

Draft

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

2608 SOUTH ESCONDIDO BOULEVARD PROJECT

Project Case # ENV 19-0007, SUB 19-0010 and PHG19-0050

Address: 2608 South Escondido Boulevard

Escondido, CA 92025

Assessor Parcel Numbers 238-152-06-00 and 238-152-07-00

Prepared for:

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

Prepared by:

RECON Environmental, Inc.
1927 Fifth Avenue
San Diego, CA 92101

March 2020



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

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

CASE NOS.: ENV 19-0007; SUB 19-0010 and PHG 19-0050 "2608 S. Escondido Boulevard Project"

DATE ISSUED: March 12, 2020

PUBLIC REVIEW PERIOD: March 16, 2020 – April 6, 2020

LOCATION: On the eastern side of S. Escondido Boulevard, south of Citracado Parkway, east of S. Centre City Parkway, addressed as 2608 S. Escondido Boulevard (Assessor Parcel Nos. 238-152-06-00, 238-152-07-00).

PROJECT DESCRIPTION: The project involves a one-lot Tentative Subdivision Map along with a Condominium Permit/Plot Plan for the proposed development of 42 air-space, three-story condominium units located on approximately 1.75-acres of land. A Non-Emergency Demolition Permit also is requested for the proposed demolition of a Spanish Colonial Revival-style adobe structure constructed in 1946 that is classified as a historic resource. The structure originally was constructed as a single-family residence and was converted into a restaurant in 1963 (most recently known as "Hacienda de Vega") which was shuttered in 2017. Access to the site would be provided from South Escondido Boulevard via a 24-foot-wide private street. South Escondido Boulevard would be improved across the project frontage (eastern side) to include curb, gutter, and sidewalk. A southbound left-turn lane would be stripped across the project frontage. A total of 96 parking spaces would be provided on-site (garages/open guest spaces). On-street spaces would be restricted.

APPLICANT: Kitchell Development Company (S. Escondido LP)

An Initial Study has been prepared to assess this project as required by the California Environmental Quality Act and Guidelines, Ordinances and Regulations of the City of Escondido. The Initial Study and Draft Mitigated Negative Declaration (IS/MND) are on file in the City of Escondido Planning Division and can be viewed on the City of Escondido web site (*Active Development Projects*) at: <https://www.escondido.org/2608-south-escondido-blvd-project.aspx>. Further information may be obtained by contacting the Planning Division, telephone (760) 839-4537 or email at jpaul@escondido.org.

Findings: The findings of this review are that the Initial Study identified effects related to cultural/tribal cultural resources and noise that might be potentially significant. Design and minimization measures, revisions in the project plans, and/or mitigation measures agreed to by the applicant would provide mitigation to a point where potential impacts are reduced to less than a significant level. A public meeting for the adoption of the Final IS/MND by the Escondido City Council has not yet been scheduled.

A handwritten signature in blue ink, appearing to read "Bill Martin".

Bill Martin, AICP
Director of Community Development



Environmental Checklist Form (Initial Study Part II)

- 1. Project title and case file number: 2608 South Escondido Boulevard Project; Case # ENV19-0007, SUB 19-0010 and PHG19-0050
2. Lead agency name and address: City of Escondido, 201 N. Broadway, Escondido, CA 92025
3. Lead agency contact person name, title, phone number and email: Jay Paul, Senior Planner (760) 839-4537 jpaul@escondido.org
4. Project location: 2608 South Escondido Boulevard, Escondido, California 92025 (APNs 238-152-06-00, 238-152-07-00)
5. Project applicant's name, address, phone number and email: Tony Cassoloto, 576 Camino El Dorado, Encinitas, CA 92024; tonygc@cox.net
6. General Plan designation: Specific Plan (SP)
7. Zoning: South Centre City Specific Plan (Southern Entry District-Mixed Use)
8. Description of project: (Describe the whole action involved, including, but not limited to, later phases of the project and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)

The 2608 South Escondido Boulevard Project (project) is located in the County of San Diego, City of Escondido, California (Figures 1 and 2). The project site is bounded by South Escondido Boulevard to the west, Escondido Lodge to the south and east, and a new multi-story residential development, "Citron", to the north. (Figure 3). The approximately 1.75-acre project site is currently developed with an abandoned single-story restaurant structure with associated outbuildings, concrete flatwork, landscaping, utilities, and other minor improvements. The topography of the project site generally descends to the southeast with elevations ranging from approximately 577 feet above mean sea level (msl) in the northwest to approximately 567 feet msl to the southeast.

The project site has General Plan land-use designation as Specific Plan and is located in the South Centre City Specific Plan (Southern Entry District) with a mixed-use overlay. The proposed project would be consistent with both the General Plan land-use designation and zoning code. The project requires the following discretionary permit applications: Condominium Permit; Tentative Subdivision Map (one-lot/air-space condominium units); Plot Plan; and Non-Emergency Demolition Permit (required for the demolition of a historic resource).

The project includes the demolition of the existing structures and the construction of 42, three-story residences in a new multi-family development (Figure 4) at a density of 24 dwelling units per acre. Additional on-site amenities include various open space areas, barbeque/sitting area, and open space walkways.

Grading quantities include approximately 1,700 cubic yards of cut and 1,700 cubic yards of fill, for a balanced grading design. Retaining walls are proposed along the southern and eastern boundary of the project site. The project would change the visual character of the site from a fenced abandoned restaurant structure to a residential community similar in character to the neighboring project (Citron). Demolition of the existing on-site structures could result in removal of asbestos or other toxic materials; however, the project would adhere to all state and local regulations relating to the removal of such materials.

Access to the site would be provided from South Escondido Boulevard via a 24-foot-wide private street (Street "A"). South Escondido Boulevard would be improved across the project frontage (eastern side) to include curb, gutter, and sidewalk. A southbound left-turn lane would be stripped across the project frontage. A total of 96 parking spaces would be provided on-site (garages/open guest spaces). On-street spaces would be restricted.

As shown in the project's Concept Landscape Plan (Figures 5a and 5b), all landscaping, brush management, and irrigation would conform to the requirements of the City of Escondido's (City's) Water Efficient Landscape Regulations (Escondido Municipal Code Article 62). The project architecture includes Mediterranean/Santa Barbara and rustic type elements. A palette of earth toned colors would be used including wood and stucco materials to compliment the residential neighborhood surrounding the project. Decorative shutters, awnings, and gable accents would also enhance the visual quality of the project site. The proposed site design includes a diversity of architectural elevations and color modelling to integrate the project (Figure 5c). The retaining walls would be accented by a 42-inch tubular steel guard rail and a brown split fence or wood fence would surround the project site. Garages generally would be rear facing (inward towards the project driveways).

The project also proposes a biofiltration/treatment basin along a portion of the southern and eastern boundary. On-site private storm drains would collect runoff and direct the flow into outlets within the bioretention basins and then to the City's existing storm water system.

The City would provide sewer and water service via connections to an existing public sewer and water main along Cranston Drive and South Escondido Boulevard, respectively. The project site is served by the City for water, sewer, storm water, fire, and police and is located within the Escondido Union School District.

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

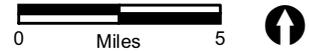
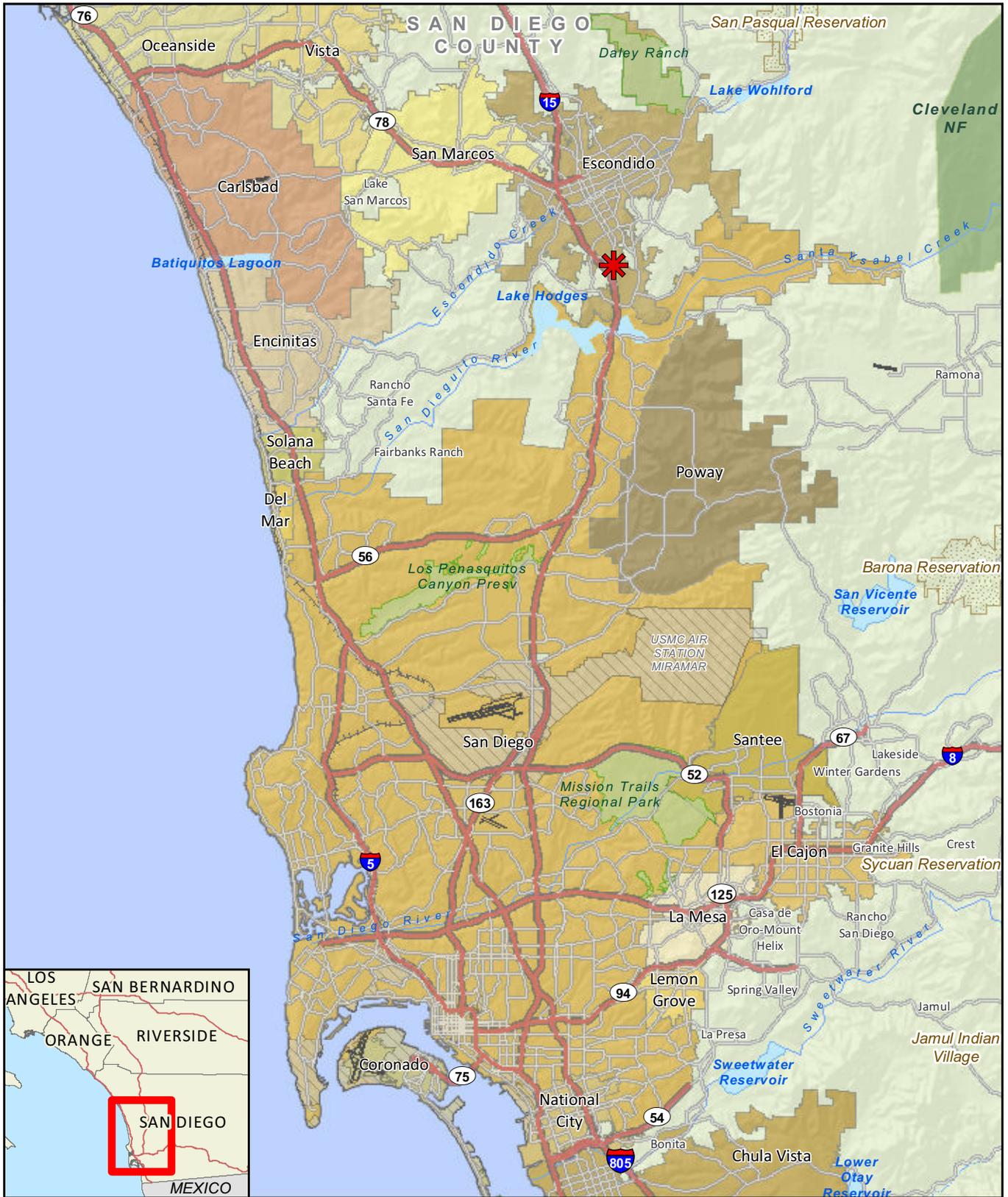
The project site is located within the City's General Plan area and currently developed with a single-story adobe structure constructed in 1946 and other outbuildings that previously were used for residential and commercial/restaurant purposes. Use of the site as a restaurant ceased in 2017 and the property is secured by a chain-link fence. The project site generally is surrounded by a mix of multi-family, single-family, and hotel land uses. The site is accessible to and from Interstate 15 (0.25 mile to the west) and State Route 78 (2.3 miles to the northeast) with Centre City Parkway (Super Major Road) and South Escondido Boulevard (Local Collector Road) bordering the property's western frontage. Immediately south and east of the project site is the Escondido Lodge, while the Citron multi-family development lies directly to the north. Single-family development is located further to the east. Vegetation on the site primarily consists of ornamental landscaping associated with the previous uses and a variety of mature trees. The site does not contain any native or sensitive habitat or species. The project site is surrounded by urban development on all sides.

10. Tribal Consultation. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has this consultation begun?

Pursuant to Assembly Bill 52, the City sent letters on October 25, 2019, to the San Luis Rey Band of Mission Indians, Rincon Band of Luiseno Indians, Soboba Band of Luiseno Indians and Mesa Grande Band of Mission Indians; these tribes have requested formal notification of projects within the City. Written responses were received from the San Luis Rey Band and Rincon Band requesting formal consultation. Formal consultation was conducted with representative(s) of the San Luis Rey Band on November 19, 2019 and with representative(s) of the Rincon Band on January 8, 2020 (by phone). Additional information requested regarding the project (Cultural Resource Survey) was forwarded to the Rincon Band on December 26, 2019.

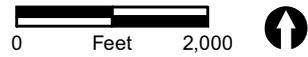
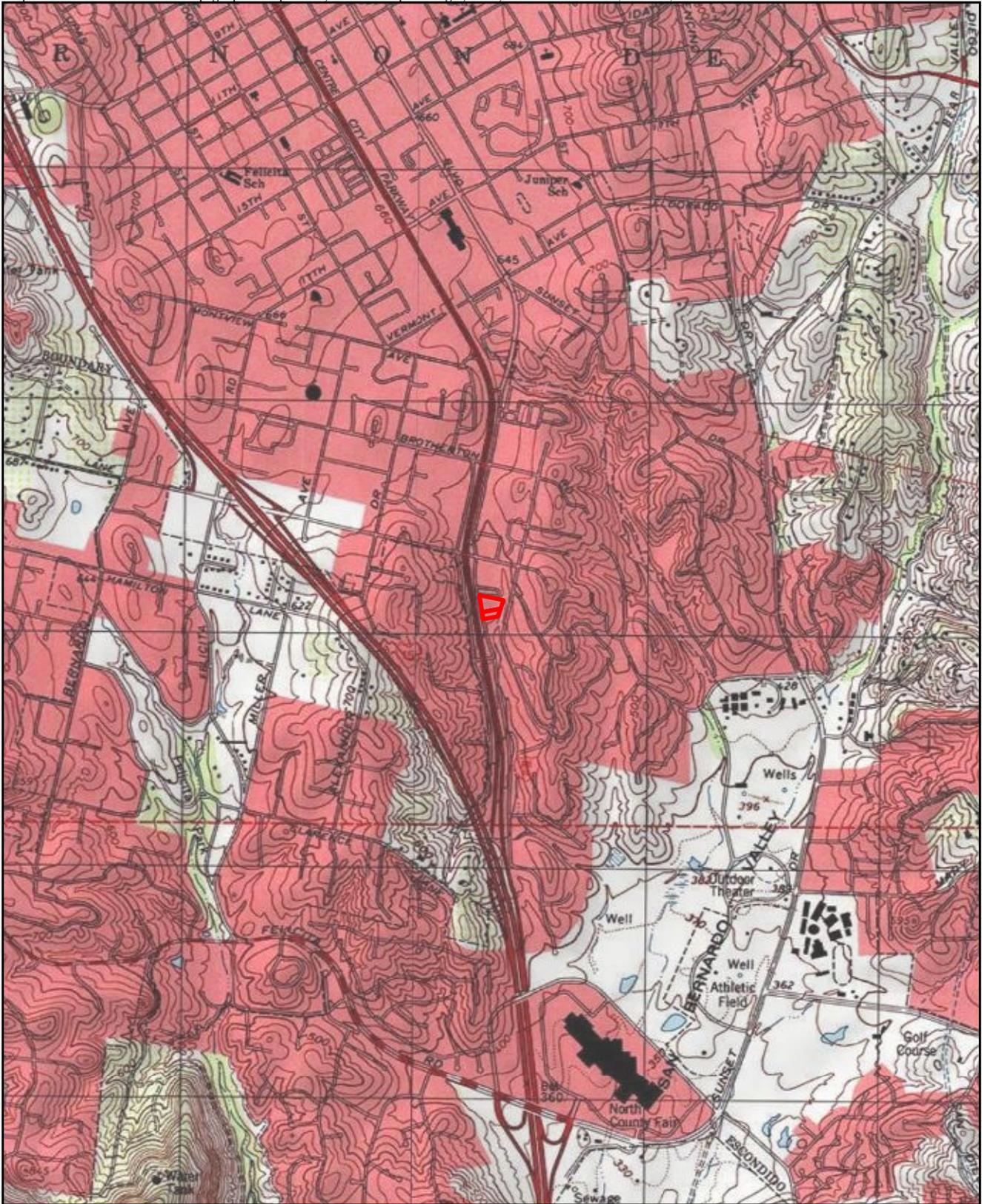
11. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement).

- San Diego Regional Water Quality Control Board (Region 9): Construction General Permit Stormwater Pollution Prevention Plan



 Project Location

FIGURE 1
Regional Location



 Parcel Boundary

FIGURE 2

Project Location on USGS Map



 Parcel Boundary

FIGURE 3

Project Location on Aerial Photograph



LEGEND:

PROJECT BOUNDARY	.....	UNIT 10
EXISTING CONTOURS	.....	FF=567.4
EXISTING EASEMENT LINE	.....	GF=XXXX
SETBACK LINES	.....
PROPOSED EASEMENT LINE	.....
PROPOSED UNIT NUMBER	.....
PROPOSED FINISH FLOOR ELEVATION	.....
PROPOSED GARAGE FLOOR ELEVATION	.....
PROPOSED BUILDING FOOTPRINT	.....
GRADED SLOPE 2:1 TYPICAL	.....
PROPOSED CONTOURS	.....
PERCENT OF GRADE	.....
FINISH SURFACE ELEVATION	.....
FINISH GROUND ELEVATION	.....
TOP OF CURB ELEVATION	.....
PROPOSED 6" CURB	.....
PROPOSED 6" CURB & GUTTER	.....
PROPOSED ROLLED CURB	.....
PROPOSED AC PAVEMENT	.....
PROPOSED RETAINING WALL	.....
PROPOSED BIO-FILTRATION BASIN	.....
PROPOSED PUBLIC SEWER LINE	.....
PROPOSED PUBLIC WATER LINE	.....
PROPOSED FIRE HYDRANT	.....
PROPOSED FDC	.....
PROPOSED BACKFLOW / DETECTOR CHECK ASSEMBLY	.....
PROPOSED PIV	.....
PROPOSED WATER SERVICE WITH BACK FLOW PER W-10-E	.....
PROPOSED PRIVATE STORM DRAIN	.....
PROPOSED PUBLIC UTILITIES AND EMERGENCY ACCESS EASEMENT	.....
PROPOSED PERMEABLE PAVERS IN PARKING STALLS	.....



FIGURE 4
Site Plan



SITE ADDRESS
 2608 S. ESCONDIDO BLVD
 ESCONDIDO, CA 92025

OWNER/APPLICANT DEVELOPER
 TONY CASSOLATO
 516 CAMINO EL DORADO
 ENCINITAS, CA. 92024
 619.823.3602

IRRIGATION STATEMENT

1. THE IRRIGATION SYSTEM SHALL COMPLY WITH THE REQUIREMENTS OF THE CITY OF ESCONDIDO WATER EFFICIENT LANDSCAPE REGULATIONS, MC ART. 62
2. ALL PLANTED AREAS SHALL HAVE AN AUTOMATIC IRRIGATION SYSTEM. SHRUB AND GROUND COVER AREAS SHALL UTILIZE LOW-VOLUME SUBSURFACE DRIP EMISSION DEVICES, PREVENTING RUNOFF AND OVERSAY. SLOPE AREAS SHALL UTILIZE LOW PRECIPITATION RATE ROTATOR NOZZLES
3. THE AUTOMATIC CONTROLLER SHALL BE A SMART CONTROLLER, WITH WEATHER SENSING FEATURES AND FLOW MANAGEMENT CAPABILITIES.
4. THE IRRIGATION SYSTEM VALVES SHALL BE SEPARATED BY HYDROZONE, WITH RESPECT TO SIMILAR SITE, SUN EXPOSURE, SOIL CONDITIONS AND PLANT MATERIAL, WITH SIMILAR WATER USE.
5. ONLY SUBSURFACE IRRIGATION SHALL BE USED WITHIN 24" OF A PAVED SURFACE
6. TREES SHALL BE PLACED ON SEPARATE VALVES FROM SHRUBS AND GROUND COVER, UTILIZING DEEP ROOT BUBBLERS
7. THE PROJECTS ESTIMATED WATER USE (ETAW) SHALL NOT EXCEED THE MAXIMUM APPLIED WATER ALLOWANCE (MAWA)
8. ALL TREES SHALL BE LOCATED:
 - MIN. 10' FROM FIRE HYDRANTS, UTILITY POLES, OVERHEAD UTILITY WIRES, STREET LIGHTS, & UTILITY STRUCTURES
 - MIN. 5' FROM UNDERGROUND UTILITY LINES
 - MIN. 8' FROM UNDERGROUND SEWER LINES

INVASIVE SPECIES

NO NON-NATIVE INVASIVE PLANT SPECIES SHALL BE USED, PER THE CALIFORNIA EXOTIC PEST PLANT COUNCIL LIST A-I, AND CALIFORNIA INVASIVE PLANT COUNCIL (CAL-IPC)

MAINTENANCE NOTES

ALL LANDSCAPED AREAS WILL BE MAINTAINED BY HOA

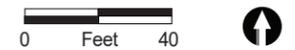
DESIGN FEATURES

1. ALL PLANTING WITHIN CORNER SIGHT LINE DISTANCE AREAS SHALL HAVE A MAXIMUM MATURE HEIGHT OF 30'
2. ALL PLANTED AREAS OTHER THAN SLOPES AND LINED BASIN SHALL RECEIVE A 3" LAYER OF SHREDDED BARK MULCH
3. ALL PLANTS SHALL BE SELECTED FOR DROUGHT TOLERANCE AND LOW MAINTENANCE. ALL SHRUBS AND GROUND COVERS SHALL BE NUCOLS RATED 'LOW' FOR WATER USE.
4. ALL SLOPES OVER 3' HEIGHT SHALL BE LANDSCAPED PER EROSION CONTROL GUIDELINES

NEW LANDSCAPED AREA

TOTAL SF. SITE: 16,195 SF.
 TOTAL LANDSCAPING: 14,470 SF.
 % OF SITE LANDSCAPED: 19%

Plant Legend			
SYMBOL	BOTANICAL NAME	COMMON NAME	ZONE 4 NUCOLS
Trees:			
	Street Trees - S. Escondido Blvd: (24" Box)		
	KOELREUTERICA PANICULATA	GOLDEN RAIN TREE	M
	Entry Drive Street Trees: (24" Box)		
	X. CHITALPA TASHKENTENSIS	CHITALPA	L
	LAGERSTROEMIA I. 'MUSKOGEE'	GRAPE MYRTLE	M
	PRUNUS BLIERIANA	PURPLE LEAF PLUM	M
	Internal Street Trees: (24" Box)		
	PODOCARPUS GRACILIOR	FERN PINE	M
	ULMUS PARVIFOLIA	CHINESE ELM	L
	TRISTANIA CONFERTA	BRISBANE BOX	M
	Community Open Space Trees: (24" Box)		
	X. CHITALPA TASHKENTENSIS	CHITALPA	L
	LAGERSTROEMIA I. 'MUSKOGEE'	GRAPE MYRTLE	M
	PRUNUS BLIERIANA	PURPLE LEAF PLUM	M
	RHUS LANCEA	AFRICAN SUMAC	L
	TRISTANIA CONFERTA	BRISBANE BOX	M
	SYAGRUS ROMANOFFIANA	QUEEN PALM	M
	Columnar Accent Trees: (5 Gal - 15 Gal)		
	PODOCARPUS 'MAKI'	SHRUBBY YEW PINE	M
	BUXUS 'UPTIGHT'	COLUMNAR BOXWOOD	M
	ILEX 'COLONADE'	COLUMNAR HOLLY	M
	EUNONYMUS 'GREEN SPIRE'	GREEN SPIRE EUONYMUS	M
Shrubs & Ground Covers:			
Common Area Accent Shrubs: (1 gal - 5gal)			
	AGAVE SPP.	AGAVE	L
	ALYOGYNE HUEGELII	BLUE HIBISCUS	L
	ANIGOZANTHOS HYB.	KANGAROO PAW	L
	ALOE SPP.	ALOE	L
	ALOE ARBORESCENS	TORCH ALOE	L
Common Area Foundation Shrubs: (1-5 gal. @ 3' - 4' o.c.)			
	WESTRINGIA FRUTICOSA	COAST ROSEMARY	L
	RHAPHIOLEPIS INDICA	INDIA HAWTHORN	L
	LIGUSTRUM 'TEXANUM'	JAPANESE PRIVET	M
	PITTOSPORUM SPP.	PITTOSPORUM	M
	BUXUS JAPONICA	JAPANESE BOXWOOD	M
	TECOMA 'ORANGE JUBILEE'	ORANGE BELLS	L
Common Area Ground Covers: (Flats @ 12" o.c.)			
	BACCHARIS 'PIGEON POINT'	COYOTE BRUSH	L
	MYOPORUM 'PUTAH CREEK'	DWARF MYOPORUM	L
	ROSMARINUS 'HUNTINGTON CARPET'	ROSEMARY	L
	SENECIO MANDRILLISCAE	BLUE CHALK STICKS	L
Common Area Massing Shrubs: (1 gal - 5gal)			
	CALLISTEMON 'LITTLE JOHN'	DWARF BOTTLEBRUSH	L
	CISTUS 'LITTLE MISS SUNSHINE'	ROCKROSE	L
	DIANELLA REVOLUTA	LITTLE REV FLAX LILY	L
	DIETES 'BICOLOR'	FORTNIGHT LILY	L
	LANTANA GOLD MOUND	GOLD MOUND LANTANA	L
	LOMANDRA L. 'BREEZE'	DWARF MAT RUSH	L
	RHAPHIOLEPIS 'BALLERINA'	DWARF INDIA HAWTHORN	L
	ROSMARINUS 'TUSCAN BLUE'	ROSEMARY	L
	SALVIA C. 'WINNIFRED GILMAN'	BLUE SAGE	L
	NANDINA DOMESTICA	HEAVENLY BAMBOO	M
	SALVIA LEUCANTHA	MEXICAN BUSH SAGE	L
	CARISSA 'GREEN CARPET'	DWARF NATAL PLUM	M
Bio-Filtration Basins (Plugs @ 12" o.c.):			
	JUNCUS P. 'CANYON GREY'	GREY RUSH	L
	MUHLENBERGIA RIGENS	DEER GRASS	L
Common Area Turf:			
	MARATHON DWAF FESCUE		
Common Area Turf:			
	MARATHON DWAF FESCUE IN TURFBLOCK		





WATER EFFICIENT LANDSCAPE WORKSHEET

REFERENCE EVAPOTRANSPIRATION (ET_o) 57.0

Hydrozone # / Planting (a) Description	Plant Factor (PF)	Irrigation (b) Method	Irrigation Efficiency (c) (IE)	ETAF (PF/IE)	Landscape Area In Square Feet	ETAF x Area	Estimated Total Water Use (d) (ETWU)
Regular Landscape Areas							
1- Basin-Low	0.3	MP Rotator	0.75	0.40	2,769	1,108	39,143
2-Slopes-Low	0.3	MP Rotator	0.75	0.40	1,523	609	21,529
3-Common Area Shrub-Low	0.3	Drip-sub	0.81	0.37	7,921	2,934	103,677
4-Common Area Shrub-Mod	0.5	Drip-sub	0.81	0.62	2,257	1,393	49,236
Totals					14,470	6,044	213,585
Special Landscape Areas							
5-Common Area Turf-High				1.0	1,789	1,789	63,223
Totals					1,789	1,789	63,223
Estimated Total Water Use (ETWU) Total							276,808
Maximum Water Allowance (MAWA)(e)							277,999
Irrigation Efficiency (IE) Average**							0.60

**Average Irrigation Efficiency for overall irrigation system shall meet or exceed 0.75 (total of all efficiency ratings divided by number of hydrozones).

ETAF CALCULATIONS

Average ETAF for Regular Landscape Areas must be 0.55 or below for residential areas and 0.45 or below for non-residential areas. Provide Totals based on information calculated in Worksheet above.

Regular Landscape Areas			All Landscape Areas		
	Totals		Totals		
Total ETAF x Area (B) =	6,044	Total ETAF x Area (B+D) =	7,833		
Total Area (A) =	14,470	Total Area (A+C) =	16,259		
Average ETAF (B) + (A) =	0.42	Site wide ETAF (B+D) + (A+C)	0.48		

Hydrozone Map

	Hydrozone 1: Shrubs and Groundcover at Bio Retention Basin Low Water Use MP Rotator Irrigation Area
	Hydrozone 2: Shrubs and Groundcover at Slopes Low Water Use MP Rotator Irrigation Area
	Hydrozone 3: Common Area Shrubs and Groundcover Low Water Use Drip Irrigation Area
	Hydrozone 4: Common Area Shrubs and Groundcover Moderate Water Use Drip Irrigation Area
	Hydrozone 5: Common Area Turf High Water Use Drip Irrigation Area



FIGURE 5b
Landscape Plan



Building A



Building B

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION shall be prepared.
- I find that, although the proposed project might have a significant effect on the environment, there would not be a significant effect in this case because revisions in the project have been made, or agreed to, by the project proponent. A MITIGATED NEGATIVE DECLARATION shall be prepared.
- I find that the proposed project might have a significant effect on the environment and/or deficiencies exist relative to the City's General Plan Quality of Life Standards, and the extent of the deficiency exceeds the levels identified in the City's Environmental Quality Regulations pursuant to Zoning Code Article 47, Section 33-924 (b), and an ENVIRONMENTAL IMPACT REPORT shall be required.
- I find that the proposed project might have a "potentially significant impact" or "potentially significant unless mitigated impact" on the environment, but at least one effect: a.) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and b.) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT shall be required, but it shall analyze only the effects that remain to be addressed.
- I find that, although the proposed project might have a significant effect on the environment, no further documentation is necessary because all potentially significant effects: (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project.

Signature

Jay Paul, Senior Planner
Printed Name and Title

March 12, 2020

Date

City of Escondido

EVALUATION OF ENVIRONMENTAL IMPACTS:

1. This section evaluates the potential environmental effects of the proposed project, generally using the environmental checklist from the State CEQA Guidelines as amended and the City of Escondido Environmental Quality Regulations (Zoning Code Article 47). A brief explanation in the Environmental Checklist Supplemental Comments is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. All answers must take into account the whole action involved, including off-site, on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts and mitigation measures. Once the lead agency has determined that a particular physical impact might occur, than the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. The definitions of the response column headings include the following:
 - A. "Potentially Significant Impact" applies if there is substantial evidence that an effect might be significant. If there are one or more "Potentially Significant Impact" entries once the determination is made, an EIR shall be required.
 - B. "Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section 2 below, "Earlier Analyses," may be cross-referenced). Measures incorporated as part of the Project Description that reduce impacts to a "Less than Significant" level shall be considered mitigation.
 - C. "Less Than Significant Impact" applies where the project creates no significant impacts, only less than significant impacts.
 - D. "No Impact" applies where a project does not create an impact in that category. "No Impact" answers do not require an explanation if they are adequately supported by the information sources cited by the lead agency which show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. Earlier Analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or Negative Declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - A. Earlier Analysis Used. Identify and state where it is available for review.
 - B. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of an adequately analyzed earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - C. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
3. Lead agencies are encouraged to incorporate references to information sources for potential impacts into the checklist (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
4. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
5. The explanation of each issue should identify the significance of criteria or threshold, if any, used to evaluate each question, as well as the mitigation measure identified, if any, to reduce the impact to less than significant.

ISSUES:

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

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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II. **AGRICULTURAL RESOURCES.** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.

Would the project:

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency or (for annexations only) as defined by the adopted policies of the Local Agency Formation Commission, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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III. AIR QUALITY. Where applicable, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Conflict with or obstruct implementation of the applicable air quality plan (or applicable air quality thresholds specified in City of Escondido Zoning Code Article 47)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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IV. BIOLOGICAL RESOURCES. Would the project:

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|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Conflict with any local policies or ordinances protecting biological resources such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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V. **CULTURAL RESOURCES.** Would the project:

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|--|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 (or conflict with applicable historic thresholds specified in City of Escondido Zoning Code Article 47)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Disturb any human remains, including those interred outside of dedicated cemeteries? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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VI. **Energy.** Would the project:

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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VII. GEOLOGY AND SOILS. Would the project:

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|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Expose people or structures to potentially substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ii. Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iii. Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iv. Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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VIII. GREENHOUSE GAS EMISSIONS. Would the project:

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment (or conflict with applicable greenhouse gas emissions thresholds specified in City of Escondido Zoning Code Article 47)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

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|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. For a project located within an airport land-use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g. Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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X. HYDROLOGY AND WATER QUALITY. Would the project:

a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river in a manner which would result in substantial/increased erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Is the project tributary to an already impaired water body, as listed on the Clean Water Act Section 303 (d) list? If so, can it result in an increase in any pollutant for which the water body is already impaired? Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
k. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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XI. LAND USE PLANNING. Would the project:

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|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Conflict with any applicable land-use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XII. MINERAL RESOURCES. Would the project:

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land-use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XIII. NOISE. Would the project result in:

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|--|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a. Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies (or conflict with applicable noise thresholds specified in City of Escondido Zoning Code Article 47)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. For a project located within an airport land-use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XIV. POPULATION AND HOUSING. Would the project:

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|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XV. PUBLIC SERVICES. Would the project:

a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services (or conflict with applicable fire and emergency response time thresholds specified in City of Escondido Zoning Code Article 47):

i. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XVI. RECREATION. Would the project:

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XVII. TRANSPORTATION/TRAFFIC. Would the project:

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|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths and mass transit (or conflict with applicable traffic thresholds specified in City of Escondido Zoning Code Article 47)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XVIII. TRIBAL CULTURAL RESOURCES. Would the project cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code §5020.1(k)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XIX. UTILITIES AND SERVICE SYSTEMS. Would the project:

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Result in a determination by the wastewater treatment provided which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Comply with federal, state, and local management and reduction statutes and regulation related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XX. **WILDFIRE.** If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Substantially impair an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XXI. MANDATORY FINDINGS OF SIGNIFICANCE

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|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number, or restrict the range, of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Where deficiencies exist relative to the City's General Plan Quality of Life Standards, does the project result in deficiencies that exceed the levels identified in the Environmental Quality Regulations (City of Escondido Zoning Code Article 47 Section 33-924(a))? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XXI. MANDATORY FINDINGS OF SIGNIFICANCE

- | | | | | |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number, or restrict the range, of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Where deficiencies exist relative to the City's General Plan Quality of Life Standards, does the project result in deficiencies that exceed the levels identified in the Environmental Quality Regulations (City of Escondido Zoning Code Article 47 Section 33-924(a))? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

DRAFT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
ENVIRONMENTAL CHECKLIST
SUPPLEMENTAL COMMENTS

2608 South Escondido Boulevard
(Project Case # ENV19-0007, SUB 19-0010 and PHG19-0050)

An Initial Study Environmental Checklist was prepared for this project and is included as a separate attachment to this Draft Initial Study/Mitigated Negative Declaration (IS/MND). The information contained in the Initial Study and the MND Supplemental Comments will be used by the City of Escondido to determine potential impacts associated with the project as required by the California Environmental Quality Act (CEQA) and State CEQA Guidelines, as well as relevant City Ordinances and Regulations.

INTRODUCTION

This MND assesses the environmental effects of the proposed 42-unit, multi-story 2608 South Escondido Boulevard Project (project) located at 2608 South Escondido Boulevard in the County of San Diego, City of Escondido, California (Assessor Parcel Numbers 238-152-06-00 and 238-152-07-00).

As mandated by CEQA Guidelines Section 15105, affected public agencies and the interested public may submit comments on the **Draft IS/MND** in writing before the end of the **20-day** public review period starting on **March 16, 2020**. Written comments on the Draft Initial Study/Mitigated Negative Declaration should be submitted to the following address by **5:00 p.m., April 6, 2020**. Following the close of the public comment review period, the City of Escondido will consider this MND and any received comments in determining the approval of this project.

City of Escondido
Planning Division
201 North Broadway
Escondido, CA 92025-2798
Contact: Jay Paul, Senior Planner
Telephone: (760) 839-4537
Email: jpaul@escondido.org

A printed copy of this document and any associated plans and/or documents are available for review during normal operation hours for the duration of the public review period at the City of Escondido (City) Planning Division at the address shown above, and also available on the City's website at: <https://www.escondido.org/2608-south-escondido-blvd-project.aspx>. The City's General Plan Update (2012a); Final Environmental Impact Report (2012b); and Climate Action Plan are incorporated by reference. These documents are available for review at, or can be obtained through the City Planning Division or on the City's website.

ISSUES:

I. AESTHETICS. Would the project

- a. Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. Scenic resources identified in the Resource Conservation Element of the City's General Plan include views to and from hillsides and prominent ridgelines, unique landforms, visual gateways, and edges of the community. The project site consists of an abandoned restaurant, the remains of outdoor amenities, and ornamental landscaping and does not possess any features or qualities that would qualify as a scenic vista. Furthermore, the project site is located in an urban environment that does not possess any features or qualities that would qualify as a scenic vista. Figure VII-5 of the General Plan Resource Conservation Element shows that the property is located within the vicinity of an intermediate ridgeline, to the east of Centre City Parkway; however, this ridgeline contains existing development and the project would not result in development that would otherwise result in the degradation of this ridgeline view. Views of this ridgeline have previously been impeded by the existing building and landscaping within the project site, as well as other development projects surrounding the project site. Similarly, the majority of slopes greater than 25 percent are located in the northern and eastern portions of the city and the project would not disturb any slopes or block existing views of peaks or slopes. Therefore, the project would not have a substantial adverse effect on a scenic vista. Impacts would be less than significant.

- b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. There are no official State Scenic Highways as designated by the California Department of Transportation or considered eligible for such designation surrounding the project site. Additionally, the project site consists of an abandoned restaurant, disturbed groundcover, and ornamental landscaping and does not possess any designated scenic resources. Therefore, the project would not substantially damage scenic resources within a state scenic highway corridor. No impact would occur.

- c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. The proposed project is located within the Southern Entry District (mixed-use overlay) as designated in the South Centre City Specific Plan. The project site contains an abandoned restaurant facility, along with the remains of outdoor amenities, disturbed groundcover, and ornamental landscaping. The project site is surrounded by existing multi-story/multi-family and a hotel-use development within an urbanized area. Development of the project would alter the current developed condition of the site to include the construction of 42 dwelling units contained within three-story units, along with parking garages, and ornamental landscaping as called for in the concept landscaping plan for the project. The project would be in conformance with development requirements for height, setbacks, and allowed density contained in the South Centre City Specific Plan, along with the Specific Plan design guidelines and open space requirements. The design of the project also would be compatible with the character of other existing multi-family residential, hotel and other uses surrounding the project site. As shown in the project's Landscape Plan and architectural designs (see Figures 5a, 5b, and 5c), all landscaping, brush management, and irrigation would conform to the requirements of the City's Water Efficient Landscape Regulations (Escondido Municipal Code Article 62). Therefore, the project would not conflict with the applicable zoning or other regulations governing scenic quality, would not degrade the existing visual character or quality of the site and its surroundings, and impacts would be less than significant.

- d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

Less Than Significant Impact. The project would incrementally increase lighting within the project area and the surrounding urban environment. However, the proposed lighting would be similar to the other surrounding uses. The most prominent light sources from the proposed project would be interior lighting for the residential units and any common areas, parking area lighting, exterior and landscaping lighting, and required street lighting. New lighting associated with the project would be required to comply with the City's Outdoor Lighting Ordinance (Escondido Municipal Code, Chapter 33, Article 35), which is intended to minimize unnecessary nighttime lighting and glare for the benefit of the citizens of the City and astronomical research at Palomar Mountain Observatory. The Outdoor Lighting Ordinance also requires appropriate shielding and automatic timing devices, and all proposed lighting would be required to have dark sky compliance certification. Therefore, the project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area, and impacts would be less than significant.

II. AGRICULTURAL RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.

Would the project:

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

No Impact. The project site is designated Specific Plan and is located in the Southern Entry District (mixed-used overlay) of the Southern Centre City Parkway Specific Plan. The proposed project would be consistent with both the General Plan designation and local zoning code. The project site does not contain any active agricultural uses, agricultural resources, or timberland. The site is not zoned for agricultural or forest land uses and is not adjacent to areas zoned for or in agricultural use or forestland. There are no Williamson Act Contract lands on or near the site. The property and surrounding area are classified as Urban and Built-Up Land by the California Department of Conservation Farmland Mapping and Monitoring Program and are not listed as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) (State of California Department of Conservation 2018). Similarly, the project site and surrounding area are not listed as prime Agricultural Lands in the City's General Plan (City of Escondido 2012a). Therefore, the project would not result in the conversion of agricultural resources to non-agricultural use, or result in the conversion of forest land to non-forest use. No impact would occur.

- b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. See response provided for II.a. No impact would occur.

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

No Impact. See response provided for II.a. No impact would occur.

- d. Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. See response provided for II.a. No impact would occur.

- e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

No Impact. See response provided for II.a. No impact would occur.

III. AIR QUALITY. Where applicable, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:

- a. Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. The federal Clean Air Act (CAA) was enacted in 1970 and amended in 1977 and 1990 [42 United States Code 7401] for the purposes of protecting and enhancing the quality of the nation's air resources to benefit public health, welfare, and productivity. In 1971, in order to achieve the purposes of Section 109 of the CAA [42 United States Code 7409], the U.S. Environmental Protection Agency (EPA) developed primary and secondary National Ambient Air Quality Standards (NAAQS). The San Diego Air Basin (SDAB) is designated nonattainment for the federal 8-hour ozone (O₃) standard. The California Air Resources Board (CARB) has developed the California Ambient Air Quality Standards (CAAQS) and generally has set more stringent limits on the criteria pollutants than the NAAQS. In addition to the federal criteria pollutants, the CAAQS also specify standards for visibility-reducing particles, sulfates, hydrogen sulfide, and vinyl chloride. The SDAB is a non-attainment area for the state ozone (O₃) standards, the state 10-micron particulate matter (PM₁₀) standard, and the state 2.5-micron particulate matter (PM_{2.5}) standard. The California State Implementation Plan (SIP) is a collection of documents that sets forth the state's strategies for attaining the NAAQS. The San Diego Air Pollution Control District (SDAPCD) is the agency responsible for preparing and implementing the portion of the California SIP applicable to the SDAB. The SDAPCD prepared the Regional Air Quality Study (RAQS) to prepare its portion of the SIP and in response to the requirements set forth in the California CAA AB 2595 (SDAPCD 1992) and the federal CAA. As part of the RAQS, the SDAPCD identified transportation control measures (TCM) for the air quality plan prepared by the San Diego Association of Governments (SANDAG). The RAQS and TCM set forth the steps needed to accomplish attainment of NAAQS and CAAQS. The required triennial updates of the RAQS and corresponding TCM were adopted in 1995, 1998, 2001, 2004, 2009, and most recently in December 2016.

The RAQS is the applicable regional air quality plan that sets forth the SDAPCD's strategies for achieving the NAAQS and CAAQS. The SDAB is designated non-attainment for the federal and state ozone standard. Accordingly, the RAQS was developed to identify feasible emission control measures and provide expeditious progress toward attaining the standards for ozone. The two pollutants addressed in the RAQS are reactive organic gases (ROG) and nitrogen oxide (NO_x), which are precursors to the formation of ozone. Projected increases in motor vehicle usage, population, and growth create challenges in controlling emissions and by extension to maintaining and improving air quality.

The growth projections used by the SDAPCD to develop the RAQS emissions budgets are based on the population, vehicle trends, and land use plans developed in general plans and used by SANDAG in the development of the regional transportation plans and sustainable communities strategy. As such, projects that propose development that is consistent with the growth anticipated by SANDAG's growth projections and/or the general plan would not conflict with the RAQS. In the event that a project would propose development that is less dense than anticipated by the growth projections, the project would likewise be consistent with the RAQS. In the event a project proposes development that is greater than anticipated in the growth projections, further analysis would be warranted to determine if the project would exceed the growth projections used in the RAQS for the specific subregional area.

The project site is designated as Specific Plan (SP) in the City's General Plan, and also within the Southern Entry District (mixed-use overlay) of the South Centre City Specific Plan. The goal of the Mixed Use Overlay Zone is to create districts with a mix of uses to allow residents to live close to jobs, shopping, and entertainment. The project would be consistent with the General Plan land-use designation and South Centre City Specific Plan use and density provisions. Although the project would not include a commercial component, it is located in the vicinity of neighborhood shopping at the intersection of South Escondido Boulevard and Citracado Parkway. The project would be consistent with the growth anticipated in the General Plan. Additionally, as discussed below in Section III.b., project emissions would not exceed the project-level significance thresholds from the City Municipal Code. These thresholds are intended to both define quality of life standards and implement the Growth Management Element of the City's General Plan. The project would, therefore, not result in an increase in emissions that are not already accounted for in the RAQS. Therefore, the project would not obstruct or conflict with implementation of the RAQS, and impacts would be less than significant.

- b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less Than Significant Impact. The region is classified as attainment for all criteria pollutants except ozone, PM₁₀, and PM_{2.5}. The SDAB is non-attainment for the 8-hour federal and state ozone standards. Ozone is not emitted directly, but is a result of atmospheric activity on precursors. NO_x and ROG are known as the chief "precursors" of ozone. These compounds react in the presence of sunlight to produce ozone.

The Environmental Quality Regulations, as established in the Escondido Municipal Code Chapter 33 Article 47, establish screening thresholds to determine if additional analysis is required to determine whether a project would result in significant impacts. Section 33-924(G) pertains to air quality impacts. A project would require a technical study if it would exceed the City's emission screening level criteria. Projects that would not exceed the screening level criteria are considered not to have a significant impact related to air quality violations.

Emissions were calculated using the California Emissions Estimator Model 2016.3.2 (CalEEMod; California Air Pollution Control Officers Association 2017) and compared to the City's screening thresholds.

Construction

Construction-related activities are temporary, short-term sources of air emissions. Sources of construction-related emissions include the following:

- fugitive dust from grading activities;
- equipment exhaust;
- off-gassing from architectural coatings (paints, etc.) and paving; and
- vehicle trips by workers, delivery trucks, and material-hauling trucks.

Construction-related pollutants result from dust raised during grading, emissions from construction vehicles, and chemicals used during construction. Fugitive dust emissions vary greatly during construction and are dependent on the amount and type of activity, silt content of the soil, and the weather. Vehicles moving over paved and unpaved surfaces, demolition, excavation, earth movement, grading, and wind erosion from exposed surfaces are all sources of fugitive dust. Construction operations are subject to the requirements established in Regulation 4, Rules 52, 54, and 55, of the SDAPCD's rules and regulations.

Heavy-duty construction equipment is usually diesel powered. In general, emissions from diesel-powered equipment contain more NO_x, SO_x, and particulate matter than gasoline-powered engines. However, diesel-powered engines generally produce less CO and less ROG than do gasoline-powered engines. Standard construction equipment includes tractors/loaders/backhoes, rubber-tired dozers, excavators, graders, cranes, forklifts, rollers, paving equipment, generator sets, welders, cement and mortar mixers, and air compressors.

Construction emissions were modeled with construction activities beginning in September 2020 and lasting for approximately two years. Primary inputs are the numbers of each piece of equipment and the length of each construction stage. Specific construction phasing and equipment parameters are not available at this time. However, CalEEMod can estimate the required construction equipment when project-specific information is unavailable. The construction equipment estimates are based on surveys, performed by the South Coast Air Quality Management District and the Sacramento Metropolitan Air Quality Management District, of typical construction projects which provide a basis for scaling equipment needs and schedule with a project's size. Air emission estimates in CalEEMod are based on the duration of construction phases; construction equipment type, quantity, and usage; grading area; season; and ambient temperature, among other parameters.

Table 1 shows the total projected maximum daily construction emissions for the project. CalEEMod output is provided in Appendix A.

Table 1 Summary of Worst-case Construction Emissions (pounds per day)						
	Emissions					
	ROG	NO_x	CO	SO_x	PM₁₀	PM_{2.5}
Demolition	2	21	15	<1	1	1
Site Preparation	2	18	8	<1	7	4
Grading	1	15	7	<1	6	3
Building Construction	2	15	12	<1	1	1
Paving	1	7	9	<1	<1	<1
Architectural Coatings	2	2	2	<1	<1	<1
Maximum Daily Emissions	2	21	15	<1	7	4
<i>Significance Threshold</i>	<i>75</i>	<i>250</i>	<i>550</i>	<i>250</i>	<i>100</i>	<i>55</i>
SOURCE: Escondido Municipal Code Section 33-924(G) ROG = reactive organic gases; NO _x = nitrogen oxide; CO = carbon monoxide; SO _x = sulfur oxide; PM ₁₀ = particulate matter less than 10 microns; PM _{2.5} = particulate matter less than 2.5 microns						

Standard dust control measures would be implemented as a part of project construction in accordance with SDAPCD rules and regulations. Fugitive dust emissions were calculated using CalEEMod default values, and did not take into account the required dust control measures. Thus, the emissions shown in Table 1 are conservative.

As shown in Table 1, project construction would not exceed the City's thresholds of significance. Therefore, the project would not result in a cumulatively considerable net increase in emissions of ozone, PM₁₀, or PM_{2.5}, and impacts would be less than significant.

Operation

Mobile source emissions would originate from traffic generated by the project. Area source emissions would result from the use of natural gas, consumer products, as well as applying architectural coatings and landscaping activities.

Mobile source operational emissions are based on the trip rate, trip length for each land use type, and size. According to the project traffic report, the project would generate 8 trips per dwelling unit for a total of 336 average daily trips (see Appendix H; LOS Engineering 2019). Based on regional data compiled by CARB as part of the emission factor model, the average regional trip length for all trips in San Diego County is 5.62 miles (CARB 2014). This distance is multiplied by the total trip generation of the project to determine total project annual vehicle miles traveled. Default vehicle emission factors were used.

Area source emissions associated with the project include consumer products, natural gas used in space and water heating, architectural coatings, and landscaping equipment. Hearths (fireplaces) and woodstoves are also a source of area emissions; however, the project would not include hearths or woodstoves. Consumer products are chemically formulated products used by household and institutional consumers, including, but not limited to, detergents, cleaning compounds, polishes, floor finishes, disinfectants, sanitizers, and aerosol paints but not including other paint products, furniture coatings, or architectural coatings.

For architectural coatings, emissions result from evaporation of solvents contained in surface coatings such as in paints and primers. Emissions are based on the building surface area, architectural coating emission factors, and a reapplication rate of 10 percent of area per year.

Landscaping maintenance includes fuel combustion emission from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers as well as air compressors, generators, and pumps. Emission calculations take into account building area, equipment emission factors, and the number of operational days (summer days).

Table 2 provides a summary of operational emissions for the project.

Table 2 Summary of Project Operational Emissions (pounds per day)						
	Emissions					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Sources	1	<1	3	<1	<1	<1
Energy Sources	<1	<1	<1	<1	<1	<1
Mobile Sources	<1	2	5	<1	1	<1
Total	2	2	8	<1	1	<1
<i>Significance Threshold</i>	55	250	550	250	100	55
SOURCE: Escondido Municipal Code Section 33-924(G) ROG = reactive organic gases; NO _x = nitrogen oxide; CO = carbon monoxide; SO _x = sulfur oxide; PM ₁₀ = particulate matter less than 10 microns; PM _{2.5} = particulate matter less than 2.5 microns ¹ Note that ROG and volatile organic compounds are interchangeable in the context of this project analysis.						

As shown in Table 2, operation of the project would not exceed the City's thresholds of significance. Therefore, the project would not result in a cumulatively considerable net increase in emissions of ozone, PM₁₀, or PM_{2.5}, and impacts would be less than significant.

- c. Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Sensitive land uses include schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities (CARB 2005). The project site is adjacent to multi-family residential/condominium uses to the north, a motel to the south and east, single-family residential further to the east, and west across Centre City Parkway.

Construction of the project and associated infrastructure would result in short-term diesel exhaust emissions from on-site heavy-duty equipment. Diesel-exhaust diesel particulate matter (DPM) emissions would be generated from the use of off-road diesel equipment required for site grading and excavation, paving, and other construction activities and on-road diesel equipment used to bring materials to and from the project site.

Generation of DPM from construction projects typically occurs in a single area for a short period. Construction is anticipated to last for approximately two years. The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the Maximally Exposed Individual. The risks estimated for a Maximally Exposed Individual are higher if a fixed exposure occurs over a longer period of time. According to the Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project (OEHHA 2015). Thus, if the duration of proposed construction activities near any specific sensitive receptor were two years, the exposure would be 7 percent of the total exposure period used for health risk calculation.

Additionally, with ongoing implementation of U.S. EPA and CARB requirements for cleaner fuels; off-road diesel engine retrofits; and new, low-emission diesel engine types, the DPM emissions of individual equipment would be substantially reduced over the years as the project construction continues. Further, all construction equipment is subject to the CARB In-Use Off-Road Diesel-Fueled Fleets Regulation, which limits unnecessary idling to 5 minutes, requires all construction fleets to be labeled and reported to CARB, bans Tier 0 equipment and phases out Tier 1 and 2 equipment (thereby replacing fleets with cleaner equipment), and requires that fleets comply with Best Available Control Technology requirements. Therefore, due to the limited duration of construction activities and implementation of the In-Use Off-Road Diesel-Fueled Fleets Regulation, DPM generated by project construction is not expected to create conditions where the probability is greater than 10 in 1 million of contracting cancer for the Maximally Exposed Individual or to generate ground-level concentrations of non-carcinogenic toxic air contaminants (TACs) that exceed a Hazard Index greater than 1 for the Maximally Exposed Individual. Therefore, project construction would not expose sensitive receptors to substantial pollutant concentration.

Localized carbon monoxide (CO) concentration is a direct function of motor vehicle activity at signalized intersections (e.g., idling time and traffic flow conditions), particularly during peak commute hours and meteorological conditions. Under specific meteorological conditions (e.g., stable conditions that result in poor dispersion), CO concentrations may reach unhealthy levels with respect to local sensitive land uses. The SDAB is a CO maintenance area under the federal CAA. This means that SDAB was previously a non-attainment area and is currently implementing a 10-year plan for continuing

to meet and maintain air quality standards. As a result, ambient CO levels have declined significantly. CO hot spots have been found to occur only at signalized intersections that operate at or below level of service (LOS) E with peak-hour trips for that intersection exceeding 3,000 trips (County of San Diego 2007). The Transportation Impact Analysis prepared for the project includes anticipated traffic volumes at intersections near the project site. One intersection was found to operate at LOS E and F: South Escondido Boulevard connector at Centre City Parkway. However, peak hour turning volumes would be less than 3,000 vehicles. All other intersections would operate at LOS D or better. Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant.

- d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. The project does not include heavy industrial or agricultural uses that are typically associated with odor complaints. During construction, diesel equipment may generate some nuisance odors. Sensitive receptors near the project site include single and multi-family residential uses and a motel adjacent to the project site; however, exposure to odors associated with project construction would be short term and temporary in nature. Additionally, CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation outlined above would reduce construction exhaust emissions, which would also reduce construction-related odors. Impacts would be less than significant.

IV. BIOLOGICAL RESOURCES: Would the project:

- a. Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?

No Impact. The project site contains an abandoned restaurant facility, along with the remains of outdoor amenities, disturbed groundcover, and ornamental landscaping. The project site is mapped Developed and Disturbed Land per the Multiple Habitat Conservation Plan (MHCP; SANDAG 2003) and does not support sensitive or special status species. The project site is surrounded by urban development on all sides and no native or sensitive habitat, stream courses, or wetland habit exists on-site or on adjacent properties. No impact would occur.

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

No Impact. According to the General Plan Resource Conservation Element Vegetation Categories Map (City 2012a), no riparian habitat or other sensitive natural community is located at or adjacent to the project site. See response provided for IV.a. No impact would occur.

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

No Impact. According to the General Plan Resource Conservation Element Vegetation Categories Map (City 2012a), no riparian habitat or other sensitive natural community is located at or adjacent to the project site. See response provided for IV.a. No impact would occur.

- d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. The project site is located within an urbanized environment and surrounded by development on all sides. Neither the project site nor surrounding land uses support wildlife. Therefore, the project site does not function as a wildlife corridor and would not impact undeveloped areas that may support the movement of wildlife. No impact would occur.

- e. Conflict with any local policies or ordinances protecting biological resources such as a tree preservation policy or ordinance?

Less Than Significant Impact. The City Municipal Code – Grading and Erosion Control Ordinance (Chapter 33, Article 55, Section 33-1069) includes vegetation and replacement standards for impacts to mature and/or protected trees. However, there are no protected trees (i.e., oak trees [*Quercus* sp.]) located on-site. Therefore, the project would not conflict with local policies or ordinances. Impacts would be less than significant.

- f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Less Than Significant Impact. Escondido is one of seven jurisdictional areas within the northern subregion of San Diego County covered by the MHCP (SANDAG 2003). The MHCP is intended to protect viable populations of native plant and animal species and their habitats, and each of the participating jurisdictions in the program is required to prepare a subarea plan in order to implement the MHCP within its jurisdictional boundaries. The City has prepared a Draft Subarea Plan (City of Escondido 2001), but the Plan has not been adopted. The City's Draft Subarea Plan identifies the project site

as developed and disturbed land and does not identify it for preservation. Therefore, the project would not conflict with the provisions of an adopted Habitat Conservation Plan, and impacts would be less than significant.

V. CULTURAL RESOURCES. Would the project:

- a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 (or conflict with applicable historic thresholds specified in City's Zoning Code Article 47)?

Less Than Significant With Mitigation Incorporated. The project site contains an abandoned restaurant that had once been a single-family residence. A Historical Evaluation of the project site and existing structure was conducted by Brian F. Smith and Associates (Appendix B; Brian F. Smith and Associates 2018) in order to determine whether the structure is a significant historic resource, and whether the demolition of the structure would constitute a significant impact.

According to the Historical Evaluation, the structure was designed and built in 1946 by Charles H. Paxton, part owner and operator of the Adobe Brick Manufacturing Company in Escondido and the Adobe Construction Company in La Jolla. Initially, the building was designed as a single-family residence for Charles Paxton, which he used as a model home for the Longview Acres Estates subdivision. The pool and detached garage were completed in 1949. As such, the structures meet the minimum area requirement threshold of 50 years to be considered a historic structure, and therefore, was evaluated for significance.

The structures were evaluated for historical significance using the California Register of Historic Resources (CRHR) criterion and the City's Register criteria. Based on the analysis conducted in the Historical Evaluation, it was determined that the building and garage are considered ineligible for listing on the CRHR under any eligibility criteria due to an overall lack of integrity. While the garage is ineligible for the City of Escondido Register due to an overall lack of integrity, the residential/restaurant building was determined to be eligible for designation on the City's Register under eligibility Criteria 1, 3, 5, and 7 (constructed using locally-sourced adobe bricks and an association with Charles Paxton and the adobe revival movement in southern California in the 1940s and 1950s). Thus, demolition of the building would result in a significant impact to a historical resource (Impact CUL-1).

The 2608 South Escondido Boulevard building was determined to meet two (location and association) of the seven categories of the integrity analysis. Due to previous modifications resulting from the conversion of the residence into a restaurant, the building no longer retains integrity of design, setting, materials, workmanship or feeling. The building also is considered in its current state to be structurally sound and does not meet code requirements for commercial and residential structures, specifically earthquake compliance, due to a lack of structural framing. In order to meet code requirements, the adobe brick walls would need to be reinforced with rebar, which would involve both the deconstruction and the reconstruction of the building. This would likely damage the original building materials and would be financially infeasible. Due to the type of construction and adobe materials, it also is not practical to demo, salvage, and rebuild (relocate) the structure(s). However, the adobe materials could be salvaged and reused on- or off-site. Therefore, impacts to this historical structure could not be practically mitigated by preserving and enhancing the structure in order to ensure compliance with existing regulations. Thus, the project applicant would be required to conduct the following mitigation measures in order to reduce impacts associated with the demolition of a historic resource to a less than significant level.

MM-CUL-1: The project applicant shall ensure Level I or II Historic American Buildings Survey documentation (or equivalent) of the residence be conducted in order to achieve mitigation by exhausting the research potential of the resource.

MM-CUL-2: Salvage Materials. Prior to demolition, distinctive representative architectural elements (interior and exterior features) shall be identified, and if feasible, salvaged for reuse in relation to the proposed plan. If reuse on-site is not feasible, opportunities shall be made for the features to be donated to various interested historical or archival depositories, to the satisfaction of the Director of Community Development.

MM-CUL-3: The project applicant shall work with Planning staff or other qualified professional to institute an interpretive program on-site that references the property's history and the contribution of the historical resource to the broader neighborhood or historic district. An example of an interpretive program may be installation of interpretive signs or commemorative plaques in a publicly accessible and visible location that describe the history of the site must be installed prior to certificate of occupancy. Although implementation of this mitigation measure may reduce impacts on historical resources, it would not lessen the effects to a less than significant level.

Implementation of the mitigation measures **MM-CUL-1 through MM-CUL-3** would reduce the significant impacts associated with the demolition of a historical resource to a less than significant level.

- b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less Than Significant with Mitigation Incorporated. The project site contains existing developed and has been previously graded. However, excavation during construction would have the potential to unearth unknown or previously undisturbed archaeological resources, which would represent a significant impact (Impact CUL-2). Thus, the project applicant would be required to conduct the following mitigation in order to reduce impacts to a less than significant level.

MM-CUL-4: The City Planning Division recommends the applicant enter into a Tribal Cultural Resource Treatment and Monitoring Agreement (also known as a pre-excavation agreement) with a tribe that is traditionally and culturally affiliated with the project location (TCA Tribe) prior to issuance of a grading permit. The purposes of the agreement are: (1) to provide the applicant with clear expectations regarding tribal cultural resources and (2) to formalize protocols and procedures between them. The applicant/owner and the TCA Tribe responsible 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.

MM-CUL-5: 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-CUL-6: The qualified archaeologist and a Native American monitor shall attend the pre-grading meeting with the grading contractors to explain and coordinate the requirements of the monitoring program.

MM-CUL-7: During the initial demolition, site grading, excavation, or disturbance of the ground surface, the qualified archaeologist and the Native American monitor shall be on-site full-time. The frequency of inspections shall depend on the rate of excavation, the materials excavated, and any discoveries of tribal cultural resources as defined in California Public Resources Code Section 21074. Archaeological and Native American monitoring will be discontinued when the depth of grading and soil conditions no longer retain the potential to contain cultural deposits. The qualified archaeologist, in consultation with the Native American monitor, shall be responsible for determining the duration and frequency of monitoring.

MM-CUL-8: In the event that previously-unidentified tribal cultural resources are discovered, the qualified archaeologist and the Native American monitor shall have the authority to temporarily divert or temporarily halt ground disturbance operation in the area of discovery to allow for the evaluation of potentially significant cultural resources. Isolates and clearly non-significant deposits shall be minimally documented in the field and collected so the monitored grading can proceed.

MM-CUL-9: If a potentially significant tribal cultural resource is discovered, the archaeologist shall notify the City of said discovery. The qualified archaeologist, in consultation with the City, the TCA Tribe, and the Native American monitor, shall determine the significance of the discovered resource. A recommendation for the tribal cultural resource's treatment and disposition shall be made by the qualified archaeologist in consultation with the TCA Tribe and the Native American monitor and be submitted to the City for review and approval.

MM-CUL-10: If a potentially significant tribal cultural resources and/or unique archaeological resource is discovered, the avoidance and/or preservation of the significant tribal cultural resource and/or unique archaeological resource must first be considered and evaluated as required by CEQA. Where any significant tribal cultural resources and/or unique archaeological resources have been discovered and avoidance and/or preservation measures are deemed to be infeasible by the City, then a research design and data recovery program to mitigate impacts shall be prepared by the qualified archaeologist (using professional archaeological methods), in consultation with the TCA Tribe and the Native American monitor, and shall be subject to approval by the City. The archaeological monitor, in consultation with the Native American monitor, shall determine the amount of material to be recovered for an adequate artifact sample for analysis. Before construction activities are allowed to resume in the affected area, the research design and data recovery program activities must be concluded to the satisfaction of the City.

MM-CUL-11: As specified by California Health and Safety Code Section 7050.5, if human remains are found on the project site during construction or during archaeological work, the person responsible for the excavation, or his or her authorized representative, shall immediately notify the San Diego County Coroner's office. Determination of whether the remains are human shall be conducted on-site and in situ where they were discovered by a forensic anthropologist, unless the forensic anthropologist and the Native American monitor agree to remove the remains to an off-site location for examination. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Coroner has made the necessary findings as to origin and disposition. A temporary construction exclusion zone shall be established surrounding the area of the discovery so that the area would be protected, and consultation and treatment could occur as prescribed by law. In the event that the remains are determined to be of Native American origin, the Most Likely Descendant, as identified by the Native American Heritage Commission, shall be contacted in order to determine proper treatment and disposition of the remains in accordance with California Public Resources Code section 5097.98. The Native American remains shall be kept in-situ, or in a secure location in close proximity to where they were found, and the analysis of the remains shall only occur on-site in the presence of a Native American monitor.

MM-CUL-12: If the qualified archaeologist elects to collect any tribal cultural resources, the Native American monitor must be present during any testing or cataloging of those resources. Moreover, if the qualified archaeologist does not collect the cultural resources that are unearthed during the ground disturbing activities, the Native American monitor, may at their discretion, collect said resources and provide them to the TCA Tribe for respectful and dignified treatment in accordance with the TCA Tribe's cultural and spiritual traditions. Any tribal cultural resources collected by the qualified archaeologist shall be repatriated to the TCA Tribe. Should the TCA Tribe or other traditionally and culturally affiliated tribe decline the collection, the collection shall be curated at the San Diego Archaeological Center. All other resources determined by the qualified archaeologist, in consultation with the Native American monitor, to not be tribal cultural resources, shall be curated at the San Diego Archaeological Center.

MM-CUL-13: Prior to the release of the grading bond, a monitoring report and/or evaluation report, if appropriate, which describes the results, analysis and conclusion of the archaeological monitoring program and any data recovery program on the project site shall be submitted by the qualified archaeologist to the City. The Native American monitor shall be responsible for providing any notes or comments to the qualified archaeologist in a timely manner to be submitted with the report. The report will include California Department of Parks and Recreation Primary and Archaeological Site Forms for any newly discovered resources.

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

Less Than Significant Impact. Impacts to paleontological resources typically occur during grading activities (excavation) associated with project construction on previously undisturbed land, or redevelopment where much deeper grading or excavation is proposed into the underlying bedrock. Figure 4.5-2 of the City's General Plan Final Environmental Impact Report (EIR) shows that the project site is underlain by granitic and other intrusive crystalline rocks of all ages, mid-Cretaceous, which are identified as having no paleontological resource potential (City of Escondido 2012b). Therefore, impacts related to paleontological resources would be less than significant.

- d. Disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant with Mitigation Incorporated. No dedicated cemetery or human remains are known to be present on-site. However, a significant impact could occur in the unlikely event that remains are located on-site (Impact CUL-3). Thus, the project applicant would be required to conduct the following mitigation in order to reduce impacts to a less than significant level.

See **MM-CUL-11**, under Section V.b. Implementation of **MM-CUL-11** would reduce potential impacts to human remains to a less than significant level.

VI. ENERGY. Would the project:

- a. Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact. Energy use associated with a project typically includes fuel (gasoline and diesel), electricity, and natural gas, and sources include:

- Construction-related vehicle and equipment energy use
- Transportation energy use from people traveling to and from the project area during operation
- Building and facility energy use of the proposed project during operation

Construction-Related Energy Use

Energy use during construction would occur within two general categories: fuel use from vehicles used by workers commuting to and from the construction site, and fuel use by vehicles and other equipment to conduct construction activities. The project is limited to several building and site upgrades and would not require mass grading or other large construction activities that could consume substantial amounts of fuel or other forms of energy. Based on CalEEMod calculations, project construction would require a maximum of 30 worker vehicle trips per day during building construction activities. All other construction activities would require fewer worker and vendor vehicle trips. CalEEMod output files are presented in Appendix A. Fuel consumption associated with construction worker commute would be similar of any other typical commute in San Diego County, and would not result in a wasteful, inefficient, or unnecessary consumption of gasoline or diesel fuel. Consistent with state requirements, all construction equipment would meet CARB Tier 3 In-Use Off-Road Diesel Engine Standards. Engines are required to meet certain emission standards, and groups of standards are referred to as Tiers. A Tier 0 engine is unregulated with no emission controls, and each progression of standard level (i.e., Tier 1, Tier 2, Tier 3, etc.) generate lower emissions, use less energy, and are more advanced technologically than the previous tier. CARB's Tier 3 In-Use Off-Road Diesel Engine Standards requires that construction equipment fleets become cleaner and use less energy over time. There are no known conditions in the project area that would require nonstandard equipment or construction practices that would increase fuel-energy consumption above typical equipment fuel consumption rates. Additionally, construction activities would be temporary and short-term, and would adhere to all

construction best management practices. Therefore, project construction would not result in the wasteful, inefficient, or unnecessary consumption of energy resources, and impacts would be less than significant.

Operation-Related Energy Use

During operation, energy use would be associated with transportation-related fuel use (gasoline, diesel fuel, and electric vehicles), and building-related energy use (electricity and natural gas).

Transportation-Related Energy Use

Buildout of the project and occupation by residents would result in transportation energy use. Trips by individuals traveling to and from the project site would result from use of passenger vehicles or public transit. Passenger vehicles would be mostly powered by gasoline, with some fueled by diesel or electricity. Public transit would be powered by diesel or natural gas, and could potentially be fueled by electricity. Based on information from the project Traffic Impact Study (see Appendix H), project-generated traffic would account for an additional 336 average daily traffic (ADT). Vehicle emission factors and fleet mix were based on regional averages from the CARB Emission Factors 2014 model. Based on regional data compiled by CARB as part of Emission Factors 2014 model, the average regional trip length for all trips in San Diego County is 5.62 miles (CARB 2014). Thus, the project would generate 1,888 daily vehicle miles traveled (VMT) and 689,237 annual VMT. Total gasoline and diesel fuel consumption was calculated using EMFAC2014 fuel consumption rates and fleet data for light duty autos. The results are summarized in Table 3.

Fuel Type	Daily VMT	Fuel Efficiency (miles per gallon)	Gallons of Fuel per Day	Electric Efficiency (kWh per mile)*	Electric Vehicle kWh per day
Gasoline	1,827	28.20	65	--	--
Diesel	21	35.62	<1	--	--
Electric	41	--	--	3.4	12
TOTAL	1,888		65		12

kWh = kilowatt hour; VMT = vehicle miles traveled.
 *EMFAC does not provide estimates for energy used by electric vehicles. This data was estimated using existing kWh/mile data and estimates of future electric vehicle efficiencies provided by the Federal Highway Administration.

Project fuel consumption would decline over time beyond initial operational year of the project as a result of continued implementation of increased federal and state vehicle efficiency standards. There is no component of the project that would result in unusually high vehicle fuel use during operation. As such, operation of the project would not create a land use pattern that would result in wasteful, inefficient, or unnecessary use of energy, and impacts would be less than significant.

Non-Transportation-Related Energy Use

The Renewables Portfolio Standard (RPS) promotes diversification of the state's electricity supply and decreased reliance on fossil fuel energy sources. Originally adopted in 2002 with a goal to achieve a 20 percent renewable energy mix by 2020 (referred to as the "Initial RPS"), the goal has been accelerated and increased by Executive Orders (EOs) S-14-08 and S-21-09 to a goal of 33 percent by 2020. In April 2011, Senate Bill (SB) 2 (1X) codified California's 33 percent RPS goal. In September 2015, the California Legislature passed SB 350, which increases California's renewable energy mix goal to 50 percent by year 2030. Renewable energy includes (but is not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas. The project would be served by San Diego Gas & Electric (SDG&E). As of 2017, SDG&E had a 32 percent procurement of renewable energy (California Public Utilities Commission [CPUC] 2017).

The California Code of Regulations, Title 24, is referred to as the California Building Code. It consists of a compilation of several distinct standards and codes related to building construction, including plumbing, electrical, interior acoustics, energy efficiency, handicap accessibility, and so on. Of particular relevance to greenhouse gas (GHG) reductions are the California Building Code's energy efficiency and green building standards as outlined below.

Title 24, Part 11 of the California Code of Regulations is CALGreen. Beginning in 2011, CALGreen instituted mandatory minimum environmental performance standards for all ground-up new construction of commercial and low-rise residential buildings, state-owned buildings, schools, and hospitals. It also includes voluntary tiers (I and II) with stricter environmental performance standards for these same categories of residential and non-residential buildings. Local jurisdictions must enforce the minimum mandatory requirements and may adopt CALGreen with amendments for stricter requirements.

The mandatory standards require:

- 20 percent reduction in indoor water use relative to specified baseline levels;
- 50 percent construction/demolition waste diverted from landfills;
- inspections of energy systems to ensure optimal working efficiency;
- low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particle boards;
- dedicated circuitry to facilitate installation of electric vehicle charging stations in newly constructed attached garages for single-family and duplex dwellings; and
- installation of electric vehicle charging stations for at least three percent of the parking spaces for all new multi-family developments with 17 or more units.

Similar to the compliance reporting procedure for demonstrating Energy Code compliance in new buildings and major renovations, compliance with the CALGreen water reduction requirements must be demonstrated through completion of water use reporting forms for new low-rise residential and non-residential buildings. The water use compliance form must demonstrate a 20 percent reduction in indoor water use by either showing a 20 percent reduction in the overall baseline water use as identified in CALGreen or a reduced per-plumbing-fixture water use rate.

Electricity and natural gas service to the project site is provided by SDG&E. The proposed residential units would use electricity and natural gas to run various appliances and equipment, including space and water heaters, air conditioners, ventilation equipment, lights, and numerous other devices. Generally, electricity use is higher in the warmer months due to increased air conditioning needs, and natural gas use is highest when the weather is colder as a result of high heating demand. Residential uses would likely require the most energy use in the evening as people return from work. As a part of the air quality and GHG modeling prepared for the project, CalEEMod was used to estimate the total electricity and natural gas consumption associated with the project. Table 4 summarizes the anticipated energy and natural gas use.

Table 4 Electricity and Natural Gas Use	
	Total Use
Electricity	168,207 kWh/Year
Natural Gas	854,814 BTU/Year
kWh = kilowatt hour	
BTU = British thermal units	

Buildout of the project would result in an increase of electricity and natural gas usage when compared to the existing condition. The project would be required to meet the mandatory energy requirements of CALGreen and the California Energy Code (Title 24, Part 6 of the California Code of Regulations) and would benefit from the efficiencies associated with these regulations as they relate to building heating, ventilating, and air conditioning mechanical systems, water-heating systems, and lighting. Further, electricity would be provided to the project by SDG&E, which currently has an energy mix that includes 32 percent renewables and is on track to achieve 50 percent by 2030 as required by RPS. Therefore, there are no project features that would support the use of excessive amounts of energy or would create unnecessary energy waste, or conflict with any adopted plan for renewable energy efficiency, and impacts would be less than significant.

- b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. The applicable state plans that address renewable energy and energy efficiency are CALGreen, the California Energy Code, and RPS. As discussed under Section VI.a. above, the project would be required to meet the mandatory energy requirements of CALGreen and the California Energy Code. The project would not conflict with or obstruct implementation of CALGreen and the California Energy Code, or with SDG&E's implementation of RPS. Impacts would be less than significant.

VII. GEOLOGY AND SOILS. Would the project:

- a. Expose people or structures to potentially substantial adverse effects, including the risk of loss, injury, or death involving:
- i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact. A Geotechnical Investigation was completed for the proposed project (Appendix C; Construction Testing & Engineering, Inc. [CTE] 2019). As detailed in the Geotechnical Investigation, the project site is not located within a known Alquist-Priolo earthquake fault zone or other faults identified within the City. Therefore, the

risk of earthquake ground rupture is low, and impacts related to the exposure of people or structures to rupture of a known earthquake fault would be less than significant.

ii. Strong seismic ground shaking?

Less Than Significant Impact. The project site is located in a seismically active southern California region and is located approximately 24.8 miles from the Rose Canyon Fault. The most significant seismic hazard at the site is shaking caused by an earthquake occurring on a nearby or distant active fault. However, the project site is not considered to possess a significantly greater seismic risk than that of the surrounding area. Conformance with the California Building Code (CBC) guidelines that are currently adopted by the City would ensure that potential impacts related strong seismic shaking would be less than significant.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Figure VI-6 of the City General Plan Community Protection Element shows that the project site is not located within an identified liquefaction hazard area. Conformance with the CBC guidelines that are currently adopted by the City would ensure that potential impacts related to ground failure would be less than significant.

iv. Landslides?

No Impact. The project site and surrounding area is generally flat and consists of urban development. Figure VI-6 of the City General Plan Community Protection Element shows that the project site is not located near any slopes greater than 25 percent nor is it located within an area identified as having soil subject to landslide. In addition, the Geotechnical Investigation stated that no landslides have been mapped within the project site, and no landslide potential was observed during the field exploration of the site. No impact would occur.

b. Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. The project site is relatively flat and consists of an abandoned restaurant with associated concrete flatwork, landscaping, utilities and other minor improvements. The project would include grading and construction activities as well as landscaping. As indicated under Section IX, Hydrology and Water Quality, the project would implement best management practices (BMPs) during construction and operation in compliance with regulations. Therefore, implementation of the project would not result in substantial soil erosion or the loss of topsoil, and impacts would be less than significant.

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

Less Than Significant Impact. Figure VI-6 of the City General Plan Community Protection Element shows that the project site is not located near any slopes greater than 25 percent nor is it located within an area identified as having soil subject to landslide. Figure VI-6 of the City General Plan Community Protection Element shows that the project site is not located within an identified liquefaction hazard area. Figure 4.6-5 of the City's General Plan Final EIR shows that the project site is not located within an area identified as having expansive soils (City of Escondido 2012b). Conformance with the CBC guidelines that are currently adopted by the City would ensure that potential impacts related to soil stability would be less than significant.

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

Less Than Significant Impact. Figure 4.6-5 of the City's General Plan Final EIR shows that the project site is not located within an area identified as having expansive soils (City of Escondido 2012b). Conformance with the CBC guidelines that are currently adopted by the City would ensure that potential impacts related to expansive soil would be less than significant.

e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The project would connect with the existing City wastewater and sewer system and would not use septic tanks or an alternative wastewater disposal system. No impact would occur.

VIII. GREENHOUSE GAS EMISSIONS. Would the project:

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment (or conflict with applicable greenhouse gas emissions thresholds specified in City of Escondido Zoning Code Article 47)?

Less Than Significant Impact. Increases in concentrations of GHG emissions generated by human activities result in global climate change impacts. GHGs include carbon dioxide (CO₂), methane (CH₄), NO_x, hydrofluorocarbons,

perfluorocarbons, and sulfur hexafluoride. Common activities that generate GHGs include vehicular travel, electricity use, natural gas use, water use, and waste generation.

Global climate change could indirectly result in physical environmental impacts related to: extreme heat days; higher concentrations, frequency and duration of air pollution; an increase in wildfires; more intense coastal storms; sea level rise; impacts to water supply and water quality through reduced snowpack and saltwater influx; public health impacts; impacts to near-shore marine ecosystems; reduced quantity and quality of agricultural products; pest population increases, and altered natural ecosystems and biodiversity. Various regulations and policies have been adopted globally, federally, and on a state level to address GHG emissions and associated climate change impacts.

The City has prepared the Escondido Climate Action Plan (E-CAP) demonstrating how the City would reduce GHG emissions. The E-CAP establishes a screening threshold level of 2,500 metric tons of CO₂ equivalent (MT CO₂E) per year for identifying projects that require a project-specific technical analysis to quantify and mitigate project emissions (City of Escondido 2013). The City has determined that new development projects emitting less than 2,500 MT CO₂E annual GHG would not contribute considerably to cumulative climate change impacts. For projects that exceed the 2,500 MT CO₂E screening threshold, further analysis with respect to the City's GHG Guidance is required.

GHG emissions associated with the project include construction (off-road vehicles), mobile (on-road vehicles), energy (electricity and natural gas), area (landscape maintenance equipment), water and wastewater, and solid waste. GHG emissions associated with construction and operation of the project were calculated using the CalEEMod program.

Construction

Construction activities emit GHGs primarily through combustion of fuels (mostly diesel) in the engines of off-road construction equipment and through combustion of diesel and gasoline in on-road construction vehicles and the commute vehicles of the construction workers. Construction emissions were modeled using the parameters discussed in Section III.b. Based on guidance from the South Coast Air Quality Management District (SCAQMD), total construction GHG emissions resulting from a project should be amortized over 30 years and added to operational GHG emissions to account for their contribution to GHG emissions over the lifetime of a project (SCAQMD 2009).

Vehicles

GHG emissions from vehicles come from the combustion of fossil fuels in vehicle engines. The vehicle emissions are calculated based on the vehicle type and the trip rate for each land use. The vehicle emission factors and fleet mix used in CalEEMod are derived from CARB's 2014 Emission Factors model. Vehicle trip parameters are discussed in Section III.b.

Energy Use

GHGs are emitted as a result of activities in buildings for which electricity and natural gas are used as energy sources. GHGs are emitted during the generation of electricity from fossil fuels off-site in power plants. These emissions are considered indirect but are calculated in association with a building's operation. Combustion of fossil fuel emits criteria pollutants and GHGs directly into the atmosphere. When this occurs in a building, this is considered a direct emissions source associated with that building. Energy consumption values are based on the CEC sponsored California Commercial End Use Survey and Residential Appliance Saturation Survey studies, which identify energy use by building type and climate zone. Because these studies are based on older buildings, adjustments have been made in CalEEMod to account for changes to Title 24 Building Codes. CalEEMod 2016.3.2 is based on the 2016 Title 24 energy code (Part 6 of the Building Code).

The project would be served by SDG&E. Therefore, SDG&E's specific energy-intensity factors (i.e., the amount of carbon dioxide, methane, and nitrous oxide per kilowatt-hour) are used in the calculations of GHG emissions. To account for the effects of the RPS, the default energy-intensity factors included in CalEEMod were adjusted to account for SDG&E's current renewable energy procurement of 43.2 percent (CPUC 2017).

Area Sources

Area sources include GHG emissions that would occur from the use of landscaping equipment. The use of landscape equipment emits GHGs associated with the equipment's fuel combustion. The landscaping equipment emission values were derived from the 2011 In-Use Off-Road Equipment Inventory Model (CARB 2011).

Water and Wastewater

The amount of water used and wastewater generated by a project has indirect GHG emissions associated with it. These emissions are a result of the energy used to supply, distribute, and treat the water and wastewater. In addition to the indirect GHG emissions associated with energy use, wastewater treatment can directly emit both CH₄ and N₂O. The project would be subject to CALGreen, which requires a 20 percent increase in indoor water use efficiency. Thus, in order to demonstrate compliance with CALGreen, a 20 percent reduction in indoor water use was included in the water consumption calculations for the project. In addition to water reductions under CALGreen, the GHG emissions from the energy used to transport the water are affected by RPS. As discussed previously, to account for the effects of RPS the energy-intensity factors included in CalEEMod were adjusted to reflect 43.2 percent renewable energy.

Solid Waste

The disposal of solid waste produces GHG emissions from anaerobic decomposition in landfills, incineration, and transportation of waste. To calculate the GHG emissions generated by disposing of solid waste for the project, the total volume of solid waste was calculated using waste disposal rates identified by California Department of Resources Recycling and Recovery. The methods for quantifying GHG emissions from solid waste are based on the Intergovernmental Panel on Climate Change method, using the degradable organic content of waste. GHG emissions associated with the project's waste disposal were calculated using these parameters. According to a CalRecycle report to the California Legislature, as of 2013 California has achieved a statewide 50 percent diversion of solid waste from landfills through "reduce/recycle/compost" programs (CalRecycle 2015). However, AB 341 mandates that 75 percent of the solid waste generated be reduced, recycled, or composted by 2020. Therefore, to account for the continuing actions of recycling requirements under state law (i.e., AB 341), a 25 percent solid waste diversion rate was included in the model.

Existing GHG Emissions

The project site was previously developed as a restaurant. When the restaurant was operational, sources of GHG emissions included vehicles, energy use, area sources, water and wastewater generation, and solid waste disposal. However, the restaurant is no longer operational. Therefore, the project site is not a current source of measurable GHG emissions.

Project GHG Emissions

Table 5 summarizes the total project GHG emissions. GHG emission calculation output is provided as Appendix D.

Emission Source	Project GHG Emissions
Vehicles	248
Energy Use	52
Area Sources	1
Water Use	13
Solid Waste Disposal	7
Construction	10
TOTAL	330
NOTE: CalEEMod calculations (Appendix D) B.	

As shown in Table 5, the project would result in a total emission of 330 MT CO₂E annually. This is less than the identified 2,500 MT CO₂E screening threshold adopted by the City. As the project would not exceed the 2,500 MT CO₂E screening threshold for GHG emissions, GHG impacts associated with the project would be less than significant.

- b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?

Less Than Significant Impact. AB 32 codified the 2020 goal of reducing statewide GHG emissions to 1990 levels and launched the Climate Change Scoping Plan that outlined the reduction measures needed to reach these targets. Following the state's adopted AB 32 GHG reduction target, the City set a goal to reduce emissions back to 1990 levels by the year 2020. The City's E-CAP was prepared to demonstrate how this would be achieved. The E-CAP's target goal is to reduce GHG emissions by 15 percent below existing levels by 2020 (City of Escondido 2013). The E-CAP includes GHG inventories for 2010 and GHG forecasts for 2020 and 2035. The E-CAP identifies local measures to reduce transportation, energy, area source, water, solid waste, and construction emissions in 2020. Local GHG reductions would come from improvements to residential and commercial building energy efficiency (45.8 percent), revised land use policies, increased public transportation (33.9 percent), and implementation of a waste disposal program (18.1 percent).

As the project would generate emissions below the screening threshold of 2,500 MT CO₂E per year, it would not conflict with implementation of the E-CAP or interfere with the City's ability to achieve the GHG reduction goals outlined in the E-CAP, nor would it conflict with the AB 32 mandate for reducing GHG emissions at the state level.

EO S-3-05 establishes an executive policy of reducing GHG emissions to 80 percent below 1990 levels by 2050. Consistent with this policy, the California Legislature adopted AB 32, which codifies a GHG emissions reduction target of 1990 emission levels by 2020, and SB 32, which codifies a GHG emissions reduction target of 40 percent below 1990 emission levels by 2030. The 2050 emission reduction target of EO S-3-05 has not been codified by the California Legislature.

The 2,500 MT CO₂E threshold is based on the 90th percentile capture rate concept. Following rationale presented in CAPCOA's Guidance CAPCOA 2008), aggregate emissions from all projects with individual annual emissions that do not

exceed the 90th percentile capture rate, would not impede achievement of the state reduction targets and would, therefore, be less than cumulatively considerable.

Further, the project's 2022 emissions represent the maximum emissions inventory for the project, as project emissions would continue to decline through at least 2050 due to regulatory requirements. Given the reasonably anticipated decline in project emissions, due to existing regulatory programs, once the project is fully constructed and operational, the project emissions would continue to decline in line with the GHG reductions needed to achieve the 2030 GHG emissions reduction target and the EO's horizon-year (2050) goals. Therefore, the project would not conflict with the long-term GHG policy goals of the state. As such, the project's impacts with respect to the state's 2020 and 2030 targets, or the state's post-2030 GHG emissions goals under EO S-3-05 would be less than significant.

The project would not conflict with any state plan, policy, or regulation aimed at reducing GHG emissions from land use and development. Impacts would be less than significant.

IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

- a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. Project construction activities may involve the use of lubricating oils, paints, solvents, and other materials. Operation and maintenance of the project may involve other regulated common hazardous materials, although acutely hazardous materials would not be used. Project activities during construction and operation would be undertaken in compliance with applicable federal, state, and local regulations pertaining to the proper use, transport, and disposal of hazardous materials, and impacts would be less than significant.

Although no hazardous materials are known to occur on-site, due to the age of the structures, there is the potential for asbestos or lead-based paint to be identified during demolition of the existing structures. An inspection for asbestos and lead-based paint would be required as a project condition prior to demolition of the existing on-site structures; should asbestos and/or lead-based paint be discovered, remediation would be conducted pursuant to the applicable local, state, and federal regulatory requirements. Therefore, impacts would be less than significant.

- b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact. See response provided for Section VIII.a. Impacts would be less than significant.

- c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact. The Escondido KinderCare is located approximately 0.2 mile north of the project site. However, the use and handling of hazardous materials during construction and operation would be conducted consistent with all applicable regulations (see Section VIII.a., above). Therefore, impacts related to hazardous emissions within 0.25 mile of a school would be less than significant.

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

Less Than Significant Impact. An environmental database record search was completed for the project site and all surrounding areas within a 0.25-mile buffer using the GeoTracker and EnviroStor databases. The project site and structures immediately adjacent structures were not identified as having hazardous materials in either database. The GeoTracker database, which is the State Water Resources Control Board data management system for managing sites that impact groundwater, identified two open cases within 0.25 mile of the project site. The property at 2690 South Escondido Boulevard, approximately 0.25 mile south of the project site, is identified as a leaking underground storage tank site but is listed as closed as of January 30, 2003. The property at 2500 South Escondido Boulevard located approximately 0.2 mile north of the project site is identified as a leaking underground storage tank site and is listed as closed as of March 15, 2007. As such, the project site would not be affected by potential contaminants at this site due to the distance to the property and the fact that any contamination present would be handled under the appropriate regulatory oversight and ultimately remediated. The EnviroStor database maintained by the California Department of Toxic Substances Control that provides a list of hazardous substance release sites did not identify any open cases within 0.25 mile of the project site. Therefore, impacts related to hazardous materials sites would be less than significant.

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

No Impact. The project site is not located within 2 miles of a private or public airstrip. The nearest public airport is McClellan-Palomar Airport, which is located approximately 10 miles to the west. The nearest private airstrip is Lake Wohlford Resort Airport, which is located approximately 7 miles to the northeast. The project site is not located within any airport land use compatibility plan. No impact would occur.

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

No Impact. See response provided in VIII.e. No impact would occur.

- g. Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?

No Impact. Figure VI-1 of the General Plan Community Protection Element identifies two roadways adjacent to the project site as emergency evacuation routes: Centre City Parkway, and Escondido Boulevard as evacuation routes. However, the project would not physically alter these existing evacuation routes, nor would it conflict with the goals and policies of the General Plan Community Protection Element. The proposed development is not expected to result in the need for additional emergency and fire facilities. Any development of the site would be required to comply with all applicable Fire, Building, and Health and Safety Codes. Therefore, the project would not impair or physically interfere with emergency response or evacuation plans. No impact would occur.

- h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Less Than Significant Impact. Figure VI-6 of the City General Plan Community Protection Element identifies the project site as having a high wildfire risk. However, the project site is located in an urbanized environment and is not bordered by any undeveloped lands that could be susceptible to wildland fires. Furthermore, the project would comply with City Fire Department standards. Therefore, impacts related to the exposure of people or structures to wildfire risk would be less than significant.

X. HYDROLOGY AND WATER QUALITY. Would the project:

- a. Violate any water quality standards or waste discharge requirements?

Less Than Significant Impact. Masson & Associates, Inc. prepared a Storm Water Quality Management Plan for the project site (Appendix E; Masson & Associates, Inc. 2019a). The project site is located in the Carlsbad Hydrologic Unit. Storm water from the project site drains onto South Escondido Boulevard via surface flow to an existing drainage ditch located on the south portion of the site. This ditch discharges runoff onto South Escondido Boulevard and then into an existing storm drain system located on South Escondido Boulevard to Kit Carson Creek into Lake Hodge Reservoir. From there, water drains into the San Dieguito River out to the Pacific Ocean.

Kit Carson Creek, Lake Hodges, San Dieguito River, and the Pacific Ocean are listed on the Clean Water Act Section 303(d) list for the following pollutants: pentachlorophenol, color, manganese, mercury, nitrogen, phosphorus, turbidity, pH, enterococcus, fecal coliform, toxicity, and total dissolved solids. The project would decrease the amount of runoff entering Kit Carson Creek and Lake Hodges by 0.9 cubic feet per second (cfs) for the 50-year rainfall event with the inclusion of one biofiltration basin located within the project site.

To address the potential pollutants of concern, the project would implement construction and post-construction BMPs in compliance with the City and Regional Water Quality Control Board (RWQCB) regulations. Typical construction BMPs are anticipated to include silt fencing, gravel bag barriers, street sweeping, solid waste management, stabilized construction entrance/exits, water conservation practices, and spill prevention and control. The project would be required to comply with the drainage and water quality regulations in place at the time of construction. The project would also include operational BMPs by constructing an on-site biofiltration basins in order to remove pollutants from runoff. Additionally, the project would implement source control and site design BMPs, as required by the City's Storm Water Design Manual. Implementation of these BMPs, along with regulatory compliance, would preclude any violations of applicable standards and discharge regulations. Therefore, the project would not violate any water quality standards or waste discharge requirements, and impacts would be less than significant.

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

Less Than Significant Impact. The project would obtain its water supply from the Escondido Water and Wastewater Division and would not use groundwater supply for any purpose. Therefore, the project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in a less than significant impact.

- c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river in a manner which would result in substantial/increased erosion or siltation on- or off-site?

Less Than Significant Impact. There are no natural hydrologic features on the project site such as watercourses, seeps, springs, or wetlands. The site runoff currently drains onto South Escondido Boulevard via surface flow and an existing ditch located on the south portion of the site from east to west. The existing ditch discharges the runoff onto south

Escondido Boulevard and then into an existing storm drain system located on South Escondido Boulevard and ultimately into Lake Hodge reservoir. Construction BMPs would be implemented for the project in compliance with regulations, as detailed in response IX.a.

The project would construct one on-site drainage basin. The proposed drainage basin would drain southeasterly via a proposed roof drain, curb gutter into the proposed treatment basin and then discharge into South Escondido Boulevard prior to discharging into an existing storm drain system located on South Escondido Boulevard downstream of the project site. All the proposed runoff will ultimately discharge onto Lake Hodge Reservoir.

As detailed in the Preliminary Drainage Study prepared for the project, construction of the on-site biofiltration basin and redirection of flows to this basin would reduce the peak 50-year storm event flow rate from 4.9 cfs to 4 cfs (Appendix F, Masson and Associates, Inc. 2019b). Therefore, the project would not substantially alter the drainage pattern of the site or the surrounding area in a manner that could result in substantial erosion, and impacts would be less than significant.

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

Less Than Significant Impact. As discussed in response to IX.c., the project would reduce the peak 50-year storm event flow rate from 4.9 cfs to 4 cfs. Therefore, the project would not alter the course of a stream or river or substantially increase the rate or amount of surface runoff in a manner that would result in flooding. A less than significant impact would occur.

- e. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. As discussed in response to IX.c., the project would reduce the peak 50-year storm event flow rate from 4.9 cubic cfs to 4 cfs. Therefore, the project would not exceed capacity of storm water drainage systems or provide substantial sources of polluted runoff. A less than significant impact would occur.

- f. Is the project tributary to an already impaired water body, as listed on the Clean Water Act Section 303 (d) list? If so, can it result in an increase in any pollutant for which the water body is already impaired? Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. As discussed in responses to IX.a., Kit Carson Creek, Lake Hodges, San Dieguito River, and the Pacific Ocean are listed as an impaired water bodies on the Clean Water Section 303(d) list. Standard BMPs would be implemented during construction and post-construction in compliance with the City and RWQCB regulations to adequately control and treat pollutants. The project would introduce one on-site biofiltration basin that would filter pollutants and decrease flow velocity before the runoff is released off-site. Therefore, the project would not result in an increase in any pollutant for which the water body is already impaired, exceed the capacity of existing or planned storm water drainage systems, or provide substantial additional sources of polluted runoff, and impacts would be less than significant.

- g. Otherwise substantially degrade water quality?

Less Than Significant Impact. The project would comply with all storm water quality standards during and after construction and would implement appropriate BMPs to capture and treat pollutants, including one permanent on-site biofiltration basin. Therefore, the project would not substantially degrade water quality, and impacts would be less than significant.

- h. Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. The project site is not located within the 100-year floodplain and does not propose housing. No impact would occur.

- i. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact. The project site is not located within the 100-year floodplain. No impact would occur.

- j. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

No Impact. The project would not expose people or structures to a significant flooding hazard, as the project site is not located within a dam inundation area. No impact would occur.

- k. Inundation by seiche, tsunami, or mudflow?

No Impact. The risk associated with tsunami is negligible due to the project site's elevation above sea level and distance of approximately 14 miles from the Pacific Ocean. There would be no risk associated with seiche because the project site is not located near a lake or other large body of water. There would be no risk associated with mudflow because the project site and surrounding area is generally flat and consists of urban development. No impact would occur.

XI. LAND USE PLANNING. Would the project:

- a. Physically divide an established community?

No Impact. The project site is designated Specific Plan and is located in the Southern Entry District (mixed-use overlay) of the South Centre City Specific Plan. The proposed multi-family development would be consistent with both the General Plan designation and zoning code. The project site is surrounded by other residential uses, including multi-family housing directly to the north, a hotel to the south and east, and single-family residences further to the east, across Cranston Drive. The project would not physically impact any of the existing uses within the surrounding properties. The project would not create any new land use barriers or otherwise divide or disrupt the physical arrangement of the surrounding established community. No impact would occur.

- b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact. The project site is designated Specific Plan and is located in the Southern Entry District of the South Centre City Specific Plan. The proposed multi-family development would be consistent with both the General Plan designation, Southern Entry District and local zoning code. The project would be consistent with designated uses as called for under the General Plan and Zoning Code, and as such the growth associated with the project is anticipated by the City General Plan. Therefore, the project would not conflict with applicable land use plans, policies, or regulations of an agency with jurisdiction over the project, and impacts would be less than significant.

- c. Conflict with any applicable habitat conservation plan or natural community conservation plan?

Less Than Significant Impact. See response provided for IV.f. No impact would occur.

XII. MINERAL RESOURCES. Would the project:

- a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. The City's General Plan does not identify the project site as an existing or former extraction site. The project site consists of paved parking and ornamental landscaping associated with the existing development and is surrounded by other urbanized development within the South Centre City Specific Plan. Consequently, mineral resource extraction would be infeasible due to the site's zoning and land use designation, the relatively small property size, and the urbanized nature of the project site and surrounding land uses. Therefore, implementation of the project would not result in the loss of a known local, regional, or state mineral resource. No impact would occur.

- b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land-use plan?

No Impact. See response provided in XI.a. No impact would occur.

XIII. NOISE. Would the project result in:

- a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact. Existing noise levels in the vicinity of the project site were measured on October 16, 2019. Noise measurements were taken to obtain typical ambient noise levels at the project site and in the vicinity. The weather was warm and sunny. Three short-term measurements were taken, as described below. The primary sources of on-site noise were due to traffic on Centre City Parkway. The measurement locations are shown on Figure 6 and detailed data is contained in Appendix G.

Measurement 1 was located near the western project boundary, approximately 50 feet east of South Escondido Boulevard and 100 feet east of Centre City Parkway. The main source of noise at this location was vehicle traffic on Centre City Parkway. Secondary sources of noise included vehicle traffic on South Escondido Boulevard, bird vocalizations, and residents and the adjacent multi-family development. Noise levels were measured for 15 minutes. The average measured noise level was 61.2 dB(A) L_{eq} (A-weighted decibels average measured noise level).



- Measurement Location
- ▭ Project Boundary



FIGURE 6

Noise Measurement Locations

Measurement 2 was located near the southeastern project boundary adjacent to the existing motel. The main source of noise at this location was vehicle traffic on Centre City Parkway. Secondary sources of noise included vehicle traffic on South Escondido Boulevard, motel mechanical equipment, and bird vocalizations. Noise levels were measured for 15 minutes. The average measured noise level was 54.5 dB(A) L_{eq} .

Measurement 3 was located near the northern project boundary adjacent to the existing multi-family residential building. The main source of noise at this location was vehicle traffic on Centre City Parkway. Secondary sources of noise included vehicle traffic on South Escondido Boulevard, bird vocalizations, and residents and the adjacent multi-family development. Noise levels were measured for 15 minutes. The average measured noise level was 52.7 dB(A) L_{eq} .

Construction Noise

Sections 17-234 and 17-238 of the City's Noise Ordinance provide regulations for construction equipment and grading activities. The applicable limits are expressed in terms of dB(A) L_{eq} which is the equivalent steady-state noise level in a stated period of time that is calculated by averaging the acoustic energy over a time period; when no period is specified, a 1-hour period is assumed.

Section 17-234 (Construction Equipment)

Except for emergency work, the following applies to all construction equipment operating in the City:

- a. It shall be unlawful for any person, including the City of Escondido, to operate construction equipment at any construction site, except on Monday through Friday during a week between the hours of 7:00 a.m. and 6:00 p.m. and on Saturdays between the hours of 9:00 a.m. and 5:00 p.m., and provided that the operation of such construction equipment complies with the requirements of subsection (c) of this section.
- b. It shall be unlawful for any person, including the City of Escondido, to operate construction equipment at any construction site on Sundays and on days designated by the President, Governor, or City Council as public holidays.
- c. No construction equipment or combination of equipment, regardless of age or date of acquisition, shall be operated so as to cause noise in excess of a one-hour average sound level limit of 75 dB at any time, unless a variance has been obtained in advance from the City Manager.

Section 17-238 (Grading)

- a. It shall be unlawful for any person, including the City of Escondido, to do any authorized grading at any construction site, except on Mondays through Fridays during a week between the hours of 7:00 a.m. and 6:00 p.m. and, provided a variance has been obtained in advance from the City Manager, on Saturdays from 10:00 a.m. to 5:00 p.m.
- b. For the purpose of this section, "grading" shall include, but not be limited to, compacting, drilling, rock crushing or splitting, bulldozing, clearing, dredging, digging, filling and blasting.
- c. In addition, any equipment used for grading shall not be operated so as to cause noise in excess of a one-hour sound level limit of 75 dB at any time when measured at or within the property lines of any property which is developed and used in whole or in part for residential purposes, unless a variance has been obtained in advance from the City Manager.

Project construction noise would be generated by diesel engine-driven construction equipment used for site preparation and grading, building construction, loading, unloading, and placing materials and paving. Diesel engine-driven trucks also would bring materials to the site and remove existing pavement.

A variety of noise-generating equipment would be used during the construction phase of the project, such as excavators, backhoes, front-end loaders, and concrete saws. Construction equipment with a diesel engine typically generates maximum noise levels from 80 to 90 dB(A) L_{eq} at a distance of 50 feet (Federal Highway Administration [FHWA] 2006). Table 6 summarizes typical construction equipment noise levels.

During excavation, grading, and paving operations, equipment moves to different locations and goes through varying load cycles, and there are breaks for the operators and for non-equipment tasks, such as measurement. Although maximum noise levels may be 85 to 90 dB(A) at a distance of 50 feet, hourly average noise levels would be lower when taking into account the equipment usage factors. For the project, the loudest phase of construction would include dozers, loaders, and excavators. Construction noise levels were calculated based on all three pieces of equipment being active simultaneously. Hourly average noise levels would be 82 dB(A) L_{eq} at 50 feet, or a sound power level of approximately 114 dB(A) from the center of construction activity when assessing the loudest pieces of equipment working simultaneously.

Table 6 Typical Construction Equipment Noise Levels		
Equipment	Noise Level at 50 Feet [dB(A) L _{eq}]	Typical Duty Cycle
Auger Drill Rig	85	20%
Backhoe	80	40%
Blasting	94	1%
Chain Saw	85	20%
Clam Shovel	93	20%
Compactor (ground)	80	20%
Compressor (air)	80	40%
Concrete Mixer Truck	85	40%
Concrete Pump	82	20%
Concrete Saw	90	20%
Crane (mobile or stationary)	85	20%
Dozer	85	40%
Dump Truck	84	40%
Excavator	85	40%
Front End Loader	80	40%
Generator (25 kilovolt amps or less)	70	50%
Generator (more than 25 kilovolt amps)	82	50%
Grader	85	40%
Hydra Break Ram	90	10%
Impact Pile Driver (diesel or drop)	95	20%
In-situ Soil Sampling Rig	84	20%
Jackhammer	85	20%
Mounted Impact Hammer (hoe ram)	90	20%
Paver	85	50%
Pneumatic Tools	85	50%
Pumps	77	50%
Rock Drill	85	20%
Roller	74	40%
Scraper	85	40%
Tractor	84	40%
Vacuum Excavator (vac-truck)	85	40%
Vibratory Concrete Mixer	80	20%
Vibratory Pile Driver	95	20%
SOURCE: FHWA 2006.		
dB(A)L _{eq} = average equivalent A-weighted decibels		

Construction noise is considered a point source and would attenuate at approximately 6 dB(A) for every doubling of distance. Noise level predictions and contour mapping were developed using noise modeling software, SoundPLAN Essential, version 4.1 (Navcon Engineering 2017). To reflect the nature of grading and construction activities, equipment was modeled as an area source distributed over the project footprint. The project site is adjacent to multi-family residential uses to the north, a motel to the south and east, single-family residential further to the east across Cranston Drive, and South Escondido Boulevard and Centre City Parkway on the west. Single-family residential is located further to the west across these Circulation Element roads. Construction noise levels were modeled at 10 receivers located at the adjacent uses. Modeled noise levels are summarized in Table 7. Construction contours are shown in Figure 7. SoundPLAN data is provided in Appendix G.

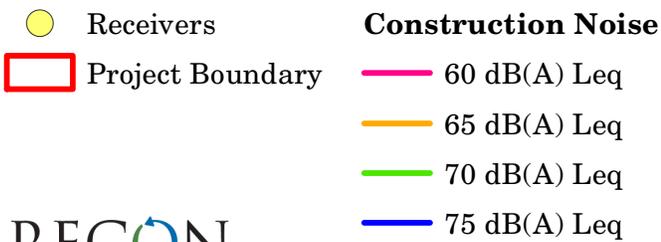
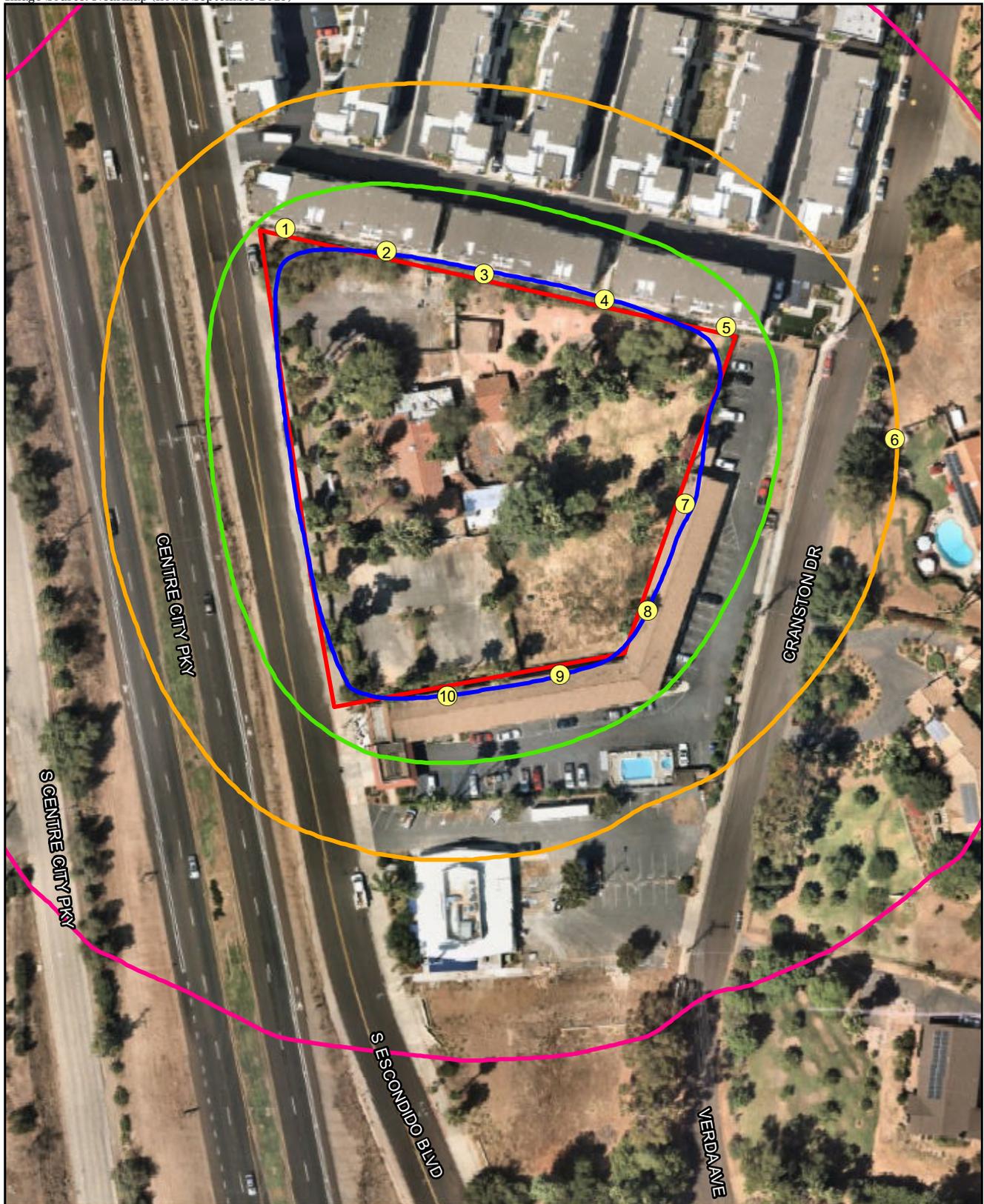


FIGURE 7
Construction Noise Contours

Receiver	Land Use	Construction Noise Level [dB(A) L _{eq}]
1	Multi-Family Residential	72
2	Multi-Family Residential	75
3	Multi-Family Residential	75
4	Multi-Family Residential	75
5	Multi-Family Residential	73
6	Single Family Residential	65
7	Motel	75
8	Motel	75
9	Motel	75
10	Motel	75

dB(A)L_{eq} = average equivalent A-weighted decibels

As shown, construction noise levels would range from 65 to 75 dB(A) L_{eq} at the adjacent uses. As construction activities would comply with the City Municipal Code Sections 17-234 and 117-238, temporary increases in noise levels from construction activities would be less than significant.

Traffic Noise

Off-Site Traffic Noise Increases

The City General Plan Community Protection Element states that exterior noise levels for projects that would increase the noise levels 5 dB(A) or greater would have a significant impact and would require mitigation. The project would increase traffic volumes on South Escondido Boulevard. Based on the Transportation Impact Analysis prepared for the project (see Appendix H; LOS Engineering 2019), the project would result in the generation of 336 average daily trips. The increase in noise due to the addition of project traffic on surrounding roadways was calculated by comparing the traffic noise levels in the existing, near-term, and year 2035 conditions with and without the project. The results are summarized in Table 8. As shown, the project would result in a less than 1 dB(A) increase in traffic noise over the existing condition along the studied roadway segments. A change in noise level of 3 dB(A) is considered a barely perceptible amount (California Department of Transportation 2013a), and a change in noise level of 5 dB(A) would require mitigation as indicated in the City's General Plan. Because the project would not result in a 5 dB(A) or greater increase in noise levels, traffic noise impacts would be less than significant.

Roadway Segment	Existing		Near-Term		Year 2035		CNEL Increase Over Existing
	Without Project	With Project	Without Project	With Project	Without Project	With Project	
South Escondido Boulevard							
South Escondido Connector to Brotherton Road	63.6	63.6	63.7	63.7	65.5	65.5	1.9
Brotherton Road to Citracado Parkway	62.3	62.3	63.0	63.0	65.5	65.5	3.2
Citracado Parkway to Cranston Drive	57.4	58.3	57.4	58.3	62.0	62.3	4.9

SOURCE: Noise calculations are provided in Appendix G. Traffic volumes obtained from the Transportation Impact Analysis contained in Appendix H.
CNEL = community noise equivalent level

On-Site Traffic Noise Compatibility

CEQA is intended to protect the existing environment from impacts that would result from the proposed project. CEQA does not consider impacts of the existing environment on a proposed land use to be significant. However, the City of Escondido has established noise compatibility standards for siting of new development. A significant land use compatibility impact would occur if the proposed project would expose new residences to noise levels in excess of the noise compatibility standards. Therefore, this potential noise-related land use impact is addressed in this analysis. The City's noise and land use compatibility guidelines are summarized in Table 9.

Table 9 Noise and Land Use Compatibility Guidelines				
Land Use Category	Noise Exposure Level			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential – Single-family, Duplex, Mobile Home	50-60	60-70	70-75	75-85
Residential – Multi-family, Residential Mixed-use	50-65	60-70	70-75	75-85
Transient Lodging, Motels, Hotels	50-65	60-70	70-80	80-85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50-65	60-70	70-80	80-85
Auditoriums, Concert Halls, Amphitheaters	NA	50-70	65-85	NA
Sports Area, Outdoor Spectator Sports	NA	50-75	70-85	NA
Playgrounds, Parks	50-70	65-75	75-85	NA
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50-75	70-80	80-85	NA
SOURCE: City of Escondido 2012a				
NA: Level not defined by the City of Escondido General Plan.				

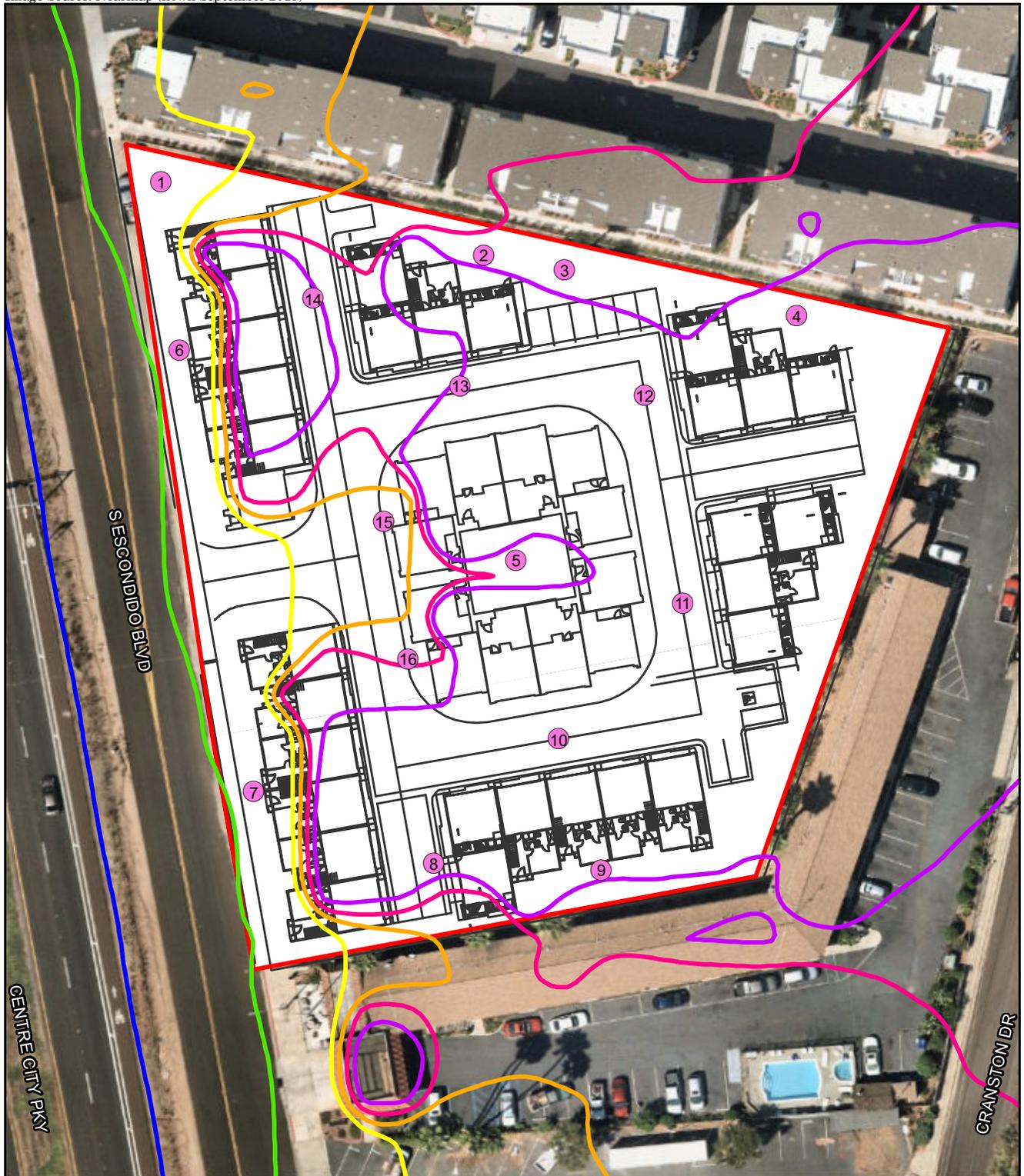
As shown, multi-family residential uses are normally acceptable with noise levels ranging from 50 to 65 CNEL, and conditionally acceptable with noise levels ranging from 60 to 70 CNEL. As stated in the General Plan, for conditionally acceptable noise levels, "new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will usually suffice."

Noise level predictions and contour mapping were developed using SoundPLAN. The SoundPLAN program uses the FHWA Traffic Noise Model algorithms and reference levels to calculate traffic noise levels at selected receiver locations. The model uses various input parameters, such as projected hourly average traffic rates; vehicle mix, distribution, and speed; roadway lengths and gradients; distances between sources, barriers, and receivers; and shielding provided by intervening terrain, barriers, and structures.

The main source of noise at the project site is vehicle traffic on Centre City Parkway and South Escondido Boulevard. A future year 2035 with project traffic volume of 3,552 ADT for South Escondido Boulevard was obtained from the Transportation Impact Analysis prepared for the project. The Transportation Impact Analysis did not analyze future volumes on Centre City Parkway. A year 2035 traffic volume for this roadway was obtained from SANDAG traffic projections. Centre City Parkway is currently a 4-lane major roadway, with a circulation element future classification as a 6-lane super major roadway. The SANDAG projections take this future classification into account, and therefore results in a worst-case noise analysis. The future year 2035 traffic volume for Centre City Parkway is 33,100 ADT (SANDAG 2019). South Escondido Boulevard has a posted speed of 35 mph. Centre City Parkway does not have a posted speed, but allows up to 65 mph.

Using these traffic parameters, exterior noise levels were modeled at a series of on-site receivers located at the building facades and exterior use areas. The results are summarized in Table 10. Vehicle traffic noise contours are shown in Figure 8.

Table 10 Future On-Site Vehicle Traffic Noise Levels			
Receiver	Traffic Noise Level (CNEL)		
	First-Floor	Second-Floor	Third-Floor
1	66	69	70
2	54	57	58
3	53	55	56
4	48	51	52
5	54	56	57
6	69	71	72
7	69	72	72
8	45	48	57
9	48	50	58
10	36	38	41
11	36	39	41
12	41	44	45
13	49	52	53
14	51	54	55
15	62	64	65
16	57	59	60
CNEL = community noise equivalent level			



- Receivers
- ▭ Project Boundary
- Site Plan

- Traffic Noise**
- 50 dB(A) Leq
 - 55 dB(A) Leq
 - 60 dB(A) Leq
 - 65 dB(A) Leq
 - 70 dB(A) Leq
 - 75 dB(A) Leq

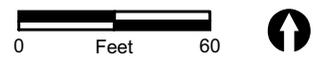


FIGURE 8
Vehicle Traffic Noise Contours

Exterior use areas include the seating area and play lawn (Receiver 1), children's play area and tot lot (Receivers 2 and 3), and picnic area (Receiver 4). As shown in Table 10, exterior noise levels at these areas would be 65 CNEL or less and would be normally acceptable with the City's multi-family compatibility standards.

Building façade noise levels would range from 36 to 72 CNEL. In order to be compatible with City standards, interior noise levels would need to be reduced to 45 CNEL or less.

Interior noise levels can be reduced through standard construction techniques. When windows are closed, standard construction techniques provide various exterior-to-interior noise level reductions depending on the type of structure and window. According to the FHWA's Highway Traffic Noise Analysis and Abatement Guidance, light-frame structures with ordinary windows would provide noise level reductions of 20 dB (FHWA 2011). Based on this, interior noise levels would be reduced to 45 CNEL or less when exterior noise levels are 65 CNEL or less. As shown in Table 10, exterior noise levels would be 65 CNEL or less at all receivers except for Receivers 6 and 7. Thus, for all buildings except the two buildings adjacent to South Escondido Boulevard, standard light frame construction with ordinary windows would be sufficient to reduce interior noise levels to 45 CNEL or less, and no analysis of specific building techniques would be required.

For the two buildings located adjacent to South Escondido Boulevard at the western project boundary (Receivers 6 and 7), exterior noise levels would range from 69 to 72 CNEL, a noise level reduction of up to 27 dB(A) would be required to reduce interior noise levels to 45 CNEL or less. The sound transmission class (STC) rating is an integer value that rates how well a building component (e.g., windows, doors, walls, and roofs) attenuates noise. The STC rating general reflects the decibel reduction that a building component can achieve. Therefore, because a noise reduction of 27 dB(A) is required to achieve interior noise levels of 45 CNEL or less, window and door components for the two buildings located adjacent to South Escondido Boulevard would require an STC rating of at least 27.

For all buildings, it will be necessary for the windows to be closed in order to achieve the necessary exterior-to-interior noise reduction, mechanical ventilation is required to move air and control the temperature within the units. Based on the project design and construction plans, mechanical ventilation is included in the project design for all proposed dwelling units.

On-site Generated Noise

The Noise Abatement and Control Ordinance establishes prohibitions for disturbing, excessive, or offensive noise, and provisions such as sound level limits for the purpose of securing and promoting the public health, comfort, safety, peace, and quiet for its citizens. City exterior sound level limits are the allowable noise levels at any point on or beyond the boundaries of the property on which the sound is produced and corresponding times of day for each zoning designation. The exterior noise level limits between the project site and the adjacent multi-family residential uses are 55 dB(A) L_{eq} between 7 a.m. and 10 p.m. and 50 dB(A) L_{eq} between 10 p.m. and 7 a.m., and the limits between the project site and the single-family residential uses to the east are 50 dB(A) L_{eq} between 7 a.m. and 10 p.m. and 45 dB(A) L_{eq} between 10 p.m. and 7 a.m.

The noise sources on the project site after completion of construction are anticipated to be those that would be typical of any residential complex, such as vehicles arriving and leaving, children at play, and landscape maintenance machinery. On-site operations are expected to also involve noise associated with rooftop ventilation, heating systems, and trash hauling. These would be consistent with the noise associated with the existing residences and motel uses adjacent to the project site. Measured noise levels in the area range from about 52.7 to 61.2 dB(A) L_{eq} and operation of the proposed residential use would not be expected to substantially change these levels or result in noise levels that exceed the City's Noise Abatement and Control Ordinance limits.

- b. Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?

Less Than Significant with Mitigation Incorporated. The project does not propose any commercial-type uses that would generate operational groundborne vibration or noise. Construction activities would use standard equipment such as loaders, backhoes, excavators, graders, scrapers, and forklifts. Construction activities produce varying degrees of ground vibration, depending on the equipment and methods employed. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. The effects of ground vibration may be imperceptible at the lowest levels, low rumbling sounds and detectable vibrations at moderate levels, and damage to nearby structures at the highest levels.

Human reaction to vibration is dependent on the environment the receiver is in as well as individual sensitivity. As example, vibration outdoors is rarely noticeable and generally not considered annoying. Typically, humans must be inside a structure for vibrations to become noticeable and/or annoying. The ground motion caused by vibration is measured as particle velocity (PPV) in inches per second(in/sec) and is measured in vibration decibels (VdB).Based on several federal studies, the threshold of perception is 0.035 PPV, with 0.24 in/sec PPV being a distinctly perceptible (Caltrans 2013b). Vibration impacts would be significant if they exceed the following Federal Railroad Administration (FRA) thresholds:

- 65 VdB where low ambient vibration is essential for interior operations, such as hospitals and recording studios
- 72 VdB for residences and buildings where people normally sleep, including hotels

- 75 VdB for institutional land uses with primary daytime use, such as churches and schools
- 95 VdB for physical damage to extremely fragile historic buildings
- 100 VdB for physical damage to buildings

Vibration perception would occur at structures, as people do not perceive vibrations without vibrating structures. The nearest structures to the project site are the multi-family residential building to the north and the motel to the south, both located approximately 10 feet from the project boundary. Large bulldozers would have the greatest potential to generate vibrations that would affect adjacent residential land uses. According to the Federal Transit Administration, vibration levels due to large bulldozers would be 0.089 in/sec PPV at 25 feet (see Table 11). At 10 feet, vibration levels would not exceed the level at which building damage could occur, but could exceed the threshold of 72 VdB for residences and buildings where people normally sleep.

Table 11 Typical Construction Equipment Vibration Levels		
Equipment	PPV at 25 feet (in/sec)	VdB at 10 feet
Large Bulldozer	0.089	95
Loaded Trucks	0.076	94
Jackhammer	0.035	87
SOURCE: Caltrans 2013b. PPV = peak particle velocity; in/sec = inch per second.		

In accordance with Escondido Municipal Code 17-234, construction is permitted only between the hours of 7:00 a.m. and 6:00 p.m. Monday through Friday, and 9:00 a.m. and 5:00 p.m. on Saturday. Construction would not occur during normal sleep hours; however, groundborne vibration may occur frequently during the course of the day, over multiple days throughout the construction period. Therefore, impacts related to groundborne vibration would be potentially significant without mitigation incorporated.

Mitigation Measures NOS-1 and NOS-N-2 would be required to reduce impacts of Groundborne vibration to a less than significant level.

MM-NOS-1: Noise and groundborne vibration construction activities whose specific location on the project site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration-sensitive land uses to the north. In addition, the use of vibratory rollers and packers should be avoided, as feasible, near sensitive areas.

MM-NOS -2: The operation of construction equipment that generates high levels of vibration, such as large bulldozers and loaded trucks, shall be prohibited between the hours of 6:00 p.m. and 7:00 a.m. Monday through Friday, 5:00 p.m. and 9:00 a.m. on Saturday, and all day on Sunday.

Additionally, while construction would occur up to the property edge, the majority of construction would take place in the center of the site, which would be approximately 100 feet from the nearest sensitive receptor. With implementation of mitigation measures N-1 and N-2, impacts would be reduced to less than significant.

- c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?
Less Than Significant Impact. Refer to the analysis provided in XII.a. Impacts would be less than significant.
- d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?
Less Than Significant Impact. Refer to the analysis provided in XII.a. Impacts would be less than significant.
- e. For a project located within an airport land-use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?
No Impact. The project site lies outside of the noise contours for airports in the region and would not expose people to excessive noise levels. No noise impacts due to aircraft noise would occur.
- f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?
No Impact. The project site lies well outside the noise contours for any airports in the region and would not expose people to excessive noise levels. No noise impacts due to aircraft noise would occur.

XIV. POPULATION AND HOUSING. Would the project:

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

Less Than Significant Impact. The project includes the construction of a multi-family development consisting of 42 dwelling units; as such, the project would increase available housing in the City. However, the project site is designated Specific Plan and is located in the Southern Entry District of the South Centre City Specific Plan. Multi-family residential development is an allowed use within the Southern Entry District. The proposed project would be consistent with both the General Plan designation and local zoning code, and as such, the project would not introduce a land use and subsequent population growth that was not already anticipated by the City of Escondido General Plan. In addition, the project would not extend any existing roads or expand existing infrastructure facilities, and it is anticipated that short-term construction jobs and long-term employment jobs would be filled by members of the existing population. Thus, the project would not induce substantial population growth, resulting in a less than significant impact.

- b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. There are no housing units on-site. The existing building was utilized as a restaurant and is no longer used for its original purpose as a single-family home. No existing housing would be displaced and no impact would occur.

- c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. There are no housing units on-site. The existing building was utilized as a restaurant and is no longer used for its original purpose as a single-family home. The restaurant is now vacant. The project would not displace a substantial number of people and no impact would occur.

XV. PUBLIC SERVICES. Would the project:

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

- i. Fire protection?

Less Than Significant Impact. Fire protection services would be provided by the Escondido Fire Department. Fire Station Number 5 is located approximately 0.7 mile west of the project site at 2319 Felicita Road. This facility supports one paramedic fire engine, one ambulance and one brush engine. The project would increase the need for service in the area by increasing the amount of residential space within the project site. However, this increase in demand has been accounted for in the General Plan and would not result in the need for new or altered facilities. Consistent with the Citywide Facilities Plan, this increase would be offset by the payment of Public Facilities Fees at the time of building permit issuance. In addition, the project would be subject to fire and building review to ensure that the development is in compliance with access and safety standards. Therefore, the project would not require the construction of new fire protection facilities, and impacts would be less than significant.

- ii. Police protection?

Less Than Significant Impact. Police services would be provided from the Police and Fire Headquarters Building located at 1163 North Centre City Parkway, located approximately 4 miles north of the project site. The project would increase the need for additional police service by increasing the amount of residential space on the project site compared to the existing condition. This increase in demand has been accounted for in the General Plan and would not result in the need for new or altered facilities. Consistent with the Citywide Facilities Plan, this increase would be set off by the payment of Public Facilities Fees at the time of building permit issuance. Therefore, the project would not require the construction of new police protection facilities, and impacts would be less than significant.

- iii. Schools?

Less Than Significant Impact. The project site is within the Escondido Union School District and the Escondido Union High School District. The project would increase the need for additional school service by increasing the amount of residential space on the project site, and thus increase the potential student population compared to the existing condition. This increase in demand has been accounted for in the General Plan and would not result in the need for new or altered facilities. Consistent with the Citywide Facilities Plan, this increase would be set off by the payment of Public Facilities Fees at the time of building permit issuance. Therefore, the project would not require the construction of new police protection facilities, and impacts would be less than significant.

iv. Parks?

Less Than Significant Impact. As a residential use, the project would result in population growth that would increase the demand for, or use of, local parks. However, this increase in demand has been accounted for in the General Plan and would not result in the need for new or altered facilities. The project would be in conformance with Article 18B of Chapter 6 of the City's Municipal Code, which establishes the public facility fees for the City. This article requires that all new residential or nonresidential development pay a fee for the purpose of assuring that the public facility standards established by the City are met with respect to the additional needs created by such development. Impacts would be less than significant.

v. Other public facilities?

Less Than Significant Impact. The project would connect to Escondido Water and Wastewater Division and would result in some increase in water demand and wastewater generation. This increase in demand has been accounted for in the General Plan and would not result in the need for new or altered facilities. Water connection fees and wastewater connection fees would be paid to set off any potential impacts to these services upon issuance of a building permit. The project would be in conformance with Article 18B of Chapter 6 of the Municipal Code, which establishes the public facility fees for the City. Public facilities fees paid at the time of building permit issuance would contribute to and set off any increase in demand for public services or facilities. As the project would not require the construction of new facilities, impacts would be less than significant.

XVI. RECREATION. Would the project:

- a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less Than Significant. As a residential use, the project would result in population growth that would increase the demand for, or use of, local parks. However, this increase in demand has been accounted for in the General Plan and would not result in the need for new or altered facilities. The project would be in conformance with Article 18B of Chapter 6 of the Escondido Municipal Code, which establishes the public facility fees for the City. This article requires that all new residential or nonresidential development pay a fee for the purpose of assuring that the public facility standards established by the City are met with respect to the additional needs created by such development. Impacts would be less than significant.

- b. Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

Less Than Significant Impact. As a residential use, the project would result in population growth that would increase the demand for, or use of, local parks. However, this increase in demand has been accounted for in the General Plan and would not result in the need to construct new or expand existing facilities that might have an effect on the environment. The project would be in conformance with Article 18B of Chapter 6 of the City's Municipal Code, which establishes the public facility fees for the City. This article requires that all new residential or nonresidential development pay a fee for the purpose of assuring that the public facility standards established by the City are met with respect to the additional needs created by such development. Impacts would be less than significant.

XVII. TRANSPORTATION. Would the project:

- a. Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant Impact. The following impact analysis is based on the Transportation Impact Analysis prepared for the project by LOS Engineering, Inc. (Appendix H).

The total ADT generated by the project is 336 driveway trips with 27 AM (5 in/22 out) peak hour trips and 34 PM (24 in/10 out) peak hour trips.

Existing Plus Project Conditions

Street Segments

The following street segments were analyzed in the Existing Plus Project Conditions:

- South Escondido Boulevard, from South Escondido Connector to Brotherton Road
- South Escondido Boulevard, from Brotherton Road to Citracado Parkway
- South Escondido Boulevard, from Citracado Parkway to Cranston Drive

Table 12 shows the LOS and volumes for the analyzed street segments in the Existing and Existing plus Project conditions.

Table 12 Existing and Existing Plus Project Street Segment LOS Comparison											
Road	Segment	Cap	Class.	Existing			Existing Plus Project			ΔV/C	Significant Impact?
				LOS	Volume	V/C	LOS	Volume	V/C		
South Escondido Boulevard	South Escondido Connector to Brotherton Road	10,000	2-Lane Local Connector	B	4,861	0.486	B	4,878	0.488	0.002	No
	Brotherton Road to Citracado Parkway	10,000	2-Lane Local Connector	B	3,538	0.354	B	3,555	0.356	0.002	No
	Citracado Parkway to Cranston Drive	10,000	2-Lane Local Connector	A	1,156	0.116	A	1,408	0.141	0.025	No

SOURCE: Appendix H.
LOS = Level of Service; Class. = Classification; Cap = Capacity; V/C = Volume to Capacity Ratio; ΔV/C = Change in V/C ratio

Intersections

The following intersections were analyzed in the Existing Plus Project Conditions:

- Centre City Parkway at South Escondido Connector
- Centre City Parkway at Brotherton Road
- South Escondido Boulevard at Brotherton Road
- Centre City Parkway at Citracado Parkway
- South Escondido Boulevard at Citracado Parkway South Escondido Parkway at Project Driveway
- Centre City Parkway at Cranston Drive

Table 13 shows the LOS for the analyzed street intersections in the Existing and Existing plus Project conditions.

Table 13 Existing and Existing With Project Street Intersection LOS Comparison								
Intersection	Movement	Study Period	Existing		Existing Plus Project			Direct Impact?
			Delay	LOS	Delay	LOS	Delta	
1. Centre City Parkway at South Escondido Connector	WB	PM	40.5	E	40.5	E	0.0	No
	WB	PM	52.2	F	52.2	F	0.0	No
2. Centre City Parkway at Brotherton Road	EB R	AM	15.4	C	15.4	C	0.0	No
	WB R	AM	10.9	B	10.9	B	0.0	No
	EB R	PM	11.5	B	11.5	B	0.0	No
3. South Escondido Boulevard at Brotherton Road	WB R	PM	19.4	C	19.4	C	0.0	No
	NB LTR	AM	11.3	B	11.3	B	0.0	No
	SB LTR	AM	13.2	B	13.2	B	0.0	No
	NB LTR	PM	21.6	C	21.7	C	0.1	No
4. Centre City Pkwy at Citracado Pkwy (S)	SB LTR	PM	25.4	D	25.5	D	0.1	No
	ALL	AM	12.0	B	12.5	B	0.5	No
5. South Escondido Boulevard at Citracado Parkway	ALL	PM	11.3	B	11.8	B	0.5	No
	NB LTR	AM	DNE	NA	13.3	B	0.6	No
	SB LTR	AM	DNE	NA	10.2	B	0.0	No
	SB LTR	AM	DNE	NA	10.2	B	0.1	No
	NB LTR	PM	DNE	NA	12.2	B	0.3	No
	SB LTR	PM	DNE	NA	10.3	B	0.1	No
6. South Escondido Parkway at Project Driveway	SB LTR	PM	DNE	NA	10.3	B	0.1	No
	WB LR	AM	DNE	NA	8.8	A	NA	No
7. Centre City Parkway at Cranston Drive	WB LR	PM	DNE	NA	8.7	A	NA	No
	EB R	AM	17.0	C	17.2	C	0.2	No
	WB R	AM	10.7	B	10.7	B	0.0	No
	EB R	PM	11.6	B	11.6	B	0.0	No
	WB R	PM	18.0	C	18.1	C	0.1	No

SOURCE: Appendix H.
LOS = Level of Service; WB = westbound; EB R = eastbound right; WB R = westbound right; NB LTR = northbound left turn; SB LTR = southbound left turn

Under existing plus project conditions, the study intersections and segments were calculated to operate at LOS D or better except for the minor approach leg at the intersection of Centre City Parkway/South Escondido Connector (LOS E AM and F PM). Direct impacts would be less than significant because the addition of project traffic does not exceed the significance thresholds.

Existing Plus Cumulative Plus Project Conditions (Near Term)

The existing plus cumulative plus project (near term) conditions describe the anticipated roadway operations at the opening day of the project.

Street Segments

Table 14 shows the LOS and volumes for the street segments in the Cumulative (near term) plus Project conditions.

Road	Segment	Cap	Class.	Near Term			Near Term Plus Project			ΔV/C	Significant Impact?
				LOS	Volume	V/C	LOS	Volume	V/C		
South Escondido Boulevard	South Escondido Connector to Brotherton Road	10,000	2-Lane Local Connector	B	4,959	0.496	B	4,976	0.498	0.002	No
	Brotherton Road to Citracado Parkway	10,000	2-Lane Local Connector	B	4,156	0.416	B	4,173	0.417	0.002	No
	Citracado Parkway to Cranston Drive	10,000	2-Lane Local Connector	A	1,156	0.116	A	1,408	0.141	0.025	No

SOURCE: Appendix H.
LOS = Level of Service; Class. = Classification; Cap = Capacity; V/C = Volume to Capacity Ratio; ΔV/C = Change in V/C ratio

Intersections

Table 15 shows the LOS for the intersections in the Cumulative (near term) plus Project conditions.

Intersection	Movement	Peak Hour	Near Term		Near Term Plus Project			Direct Impact?
			Delay	LOS	Delay	LOS	Delta	
1. Centre City Parkway at South Escondido Connector	WB	AM	41.0	E	41.0	E	0.0	No
	WB	PM	54.7	F	54.7	F	0.0	No
	EB R	AM	16.7	C	16.7	C	0.0	No
2. Centre City Parkway at Brotherton Road	WB R	AM	11.0	B	11.0	B	0.0	No
	EB R	PM	11.7	B	11.7	B	0.0	No
	WB R	PM	19.9	C	19.9	C	0.0	No
3. South Escondido Boulevard at Brotherton Road	NB LTR	AM	11.8	B	11.9	B	0.1	No
	SB LTR	AM	14.6	B	14.6	B	0.0	No
	NB LTR	PM	27.7	D	27.9	D	0.2	No
4. Centre City Parkway at Citracado Parkway	SB LTR	AM	35.1	E	35.3	E	0.2	No
	All	AM	13.1	B	13.6	B	0.5	No
	All	PM	12.5	B	13.1	B	0.6	No
5. South Escondido Boulevard at Citracado Pkwy	NB LTR	AM	13.7	B	14.5	B	0.8	No
	SB LTR	AM	10.4	B	10.4	B	0.0	No
	NB LTR	PM	12.6	B	13.0	B	0.4	No
6. South Escondido Parkway at Project Driveway	SB LTR	PM	10.4	B	10.5	B	0.1	No
	WB LR	AM	DNE	NA	8.8	A	NA	No
	WB LR	PM	DNE	NA	8.7	A	NA	No
7. Centre City Parkway at Cranston Drive	EB R	AM	17.6	C	17.8	C	0.2	No
	WB R	AM	10.7	B	10.7	B	0.0	No
	EB R	PM	11.7	B	11.8	B	0.0	No
	WB R	PM	18.6	C	18.7	C	0.1	No

SOURCE: Appendix H.
LOS = Level of Service; WB = westbound; EB R = eastbound right; WB R = westbound right; NB LTR = northbound left turn; SB LTR = southbound left turn

Under existing plus cumulative plus project conditions, the study intersections and segments were calculated to operate at LOS D or better except for the minor approach leg at the intersection of Centre City Pkwy/South Escondido Connector (LOS E AM and F PM) and the SB approach leg at the intersection of South Escondido Boulevard/Brotherton Road (LOS E PM). Significant cumulative impacts would be less than significant because the addition of project traffic does not exceed the significance thresholds.

Horizon Year 2035 Plus Project Conditions

The Year 2035 with the project conditions were analyzed by adding the project traffic onto Year 2035 volumes.

Street Segments

Table 16 shows the LOS and volumes for the street segments in the Horizon Year 2035 plus Project conditions.

Road	Segment	Cap	Class.	Horizon Year 2035			Horizon Year 2035 Plus Project			$\Delta V/C$	Significant Impact?
				LOS	Volume	V/C	LOS	Volume	V/C		
South Escondido Boulevard	South Escondido Connector to Brotherton Road	15,000	2-Lane Local Connector	B	7,400	0.493	B	7,417	0.494	0.001	No
	Brotherton Road to Citracado Parkway	15,000	2-Lane Local Connector	B	7,400	0.493	B	7,417	0.494	0.001	No
	Citracado Parkway to Cranston Drive	15,000	2-Lane Local Connector	A	3,300	0.220	A	3,552	0.237	0.017	No

SOURCE: Appendix H.
LOS = Level of Service; Class. = Classification; Cap = Capacity; V/C = Volume to Capacity Ratio; $\Delta V/C$ = Change in V/C ratio

Intersections

Table 17 shows the LOS for the intersections in the Horizon Year 2035 plus Project conditions.

Intersection	Movement	Study Period	Horizon Year 2035		Horizon Year 2035 Plus Project			
			Delay	LOS	Delay	LOS	Delta	Direct Impact?
1. Centre City Parkway at South Escondido Connector	WB	AM	59.9	F	60.5	F	0.6	No
	WB	PM	93.2	F	93.2	F	0.0	No
2. Centre City Parkway at Brotherton Road	EB R	AM	18.1	C	18.1	C	0.0	No
	WB R	AM	11.4	B	11.4	B	0.0	No
	EB R	PM	12.1	B	12.1	B	0.0	No
	WB R	PM	22.5	C	22.6	C	0.1	No
3. South Escondido Boulevard at Brotherton Road	NB LTR	AM	12.1	B	12.1	B	0.0	No
	SB LTR	AM	15.88	C	15.8	C	0.0	No
	NB LTR	PM	35.8	E	36.1	E	0.3	No
4. Centre City Parkway at Citracado Parkway	SB LTR	PM	50.9	F	51.3	F	0.4	No
	All	AM	15.1	B	15.7	B	0.6	No
	All	PM	14.5	B	15.2	B	0.7	No
5. South Escondido Boulevard at Citracado Parkway	NB LTR	AM	DNE	NA	15.5	C	0.9	No
	SB LTR	AM	DNE	NA	10.6	B	0.0	No
	NB LTR	PM	DNE	NA	13.3	B	0.4	No
6. South Escondido Parkway at Project Driveway	SB LTR	PM	DNE	NA	10.8	B	0.0	No
	WB LR	AM	DNE	NA	8.8	A	NA	No
	WB LR	PM	DNE	NA	8.7	A	NA	No
7. Centre City Parkway at Cranston Drive	EB R	AM	19.2	C	19.4	C	0.2	No
	WB R	AM	11.0	B	11.0	B	0.0	No
	EB R	PM	12.1	B	12.1	B	0.0	No
	WB R	PM	20.2	C	20.4	C	0.2	No

SOURCE: Appendix H.
LOS = Level of Service; WB = westbound; EB R = eastbound right; WB R = westbound right; NB LTR = northbound left turn; SB LTR = southbound left turn

Under Year 2035 plus project conditions, the study intersections and segments were calculated to operate at LOS C or better except for the minor approach leg at the intersection of Centre City Parkway/South Escondido Connector (LOS F AM & PM) and the minor approach legs at the intersection of South Escondido Boulevard/Brotherton Road (NB LOS E PM, SB LOS F PM). Horizon year impacts would be less than significant because the addition of project traffic does not exceed the significance thresholds.

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

Less Than Significant Impact. See the response provided in XVI.a. The project would not reduce LOS for any potentially affected street segment or intersection that would result in a significant impact. Therefore, the project would not conflict with level of service, congestion management, or other standards established by the City, and impacts would be less than significant.

- c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. The project site is not located within a designated Airport Land Use Plan within the County of San Diego. The Ramona Airport lies approximately 15 miles to the east of the project site, while the McClellan-Palomar Airport lies approximately 10 miles to the west of the project site. Therefore, the project would not result in a change in air traffic patterns. No impact would occur.

- d. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact. The project would improve the roadway along the project frontage to include widening along the eastern side of South Escondido Boulevard and the installation of curb, gutter, and sidewalk. A dedicated left-turn lane into the project site also would be striped. The project proposed a multi-family type development that would not introduce any incompatible uses to the area, as the surrounding area includes a mix of residential and commercial uses. Impacts would be less than significant.

- e. Result in inadequate emergency access?

No Impact. The project has been designed consistent with City municipal code safety standards. Therefore, the project would not result in inadequate emergency access to or from the project site. No impact would occur.

- f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Less Than Significant Impact. Access to the site would be provided from South Escondido via a 24-foot-wide private street. Sidewalk and off-site road improvements would be included as part of the project, including a sidewalk along the western side of the site connecting to the existing paved sidewalk located north of the project site along the adjacent development. Internal circulation would be comprised of multiple private roads along and pedestrian connections to the project's center open space area. A total of 95 parking spaces would be provided on-site (garages/on-street). The project would not conflict with pedestrian access to public transit facilities, as there are no public transit facilities within the immediate vicinity of the project site. Centre City Parkway is designated as include Class II bike lanes on the City's Bike Master Plan until it transitions into Interstate 15 right-of-way. The project would have not impacts to the existing or proposed bike lanes. Therefore, impacts would be less than significant.

XVIII. TRIBAL CULTURAL RESOURCES. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

Less Than Significant With Mitigation Incorporated. AB 52, effective July 1, 2015, introduced the Tribal Cultural Resource (TCR) as a class of cultural resource and additional considerations relating to Native American consultation into CEQA. A TCR may be considered significant if included in a local or state register of historical resources; determined by the lead agency to be significant pursuant to criteria set forth in Public Resources Code §5024.1; is a geographically defined cultural landscape that meets one or more of these criteria; is a historical resource described in Public Resources Code §21084.1, a unique archaeological resources described in Public Resources Code §21083.2; or is a non-unique archaeological resource if it conforms with the above criteria.

A Phase 1 Cultural Resource Survey for the proposed project was conducted by Brian Smith and Associates (BSFA) in December 2019. An archaeological survey was conducted on November 22, 2019 and the results of the survey did not identify any archaeological resources within the subject property. However, two historic structures, constructed as a single-family residence in 1946 and a detached garage in 1949, are present on the property. BSFA also conducted an archaeological records search at the South Coast Information Center (SCIC) at San Diego State University to gather any information regarding recorded cultural resources within or adjacent to the project site. The SCIC records search results indicated that 6 historic addresses and 31 cultural resources site are located within one mile of the property, none of

which are within the subject property. BFSA also requested a search of the Sacred Lands File from the Native American Heritage Commission, but as of the date of the report, no response has been received.

In accordance with California State AB 52, the City initiated government-to-government consultation with four tribes including the Rincon Band of Luiseno Indians, San Luis Rey Band of Mission Indians, Soboba Band of Luiseno Indians, and Mesa Grande Band of Mission Indians through written notification of the proposed project activities. As required under AB 52, letters were sent to the tribes on October 25, 2019. Two Tribes (Rincon and San Luis Rey) responded requesting formal consultation. Formal consultation with the Rincon Tribe was conducted on January 8, 2020 (conference call with Cheryl Madrigal) and with the San Luis Rey Tribe (meeting with Carmen Mojado) on November 19, 2019. The Tribal representatives expressed their agreement in having standard conditions for cultural resources, including archaeological and tribal monitoring during site grading activities to be included as mitigation measures for the project. Therefore, mitigation measures would be required for the project in order to address potential inadvertent discoveries of cultural resources, the content of which are included as mitigation measures CUL-4 through CUL-13 in this IS/MND. Implementation of mitigation measures CUL-4 through CUL-13 would reduce potential impacts to tribal cultural resources to a less than significant level (see Section V.b., Cultural Resources). All tribal correspondence is available for review in the Planning Division project file.

- b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less Than Significant With Mitigation Incorporated. See response to XVII.a. above.

XIX. UTILITIES AND SERVICE SYSTEMS. Would the project:

- a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact. The project would be located within an urban setting that has access to water, sewer, electricity, and storm water infrastructure. The project would result in an incremental increase in demand for wastewater treatment. All wastewater would be treated consistent with applicable RWQCB treatment requirements at the City of Escondido Hale Avenue Resource Recovery Facility. Therefore, the project would not exceed applicable RWQCB wastewater treatment requirements, and impacts would be less than significant.

- b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

Less Than Significant Impact. Regional water planning documents use zoning and land use designations to determine water demand and to ultimately determine the entitlements needed to provide adequate water supply. The project land use would be consistent with that allowed by the General Plan and, thus, the anticipated water use based on the planned residential use has been considered in water supply planning documents (e.g., City Urban Water Management Plan), which plan for future water supplies and take into consideration the potential for future drought conditions. Water demand from landscaping would comply with the City's Water Efficient Landscape Regulations (Chapter 33, Article 62 of Municipal Code), which would ensure landscape water efficiency is maximized and low water plants are used. Based on the consistency of the project use with planned land uses, the project would not trigger the need for new entitlements, and impacts would be less than significant.

The project would result in an incremental increase in demand water for wastewater treatment. However, the project would be consistent with growth anticipated by the City General Plan, and would not create unanticipated water or wastewater treatment demand. All wastewater would be treated at the Hale Avenue Resource Recovery Facility, which would have adequate capacity to treat flows associated with the project. Therefore, the project would not require construction or expansion of water or wastewater treatment facilities, and impacts would be less than significant.

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

Less Than Significant Impact. The project includes construction of a biofiltration basin that would reduce the peak 50-year storm event flow rate from 4.9 cfs to 4 cfs (see Section IX.c.). Impacts associated with the construction of the biofiltration basin has been considered throughout the Initial Study/Negative Declaration, and have been determined to be less than significant.

- d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact. Escondido Disposal, Inc. is responsible for the collection and disposal of solid waste and recyclables from homes, businesses, and industries in the proposed project area. Residential collection of solid waste by Escondido Disposal is transferred to the Escondido Disposal Transfer Station where it is then taken to either the Sycamore or Otay Mesa Landfill. Project construction would generate solid waste that would be disposed of at regional landfills. The project would minimize construction waste by recycling construction waste when possible. Operational waste would be collected by the Escondido Disposal, Inc. and disposed of at regional landfills. The project would not result in a need for new or expanded solid waste facilities off-site, and impacts related to solid waste disposal would be less than significant.

- e. Comply with federal, state, and local management and reduction statutes and regulation related to solid waste?

Less Than Significant Impact. Numerous federal, state, and local regulations exist that are related to solid waste. These include: (1) California Integrated Waste Management Agency, which regulates the management of solid waste within the state; (2) Non-Exclusive Solid Waste Management Agreement, which regulates waste collection in a market-driven business; and (3) the San Diego Integrated Waste Management Plan, which presents strategies to recycle, as well as assist with the siting of solid waste disposal facilities. The project would comply with all regulations related to solid waste such as the California Integrated Waste Management Act and City recycling programs, and impacts would be less than significant.

XX. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

- a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. Per the State of California Board of Forestry and Fire Protection and the City of Escondido General Plan Figure VI-6, the project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zone. No impact would occur.

- b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. The subject site is located within a High Fire Hazard Zone as indicated on the Wildfire Risk Map for Escondido and Escondido General Plan Community Protection Element (Figure VI-6; City of Escondido 2012a). The project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zone. The property is not located in proximity to native habitat areas or undeveloped wildland areas. The proposed project would be consistent with Fire Protection Policies 2.14 – 2.17, which specifically pertain to wildland fire. These policies require site design, management practices, removal of overgrown vegetation, and fire-resistant landscaping to prevent wildfire. Therefore, no impact would occur.

- c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact. Per the State of California Board of Forestry and Fire Protection and the City of Escondido General Plan Figure VI-6, the project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zone. No impact would occur.

- d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. Per the State of California Board of Forestry and Fire Protection and the City of Escondido General Plan Figure VI-6, the project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zone. The project does not include any design features or incompatible uses that would expose people or structures to significant risks, including downslope or downstream flooding or landslides. Therefore, no impact would occur.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

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

Less Than Significant With Mitigation Incorporated. As described in Section IV above, the project site consists of an abandoned restaurant facility, along with the remains of outdoor amenities, disturbed groundcover, and ornamental

landscaping. Vegetation on the project site is not designated as sensitive plant species and does not provide habitat for designated sensitive species. Similarly, the project site does not possess any riparian habitat or communities, nor any wetlands, wetland buffer areas, or non-wetland waters of the U.S. Therefore, no impacts to sensitive species, riparian habitat, or wetlands would occur. Potential impacts to the environment as a result of this project are in the areas of cultural/historic, noise and tribal cultural resources. As mitigated, the project is not expected to have any significant impacts, either long term or short term, nor would it cause substantial adverse effects on human beings, either directly or indirectly.

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

Less Than Significant With Mitigation Incorporated. Impacts associated with cultural/historic resources, noise, and tribal cultural resources would be mitigated to a level less than significant. All other project impacts would be less than significant. Consequently, the project would not result in any cumulative impacts on the environment.

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

Less Than Significant With Mitigation Incorporated. As described in Sections III, VIII, and XII above, the project would not result in any substantial adverse direct or indirect impacts to human beings related to air quality or hazards and hazardous materials. Significant impacts associated with noise would be reduced to a less than significant level with implementation of MM-NOS-1 and MM-NOS-2.

- d. Where deficiencies exist relative to the City's General Plan Quality of Life Standards, does the project result in deficiencies that exceed the levels identified in the Environmental Quality Regulations (City of Escondido Zoning Code Article 47 Section 33-924(a))?

Less Than Significant With Mitigation Incorporated. Impacts associated with cultural/historic resources and tribal cultural resources would be mitigated to a level less than significant. All other project impacts would be less than significant without mitigation. Consequently, the project would not result in deficiencies relative to the City's General Plan Quality of Life Standards or deficiencies that exceed the levels identified in the Environmental Quality Regulations (City of Escondido Zoning Code Article 47 Section 33-924(a)).

Material Used in Preparation of this Analysis

Appendices (Under Separate Cover)

- A: Air Quality CalEEMod Emission Calculation Output, RECON Environmental, Inc., September, 2019
- B: Historic Structure Assessment for 2608 S. Escondido Boulevard, Brian F. Smith and Associates, Inc., June 27, 2018
- C: Geotechnical Investigation For Proposed Three-Story Townhome Development 2608 S. Escondido Boulevard, Construction Testing & Engineering, Inc., April 22, 2019
- D: Greenhouse Gas CalEEMod Emission Calculation Output, RECON Environmental, Inc., September 2019
- E: Storm Water Quality Management Plan For South Escondido, Masson & Associates, Inc., May 28, 2019
- F: Final Engineering Drainage Study for South Escondido, Masson & Associates, Inc., May 28, 2019
- G: Noise Model Data, RECON Environmental, Inc., September 2019
- H: Escondido Multi-Family Development (42 Units) Transportation Impact Analysis, LOS Engineering, Inc., October 3, 2019

Figures

- Figure 1: Regional Location
- Figure 2: Project Location on USGS Map
- Figure 3: Project Location on Aerial Map
- Figure 4: Site Plan
- Figure 5a: Landscape Plan
- Figure 5b: Landscape Plan
- Figure 6: Noise Measurement Locations
- Figure 7: Construction Noise Contours
- Figure 8: Vehicle Traffic Noise Contours

Sources of Information

Brian F. Smith & Associates, Inc.

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