial new information that there will be a new significant recreation, population/housing or paleontology impacts requiring major revisions of the certified FEIR.

No New Information Showing Ability to Reduce Significant Effects in Previous EIR. Because the proposed project would not result in significant impacts with respect to recreation, population/housing or paleontology, no alternatives to the project or additional mitigation measures are necessary that would otherwise substantially reduce one or more of the potentially significant land use effects identified in and considered by the certified FEIR.

4.0 Findings and Conclusions

4.1 Section 15162 Findings

Based on the project description contained in Chapter 2.0, each of the issues addressed in the Northeast Gateway Specific Plan FEIR, none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent EIR have occurred.

- 1. The change in the project analyzed in the FEIR for the Northeast Gateway Specific Plan is not substantial. Substantial changes in the project are those that would require "major revisions of the previous EIR ... due to the involvement of new significant environmental effects, or a substantial increase in the severity of previously identified significant effects." As noted above, the proposed project will not result in new significant effects or a substantial increase in the severity of previously identified significant effects.
- 2. The circumstances under which the project is undertaken have not substantially changed. Substantial changes in the circumstances under which the project is being undertaken are defined as those that would "require major revisions of the previous EIR ... due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. The circumstances under which the project is being undertaken have changed, but those changes are not substantial changes that will result in the proposed project having new significant effects or a substantial increase in the severity of previously identified significant effects.
- 3. No new information of substantial importance, which was not known and could have not been known, with the exercise of reasonable diligence at the time the previous EIR was certified, shows:
 - "The project will have one or more significant effects not discussed in the previous EIR...;
 - Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative."

Section 15164 of the State CEQA Guidelines states that an Addendum to an EIR shall be prepared "if some changes or additions are necessary, but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." Since none of the conditions of Section 15162 of the State CEQA Guidelines occur, an Addendum to the Northeast Gateway Specific Plan FEIR is the appropriate form of environmental documentation under CEQA for the proposed project.

4.2 Program EIR Findings

Section 15168 of the CEQA Guidelines addresses Program EIRs and their use for subsequent project approvals. The Northeast Gateway Specific Plan FEIR was a Program EIR as it pertained to the greater Specific Plan area (the area outside of the project-level Eureka Ranch TM).

Section 15168(c) discusses the use of a Program EIR with later activities and Section 15168(c)(2) states that "if the agency finds that pursuant to Section 15162, no subsequent EIR would be required, the agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required. Whether a later activity is within the scope of a program EIR is a factual question that the lead agency determines based on substantial evidence in the record. Factors that an agency may consider in making that determination include, but are not limited to, consistency of the later activity with the type of allowable land use, overall planned density and building intensity, geographic area analyzed for environmental impacts, and covered infrastructure, as described in the program EIR."

As detailed in this Addendum and the project materials, the City finds that, pursuant to Section 15162, no subsequent EIR would be required. Since none of the conditions of Section 15162 of the State CEQA Guidelines occur and as the Addendum and the proposed project satisfy the requirements of Section 15168, an Addendum to the Northeast Gateway Specific Plan FEIR is the appropriate form of environmental documentation under CEQA for the proposed project.

5.0 References

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