

PLANNING COMMISSION

Agenda Item No.: G.1
Date: February 28, 2012

CASE NUMBER: PHG 11-0038

APPLICANT: City of Escondido

LOCATION: The existing Hale Avenue Resource Recovery Facility (HARRF) is located on approximately 37 acres of land on the western side of Hale Avenue and the northern side of the terminus of Citracado Parkway and Avenida Del Diablo, addressed as 1521, 1537 and 1551 S. Hale Avenue (APNs 235-051-01, -02, -03, -04, -05, -21 and -22).

TYPE OF PROJECT: Modification to a Conditional Use Permit

PROJECT DESCRIPTION: The proposed project consists of a modification to a previously approved Conditional Use Permit (City File No. 91-43-CUP) to construct a three-story, approximately 19,224 SF Administration Building at the City's Hale Avenue Resource Recovery Facility (HARRF). The proposed building would be located adjacent to the existing single-story administration building. Twenty-one new parking spaces would be provided.

STAFF RECOMMENDATION: Approval

GENERAL PLAN DESIGNATION/TIER: Public/Tier 1- Vineyard Neighborhood

ZONING: R-1-7 and OS-P (Single-Family Residential and Open Space-Park)

BACKGROUND/SUMMARY OF ISSUES:

The Hale Avenue Resource and Recovery Facility is a wastewater treatment facility that is owned and operated by the City of Escondido. The HARRF originally was constructed in 1959 and has undergone five phases of capacity expansion (1965, 1973, 1981, 1998 and 2000) and currently is rated to provide, on average, 18.0 mgd of secondary wastewater treatment and 9.0 mgd of tertiary wastewater treatment. The City approved a Conditional Use Permit in 1991 to construct the existing 11,124 SF, single-story Administration Building, along with various other buildings and infrastructure to support on-site operations. There are approximately 57 employees that work at the HARRF site at any given time, with approximately 20 administration and lab personnel within the existing Administration Building. The new Administration Building is proposed to support the relocation of existing Utilities personnel from the City Yard on Spruce Street, Utility administration personnel at City Hall, and additional spaces for future and/or relocated employees. The existing HARRF Operations Building, located within the central area of the complex, is planned to be demolished in the future to provide space for additional treatment infrastructure. The employees that are located within the Operations Building also would be relocated to the new Administration Building. The existing Administration Building will continue to house the laboratory, engineering, and pre-treatment personnel, and some of the Utility administration personnel coming over from City Hall.

Staff feels the issues are as follows:

1. The appropriateness of the proposed design, mass and scale of the new facility, and whether the facility would be compatible with surrounding properties.

REASON FOR STAFF RECOMMENDATION:

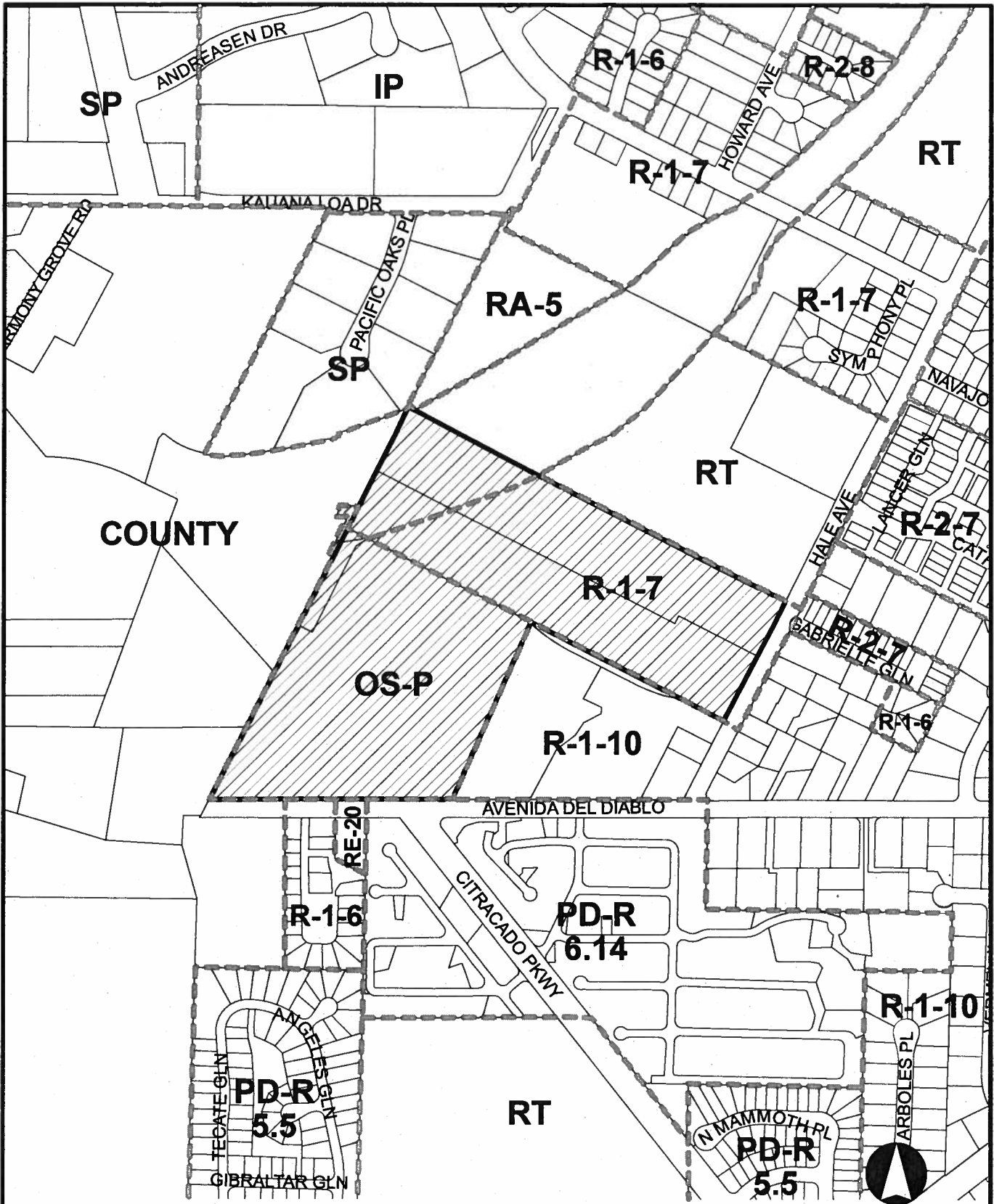
1. Staff feels the proposed facility would be would be compatible in height and bulk with the variety of existing structures located throughout the site, which are primarily industrial in nature. The new Administration Building would be in conformance with the height and setback requirements of the underlying residential zone. The proposed building includes appropriate architectural elements to break up the mass and scale of the structure, complement the existing administration building and blend with the residential character of the area. The building has been sited, with

increased setbacks from the property boundaries and appropriate landscaping to minimize potential visual impacts to the surrounding area. Appropriate on-site parking would be provided. The project would not create any adverse noise impact to surrounding properties since the site is used as a treatment facility and the nature of the office use would not create excessive noise. The proposed project design is supported by the City's Appearance Committee, which informally meets to review the design of city-owned facilities and improvements.

Respectfully submitted,

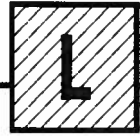
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Jay Paul
Associate Planner

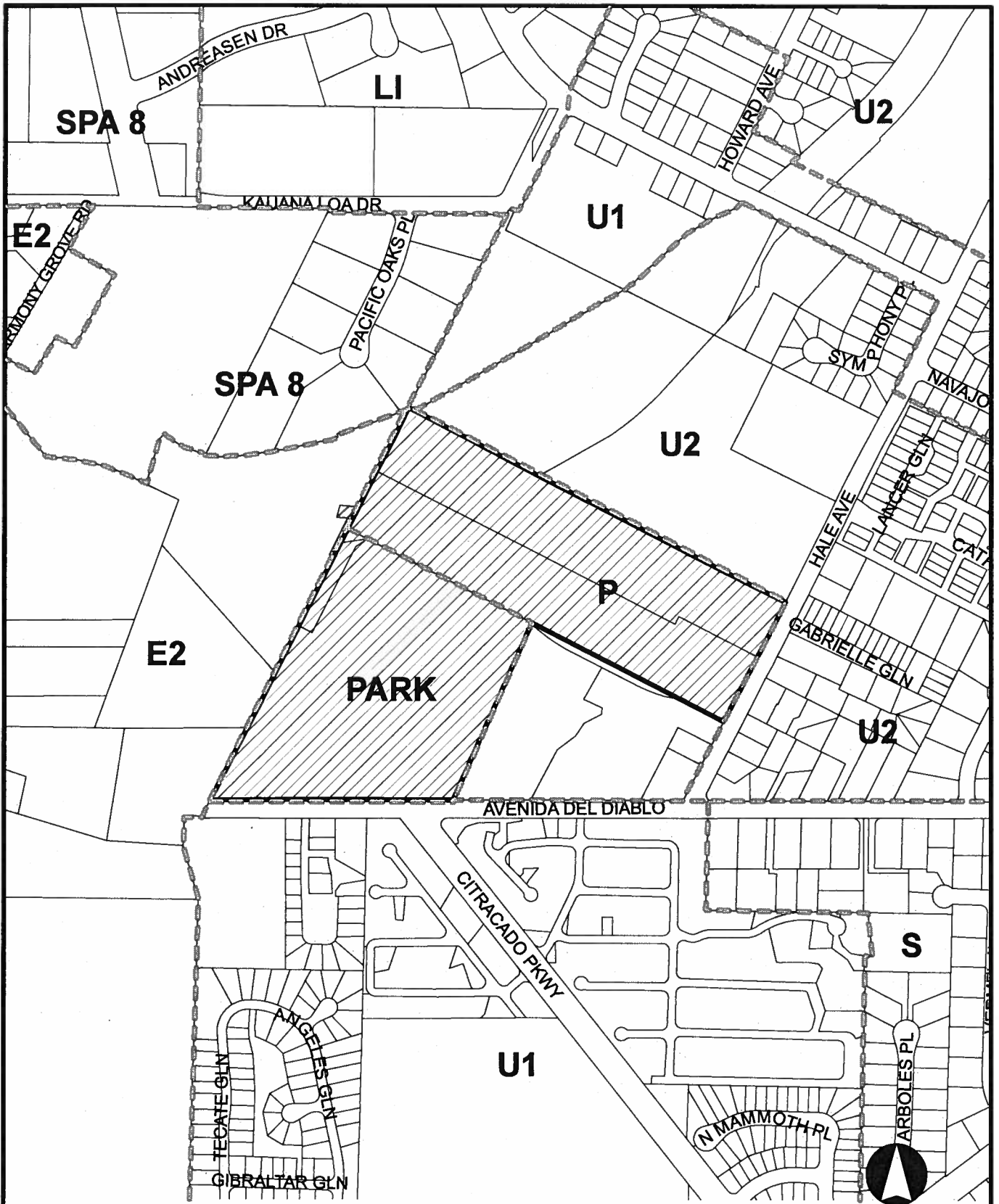


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**PROPOSED PROJECT
PHG 11-0038**



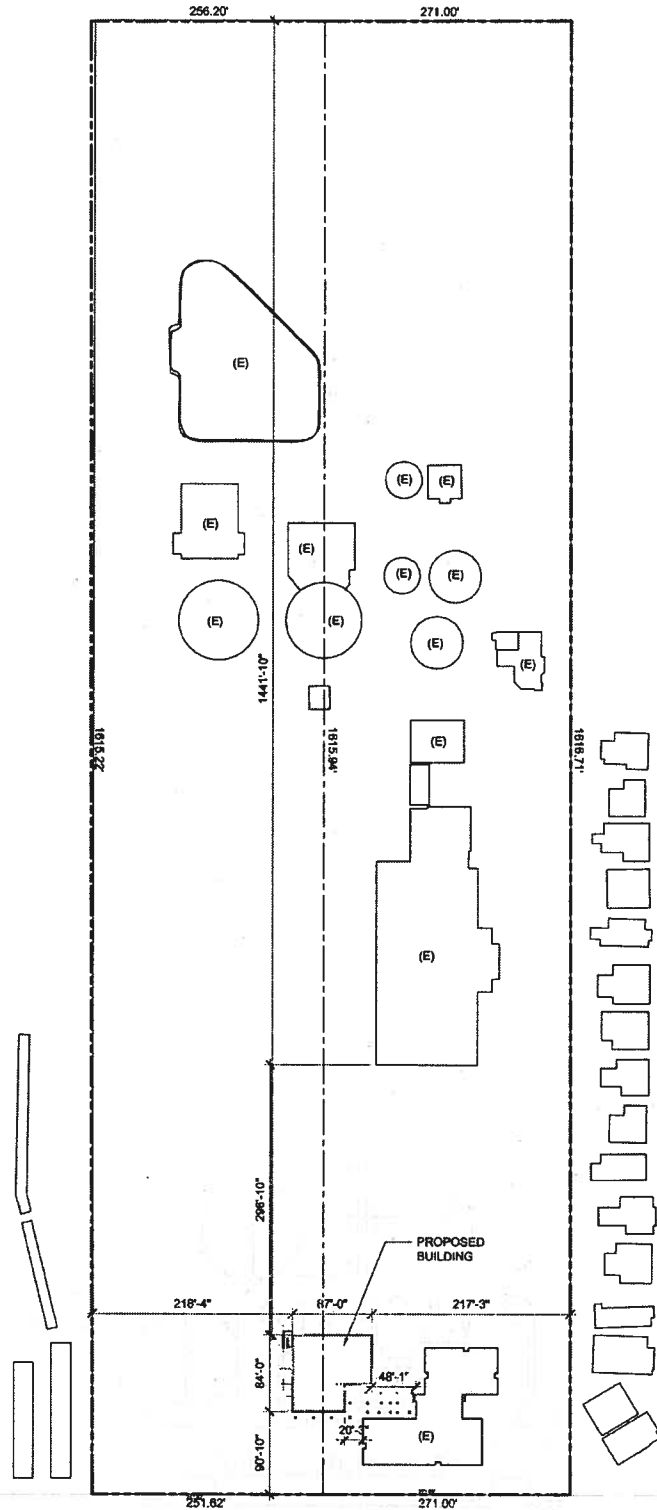
LOCATION/ZONING



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**PROPOSED PROJECT
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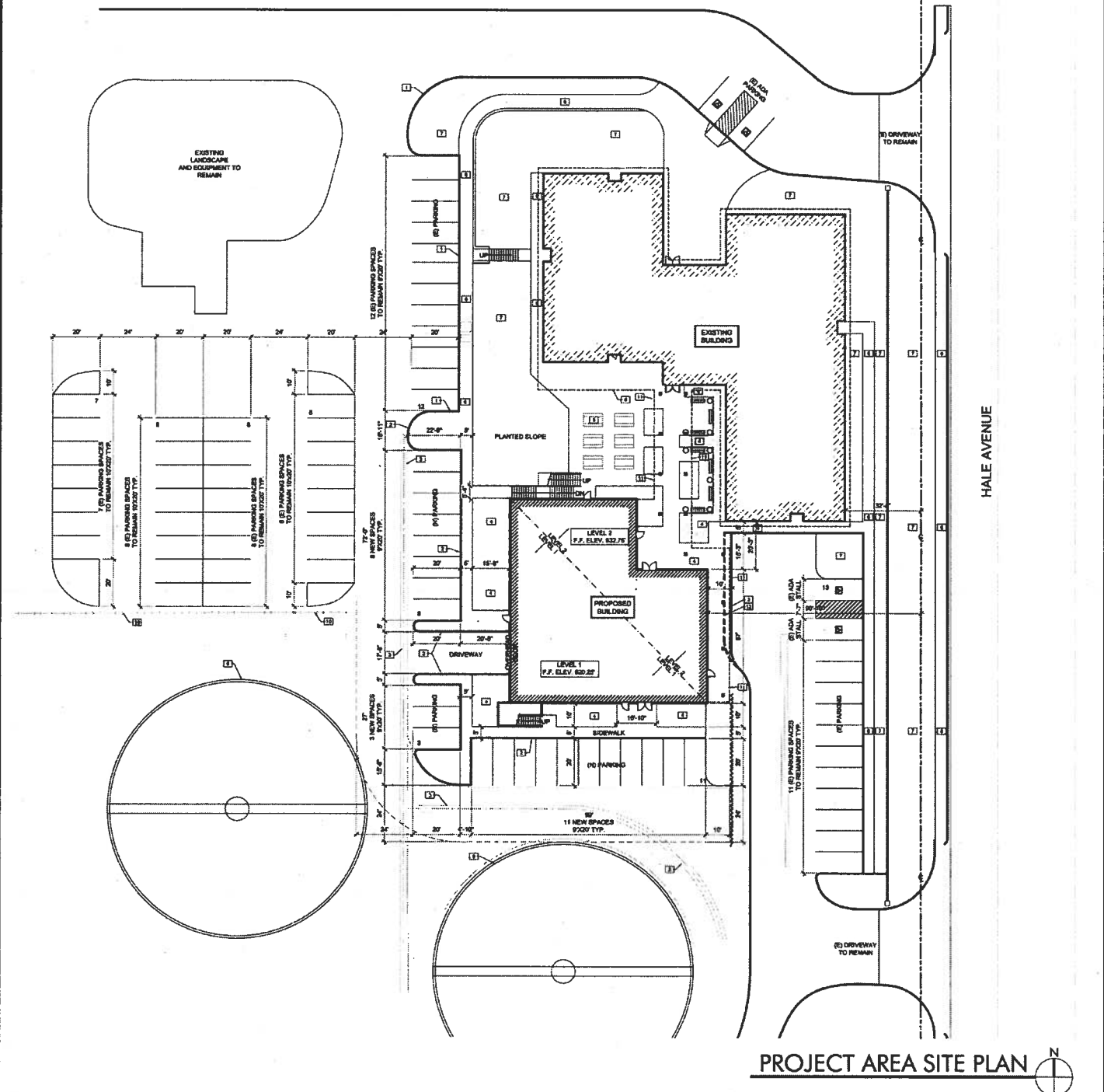


OVERALL SITE PLAN 

**PROPOSED PROJECT
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SITE PLAN



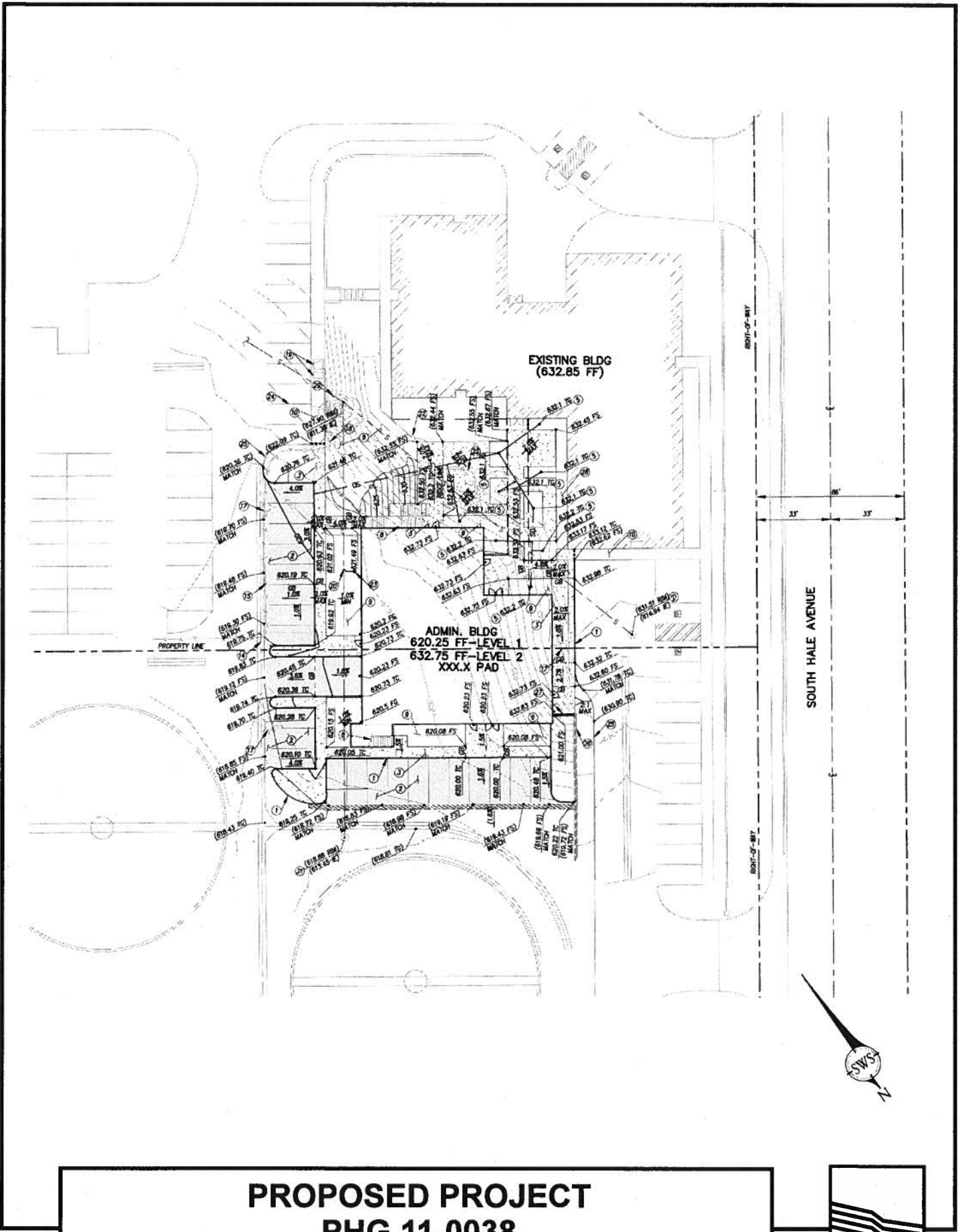
HALE AVENUE

PROJECT AREA SITE PLAN 

**PROPOSED PROJECT
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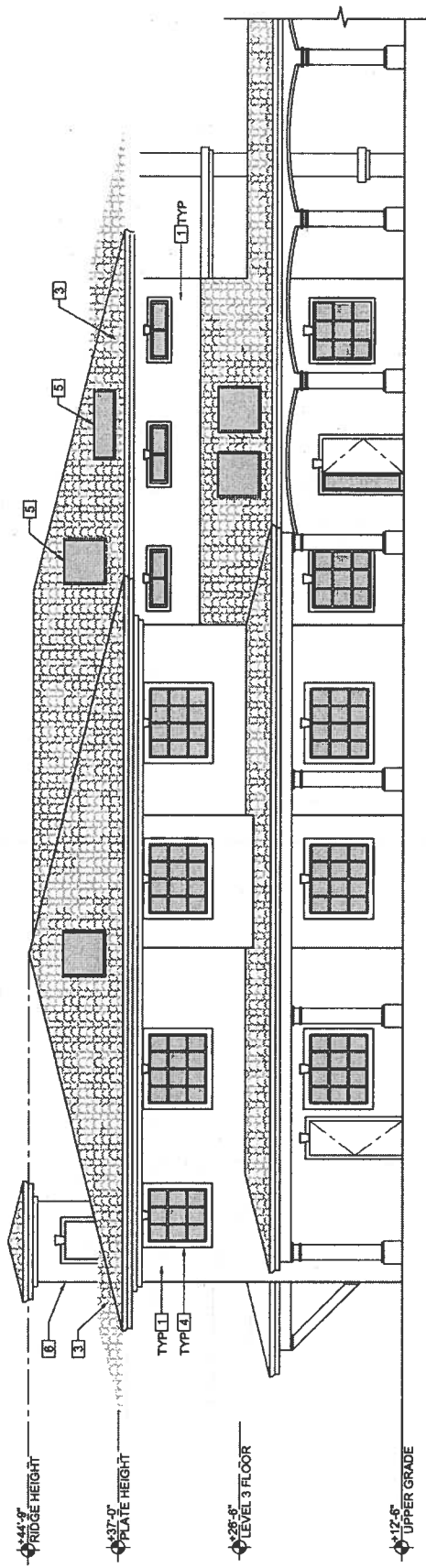
SITE PLAN



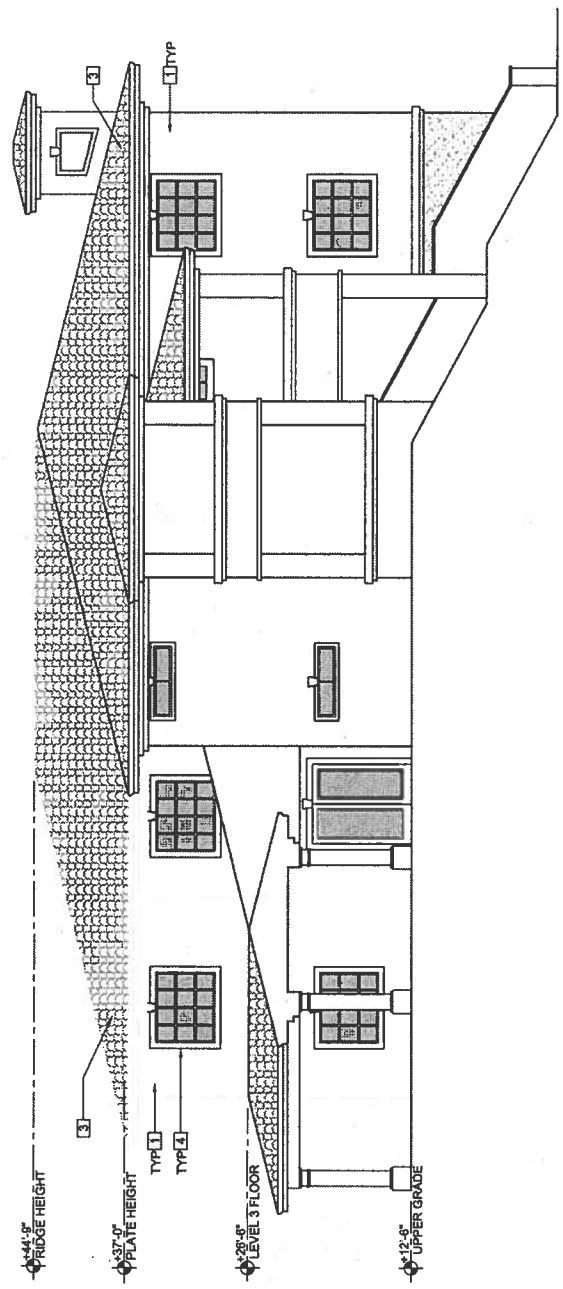
**PROPOSED PROJECT
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GRADING PLAN



EAST ELEVATION

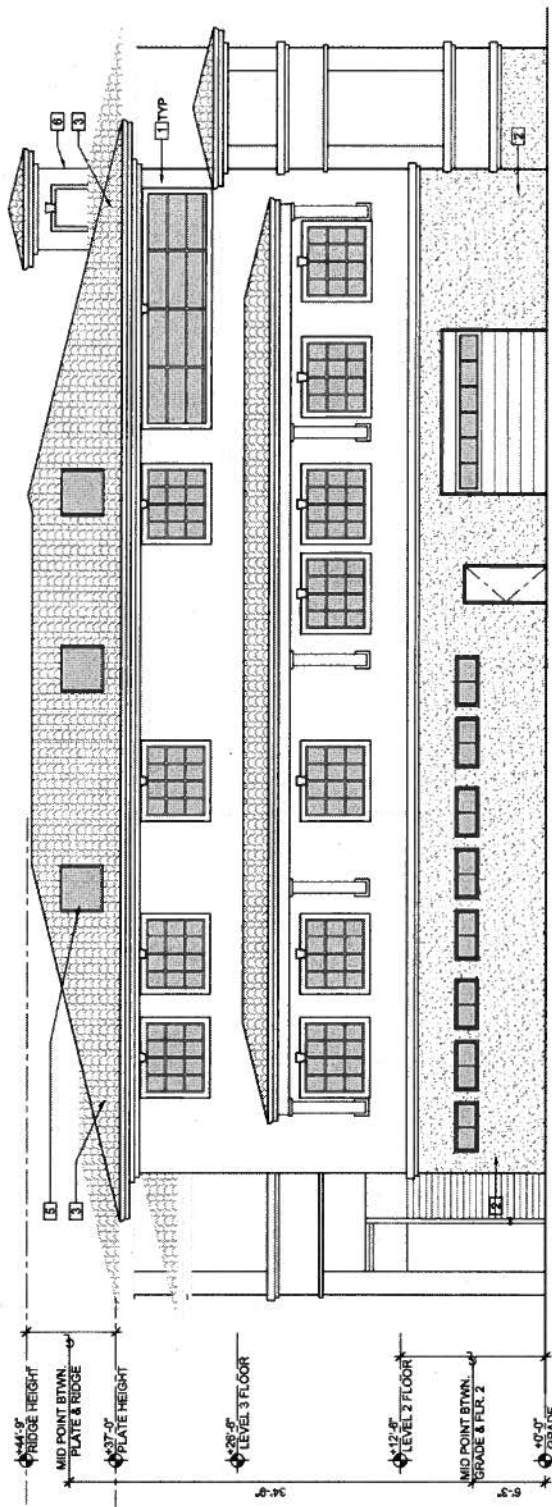


NORTH ELEVATION

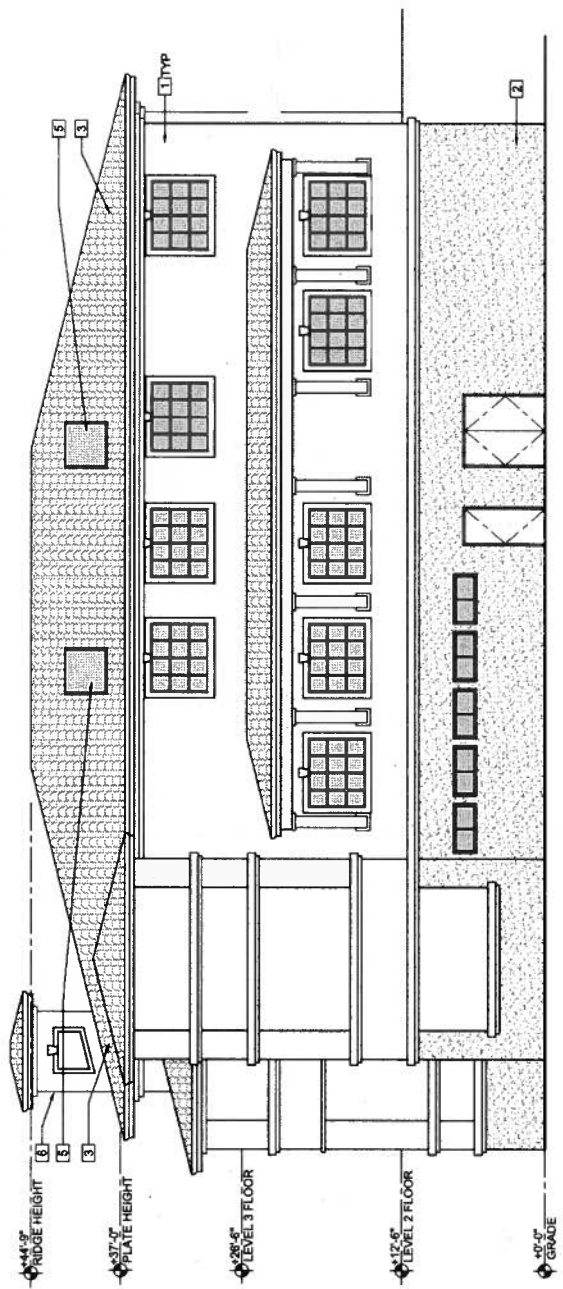
**PROPOSED PROJECT
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ELEVATIONS

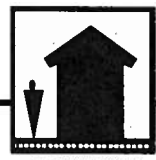


WEST ELEVATION

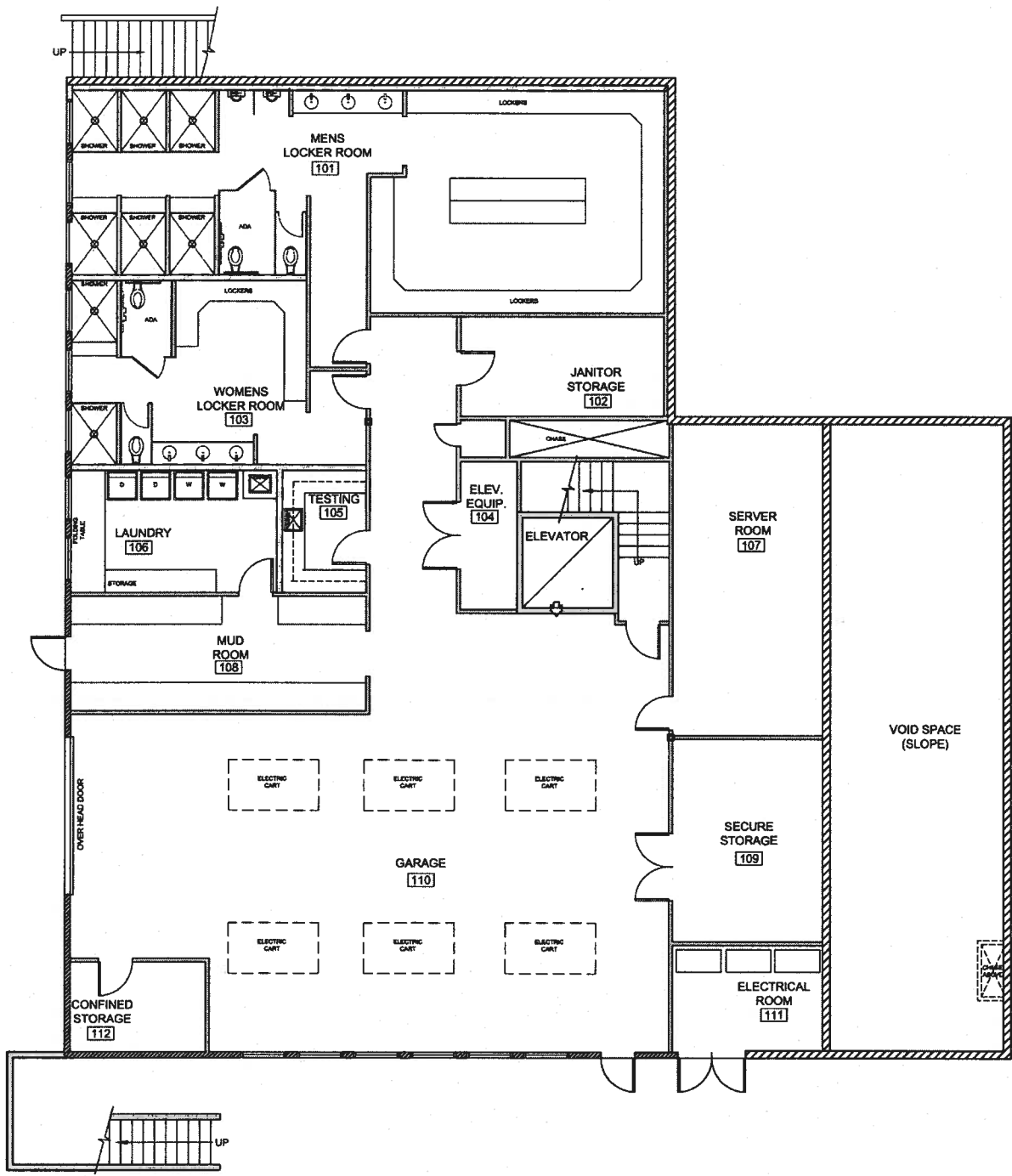


SOUTH ELEVATION

**PROPOSED PROJECT
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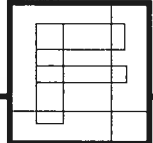
ELEVATIONS



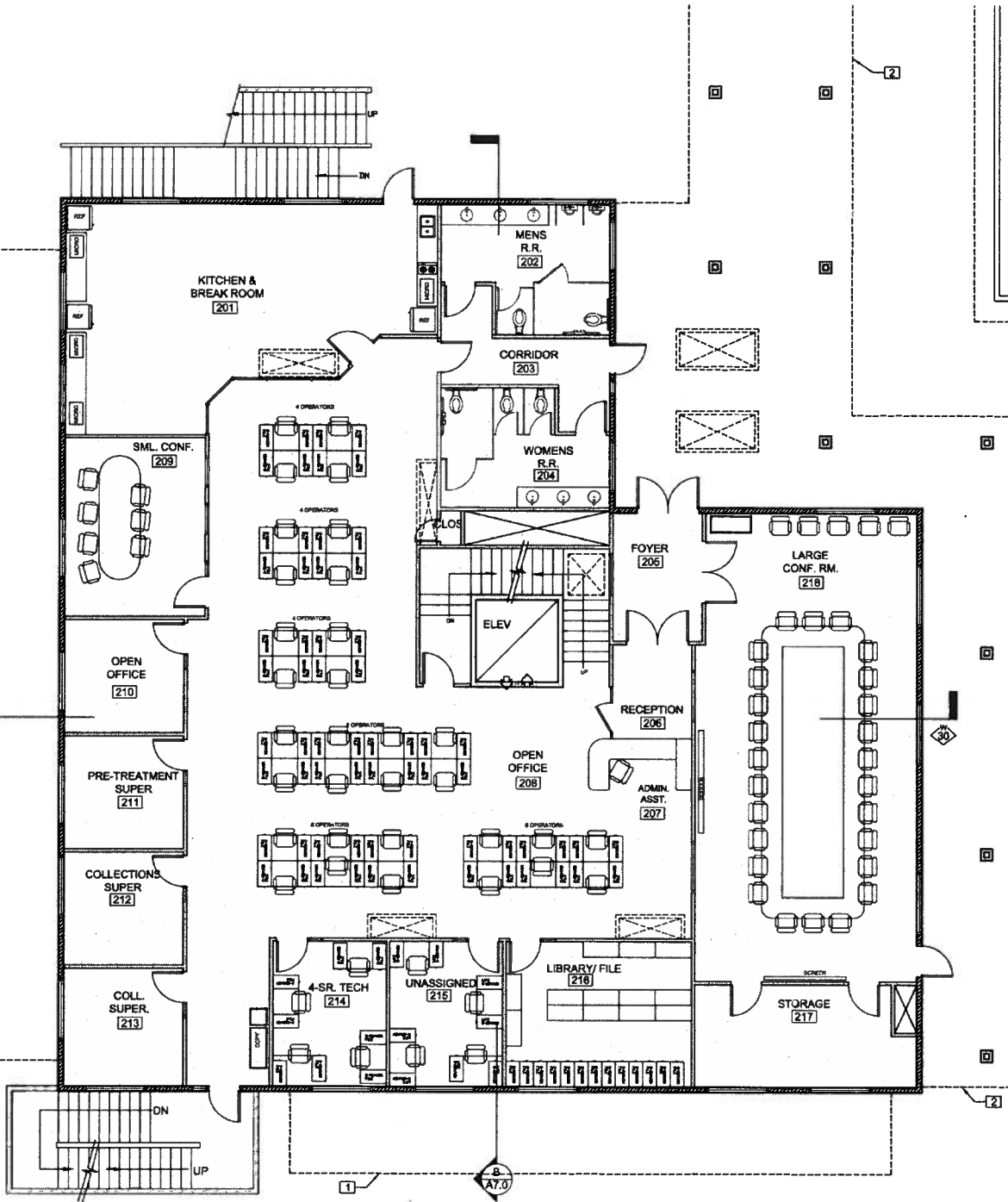
LEVEL 1 FLOOR PLAN



**PROPOSED PROJECT
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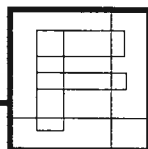
FLOOR PLAN



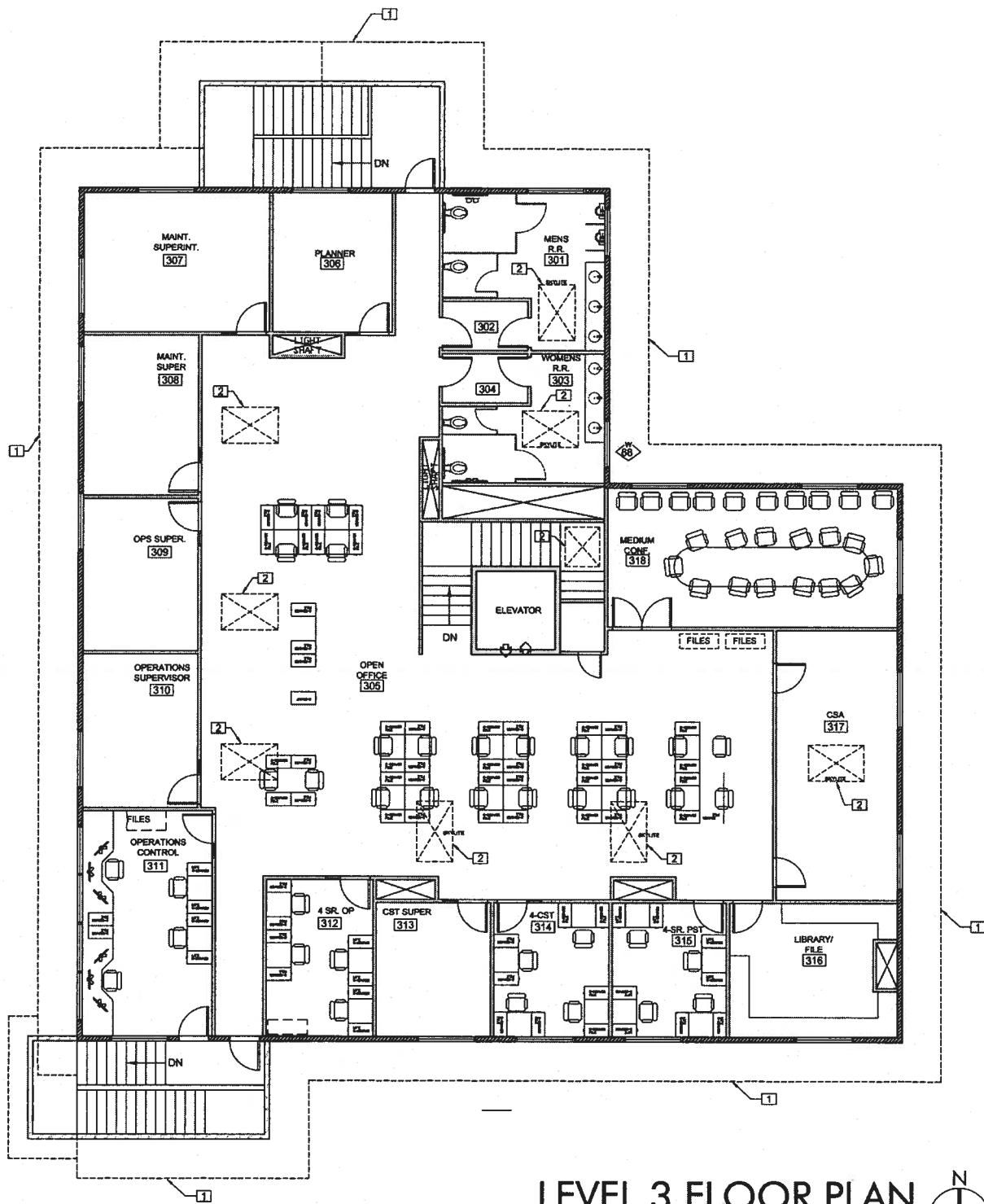
LEVEL 2 FLOOR PLAN



**PROPOSED PROJECT
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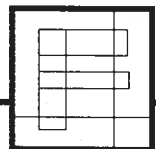


FLOOR PLAN

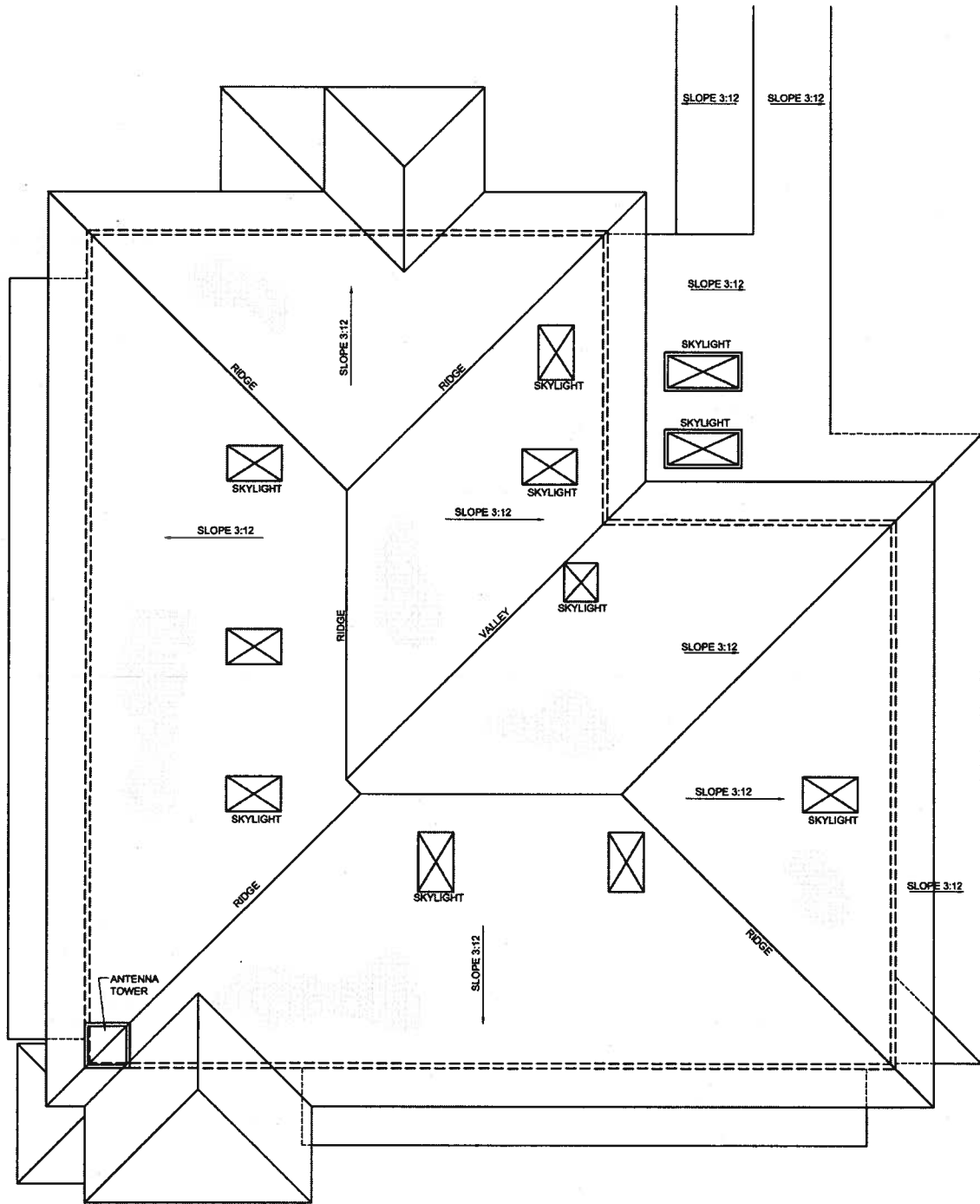


LEVEL 3 FLOOR PLAN 

**PROPOSED PROJECT
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FLOOR PLAN



ROOF PLAN 

**PROPOSED PROJECT
PHG 11-0038**



ROOF PLAN

Existing Landscape

EXTG. BLDG.

PROPOSED BLDG.

CONCEPTUAL LANDSCAPE PLAN



**PROPOSED PROJECT
PHG 11-0038**



LANDSCAPE PLAN

ANALYSIS

A. LAND USE COMPATIBILITY/SURROUNDING ZONING

NORTH: RT zoning (Mobile Home Park) / A mobile home park (Green Tree Mobile Home Estates) is located north of the HARRF facility. The rear of the individual units generally orient towards the HARRF, and are situated at a similar or slightly lower elevation. Chain-link fencing is located along the northern property boundary. Dense landscaping is located along the property boundary, which obscures most views into the facility from the mobile home park. Overhead utility lines are located along the northern boundary of the property.

SOUTH: R-1-10 zoning (Single-Family Residential, 10,000 SF min. lot size) / A one- and two-story self-storage facility (Diablo Mini Storage) is located along the southern boundary of the site. The facility contains over 800 various sized self-storage units for rent to the public. The self-storage center is light industrial in character. A small preschool and a variety of single-family residential homes located within the City and County jurisdiction also are located south of the HARRF site. A large mobile-home park is located further to the south across Avenida Del Diablo. Chain-link fencing secures the HARRF site along the southern side of the property adjacent to the self-storage facility.

EAST: R-1-10 and R-2-7 zoning (Single-Family Residential, 10,000 SF min. lot size and Multi-Family Residential, up to 7 du/ac) / A mix of single-family residential homes are located east of the HARRF facility across Hale Avenue. The front of the residences generally orient towards Hale Avenue.

WEST: SP and County Zoning (Specific Plan) / An industrial development is located west of the HARRF site across the Escondido Creek Channel. Larger county residential properties are located to the southwest. Chain-link fencing secures the HARRF site along eastern side of the channel and adjacent to the county properties.

B. ENVIRONMENTAL STATUS

1. A Draft Negative Declaration was issued for the proposed project on January 25, 2012 in conformance with the California Environmental Quality Act (CEQA). The Initial Study indicated the project is not expected to have any significant impacts, nor will it cause substantial adverse effects on human beings, either directly or indirectly. The project will not materially degrade levels of service of the adjacent streets, intersection or utilities, nor have a significant impact on the City's Quality of Life Standards. Therefore, in staff's opinion, the proposed project would not have a significant individual or cumulative impact to the environment. No significant issues remain unresolved through compliance with code requirements and the recommended conditions of approval. The City did not receive any comments from the public or other agencies regarding the Draft Negative Declaration.

C. AVAILABILITY OF PUBLIC SERVICES

1. Effect on Police Service -- The Police Department expressed no concern regarding their ability to serve the site.
2. Effect on Fire Service -- The Fire Department has expressed no concerns relative to its ability to provide service to the site. Appropriate fire safety features will need to be installed prior to occupancy of the facility.
3. Traffic -- The HARRF fronts onto and takes access from two driveways along Hale Avenue. A portion of the facility also fronts onto and takes access the intersection of Avenida Del Diablo (Local Collector) and Citracado Avenue (Major Road). Hale Avenue is classified as a Local Collector Road on the City's Circulation Element, and the street has been widened to its ultimate width. The Engineering Division indicated that Hale Avenue operates at a Level-of-Service "C" or better under existing conditions with 7,500 Average Daily Trips (ADT). Estimated 2030 buildout conditions anticipate approximately 5,700 ADTs along Hale Avenue at a Level-of-Service "B." This reduction in trips is due to the planned construction and widening of Citracado Parkway to Major Road standards. Based on SANDAG vehicle traffic generation rates for the San Diego region, the proposed project would generate up to 256 ADT (14 trips per 1,000 SF). The Engineering Division indicated the additional trips are not anticipated to result in any adverse impacts to the adjacent street segments or intersections since the streets would continue to operate a Level-of-Service "C" or better, which is consistent with the General Plan Circulation Element Goals. In addition, peak-hour

trips (38 a.m. and 38 p.m.) would not adversely impact the levels of service on the areas intersections since the trips would not result in a delay of more than 2 seconds at any intersections that might operate at unacceptable levels.

4. Utilities -- City sewer with sufficient capacity to serve the project is available in the adjoining streets or easement. The Utilities Department concluded the project would not materially degrade the level-of-service of the public sewer and water system and no additional upgrades are required to these systems.
5. Drainage – There are no significant drainage courses that would be affected by the project. Runoff from the project would be directed to the adjoining public street or other drainage facility. The Engineering Department concluded the project would not materially degrade level-of-service of the existing drainage facilities.

D. CONFORMANCE WITH CITY POLICY

General Plan

The City of Escondido General Plan designates the HARRF site as Public Lands. The Public Lands category includes several different uses, but the General Plan specifically recognizes the HARRF on this site. The proposed project represents an expansion of an existing land use and is consistent with the City of Escondido General Plan designation of Public Lands. As such, the project will not impact City of Escondido existing or planned land uses.

Appropriateness of the Project Design

The area proposed for the new Administration Building encompasses approximately 22,275 SF (165' x 135') adjacent to the existing single-story administration building. The building would utilize a split-level type of design to conform to the topography of the site and reduce the need for extensive grading. The architecture of the building includes several residential features (such as a sloped tile roof, decorative windows treatments, varied wall planes, screened/enclosed stairways, decorative columns and covered walkways) to conform to the style of the adjacent one-story Administration Building and residential nature of the surrounding area, especially along Hale Avenue. The larger, three-story building elements would orient inwards towards the treatment plant and generally would not be visible from surrounding residential properties. The existing topography, administration building and dense perimeter landscaping would screen most views to the north and south. The two-story building elements would orient towards Hale Avenue, which would be more in scale with the nearby residential homes. The building also would be set back approximately 90 feet from Hale Avenue and would be buffered/screened from adjacent views by existing and proposed landscaping, and a low screen wall along the Hale Avenue frontage. The City's Appearance Committee reviewed the proposed project on several occasions and their recommendations regarding the architecture, and mass and scale of the facility, especially along the Hale Avenue frontage, have been incorporated into the design. Therefore, staff feels the proposed building would be appropriate for the site and would be compatible with the surrounding development.

On-Site Parking – There currently are 95 paved parking spaces located throughout the HARRF facility and many of these spaces are underutilized due to the operational characteristics of the facility and the limited number of employees on the site at any given time (approximately 57). The existing administration facility generates a very limited number of trips by the general public. The existing office/administration building and new administration building would require 78 parking spaces based on a ratio of 1 space for every 300 SF of office area. Twenty-one new parking spaces would be provided for the proposed three-story administration building, which would contain approximately 12,200 SF of usable office spaces on the upper two floors. The 6,408 SF bottom floor would not generate any additional parking demand since it does not contain any office space and would be used for lockers and bathrooms, equipment/electrical rooms, secure storage rooms, and parking for small vehicles/carts. With the 21 new parking spaces that would be provided with the construction of the new administration building there would be 79 parking spaces available to serve both administration buildings, where 78 spaces typically would be required. There would be additional 37 paved parking spaces located throughout the HARRF complex to serve the various other buildings/areas. Therefore, staff feels the number of spaces provided would be more than sufficient to serve the existing and proposed uses.

SUPPLEMENT TO STAFF REPORT/DETAILS OF REQUEST

A. PHYSICAL CHARACTERISTICS

The existing Hale Avenue Resource Recovery Facility (HARRF) is located on approximately 37+ acres of land and consists of seven parcels. Access to the facility generally is restricted to the public and the driveway entrances are gated. The majority of wastewater treatment infrastructure is located on two parcels (approx. 19.81 acres). The HARRF is developed with an approximately 11,124 SF, single-story administration building, various plant and shop type buildings, conveyance and treatment units and infrastructure, paved parking areas, driveways, ornamental landscaping and perimeter fencing. The remaining 17.24-acre parcels generally are characterized as undeveloped open space land, with granitic outcroppings, oak woodlands, grassland and dirt paths. Two equalization tanks are located within the northwestern area of these parcels. The planned extension of Citracado Parkway (Major Road) is proposed to bisect this open space area.

B. SUPPLEMENTAL DETAILS OF REQUEST

1. Total Property Size: 37+ acres (seven parcels)
2. Project Area: Approx. 22,275 SF (165' x 135')
3. Existing Admin Bldg.: 11,124 SF one story
4. Proposed Admin Bldg.: 19,224 SF (three stories)
 - 1st Floor: 6,408 SF (locker rooms, laundry, garage, storage, equipment rooms)
 - 2nd Floor: 6,408 SF (office space, conference room, library/file storage, kitchen, bathrooms)
 - 3rd Floor: 6,408 SF (office space, conference room, library/files storage, bathrooms)
5. Parking:

	<u>Existing</u>	<u>Proposed</u>
	95	116
Existing Office:	58 total - 13 spaces in the upper lot (includes handicap) and 45 in lower lot	
New Office:	21 total - 19 standard and 2 handicap added to lower lot area	
	79 total	
Required:	78 spaces based on 23,324 SF office area (11,124 SF within existing admin. building and 12,200 SF within new admin. building with a ratio of 1:300) The bottom/1 st floor does not contain any office space, but is used for locker rooms, equipment/electrical rooms, secure storage, electrical cart garage, and void space, which would not generate a need for parking for this type of facility.	
Other Parking:	37 spaces - There are 37 additional striped spaces located in different areas towards the western section of the HARRF facility to provide appropriate parking for the variety of operations type buildings located throughout the site.	
6. Hours of Operation: Monday–Friday, 7:00 a.m. – 4:30 p.m. general office hours
The HARRF runs 24 hours a day, 7 days a week.
7. Setbacks:

	<u>Proposed</u>	<u>R-1-10</u>
Front:	Approx. 90' front of building Approx. 81' to covered walkways	15'
Side:	218' and 217'	5' and 10'
Rear:	1,441'	20'
8. Building Height: 44'-9" top of highest ridgeline
35' average height

EXHIBIT "A"
FINDINGS OF FACT
PHG 11-0038

Conditional Use Permit

1. Granting this Conditional Use Permit for the new Administration Building and related parking and infrastructure is based on sound principles of land use and would not create a nuisance, cause deterioration of bordering land uses or create special problems for the area in which it is located since the site was developed for a municipal treatment facility. The site has sufficient area to accommodate the proposed building and infrastructure. No major landform alterations would be required to accommodate the on-site construction. The proposed structure would be compatible in height and bulk to the existing structures on the site, and is designed to complement the existing administration building and architecture throughout the surrounding area. Appropriate on-site parking would be provided. The project would not create any adverse noise impact to surrounding properties since the site is used as a treatment facility and the nature of the office use would not create excessive noise. Appropriate setbacks from residential properties have been incorporated into the project design, along with landscaping. The Engineering Division indicated the proposed project would not adversely impact traffic or circulation, utilities or drainage systems. Therefore, the project will not diminish the Quality-of-Life Standards of the General Plan as the project would not degrade the levels of service on adjacent street and intersections, and adequate public facilities would be provided (as discussed in the staff report and environmental document prepared for the project).
2. The City of Escondido General Plan designates the HARRF site as Public Lands. The Public Lands category includes several different uses, but the General Plan specifically recognizes the HARRF on this site. The proposed project represents an expansion of an existing land use and is consistent with the City of Escondido General Plan designation of Public Lands. As such, the project will not impact City of Escondido existing or planned land uses.
3. This proposal is in response to services required by the community since wastewater treatment is necessary to serve the existing and projected buildout population. Appropriate support services and administration space is necessary to provide for efficient services to the public.
4. A Draft Negative Declaration was issued for the proposed project on January 25, 2012 in conformance with the California Environmental Quality Act (CEQA). The Initial Study concluded the project is not expected to have any significant impacts, nor will it cause substantial adverse effects on human beings, either directly or indirectly. The project will not degrade the quality of the environment for plant or animal communities since the project will not cause fish and wildlife populations to drop below self-sustaining levels nor reduce the number or restrict the range of endangered plants or animals. The project will not materially degrade levels of service of the adjacent streets, intersection or utilities, nor have a significant impact on the City's Quality of Life Standards. Therefore, the proposed project would not have a significant individual or cumulative impact to the environment.

EXHIBIT "B"

CONDITIONS OF APPROVAL PHG 11-0038

General

1. All construction and grading shall comply with all applicable requirements of the Escondido Zoning Code and requirements of the Planning Division, Engineering Department, Building Division, and Fire Department.
2. Appropriate fire access and ADA compliant paths of travel shall be provided to the facility from the parking areas and public way, as required by the Fire Department, Engineering Division and Building Division. This shall be indicated on final site plans and building plans.
3. NFPA 13 Fire Sprinklers will be required. FDC must be located within 50' of the hydrant.
4. As proposed, minimum of 78 parking spaces shall be maintained to support the two office/administration buildings. Said parking spaces shall be striped and dimensioned per City standards. The striping shall be drawn on the plan or a note shall be included on the plan indicating the intent to stripe per City standards. Parking for disabled persons shall be provided (including "Van Accessible" spaces) in full compliance with chapter 2-71, Part 2 of Title 24 of the State Building Code, including signage. All parking stalls shall be provided with six-inch curbing or concrete wheel stops in areas where a vehicle could reduce minimum required planter, driveway or sidewalk widths.
5. Colors, materials and design of the project shall conform to the exhibits and references in the staff report, to the satisfaction of the Planning Division.
6. A minimum of 24 feet of back-up area shall be provided for all 90 degree parking spaces.
7. All exterior lighting shall conform to the requirements of Article 35, Outdoor Lighting (Ordinance No. 86-75). A detailed lighting plan shall be submitted with the building plans, including specific detail for the outdoor building lights, security lights and parking lot lights. Appropriate shields also shall be included in the plans (where necessary) to avoid light spillover and glare to adjacent properties.
8. No signage is approved as part of this permit. All proposed signage associated with the project must comply with the City of Escondido Sign Ordinance.
9. This CUP shall become null and void unless utilized within twelve months of the effective date of approval.
10. Any proposed trash containers, and must be properly secured and permanently maintained. Any new trash enclosure areas must be designed to meet current storm water requirements.
11. The City of Escondido hereby notifies the applicant that State Law (SB 1535) effective January 1, 2011, requires certain projects to pay fees for purposes of funding the California Department of Fish and Game. If the project is found to have a significant impact to wildlife resources and/or sensitive habitat, in accordance with State law, the applicant should remit to the City of Escondido Planning Division, within two (2) working days of the effective date of this approval ("the effective date" being the end of the appeal period, if applicable) a certified check payable to the "County Clerk," in the amount of \$2,101.50 for a project with a Negative Declaration. In addition, these fees include an additional authorized County administrative handling fee of \$50.00. Failure to remit the required fees in full within the specified time

noted above will result in County notification to the State that a fee was required but not paid, and could result in State imposed penalties and recovery under the provisions of the Revenue and Taxation code. In addition, Section 21089(b) of the Public Resources Code, and Section 711.4(c) of the Fish and Game Code provide that no project shall be operative, vested, or final until all the required filing fees are paid.

Landscaping Conditions

1. Five copies of a detailed landscape and irrigation plan(s) shall be submitted prior to issuance of building permits. The landscape and irrigation plans shall comply with the provisions, requirements and standards outline in the City's Water Efficient Landscape Regulations (Zoning Code Article 62). Specimen-sized trees shall be incorporated into the landscape design.
2. All ornamental vegetation (including existing vegetation required as part of previous project approvals) shall be maintained in a flourishing manner, and kept free of all foreign matter, weeds and plant materials not approved as part of the landscape plan. All irrigation shall be maintained in fully operational condition.
3. The plans shall include additional specimen-sized trees in the landscape planter towards the southeastern area of the building (adjacent to the new parking spaces) to provide appropriate screening from street views. Appropriate medium and taller shrubs shall be incorporated into the landscape planters around the perimeter of the building, to the satisfaction of the Planning Division.
4. Any existing mature trees removed shall be replaced by specimen-sized trees on a minimum 1:1 ratio. Any mature trees to be removed shall be indicated on the final grading plan and noted on the landscape plans.
5. Prior to occupancy of the facility, all required landscaping shall be completed, as detailed on the final landscape plans.

ENGINEERING CONDITIONS OF APPROVAL
HARRF Admin Building
(PHG 11-0038)

GRADING

1. A site grading and erosion control plan shall be approved by the Engineering Department prior to issuance of building permits.
2. All private driveways and parking areas shall be paved with a minimum of 3" AC over 6" of AB or 5 1/2" PCC over 6" AB. All paved areas exceeding 15% slope or less than 1.0% shall be paved with PCC. (This requirement may be reduced to 2" AC over 4" AB or 5 1/2" P.C.C. over native for single family residential only)
3. Erosion control, including riprap, interim sloping planting, gravelbags, or other erosion control measures shall be provided to control sediment and silt from the project. The developer shall be responsible for maintaining all erosion control facilities throughout the development of the project.



CITY OF ESCONDIDO
 Planning Division
 201 North Broadway
 Escondido, CA 92025-2798
 (760) 839-4671
www.ci.escondido.ca.us

Environmental Checklist Form (Initial Study Part II – Final)

1. Project title and case file number: PHG 11-0038 HARRF Administration Building
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, Associate Planner (760) 839-4537 jpaul@ci.escondido.ca.us
4. Project location: The existing Hale Avenue Resource Recovery Facility (HARRF) is located on approximately 37 acres of land on the western side of Hale Avenue and the northern side of the terminus of Citracado Parkway and Avenida Del Diablo, addressed as 1521, 1537 and 1551 S. Hale Avenue (APNs 235-051-01, -02, -03, -04, -05, -21 and -22).
5. Project applicant's name, address, phone number and email: Same as Lead Agency, City of Escondido
6. General Plan Designation: Public (P)
7. Zoning: R-1-7 and Open Space-Park (OS-P)
8. Description of project: (Describe the whole action involved, including, but not limited to, later phases of the project and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)
The proposed project consists of a modification to a previously approved Conditional Use Permit (City File No. 91-43-CUP) to construct a split-level, two- and three-story, approximately 19,224 SF Administration Building at the City's Hale Avenue Resource Recovery Facility (HARRF). The proposed building would be located adjacent to the existing single-story administration building on a site that previously has been disturbed and landscaped. Minor site grading is proposed to prepare an appropriate pad for the new building. A new retaining wall up to twelve feet in height would be located towards the southeastern corner of the building, but generally would not be visible from Hale Avenue. Twenty-one new parking spaces would be provided. Access to the building would be provided from the two existing driveways along Hale Avenue.
9. Surrounding land uses and setting (briefly describe the project's surroundings):
The project is located with an urbanized area of the City and surrounded by a variety of single-family residential development to the east and southwest, industrial development to the west, mobile-home development to the north, and a self-storage facility, day-care facility and single-family development to the south.
10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement).
N/A

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 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 type="checkbox"/> Noise |
| <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities/Service Systems | <input 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, Associate Planner

Printed Name and Title

January 25, 2012 (initial signature) Feb. 22, 2012
(final signature) with parcel corrections

Date

PHG 11-0038 (HARRF Administration Building)

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, then 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"/>
II. <u>AGRICULTURAL RESOURCES.</u> 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 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. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
III. <u>AIR QUALITY.</u> 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?	<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
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"/>

IV. **BIOLOGICAL RESOURCES:** Would the project:

a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 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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V. **CULTURAL RESOURCES.** Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

VI. **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. | <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 type="checkbox"/> | <input checked="" 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 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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- 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?
- 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?

VII. GREENHOUSE GAS EMISSIONS. Would the project:

- a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?

VIII. 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?
- b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
- c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
- d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?
- e. For a project located within an airport land-use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in safety hazard for people residing or working in the project area?
- f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" type="checkbox"/>

IX. **HYDROLOGY AND WATER QUALITY.** Would the project:

a. Violate any water quality standards or waste discharge requirements, including but not limited to increasing pollutant discharges to receiving waters (Consider temperature, dissolved oxygen, turbidity and other typical storm water pollutants)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have potentially significant adverse impacts on ground water quality, including but not limited to, substantially depleting groundwater supplies or substantially interfering with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river in a manner which would result in substantial/increased erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 and/or significant adverse environmental impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Cause significant alteration of receiving water quality during or following construction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Cause an increase of impervious surfaces and associated run-off?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. 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"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
h. Cause potentially significant adverse impact on ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Cause or contribute to an exceedance of applicable surface or ground water receiving water quality objectives or degradation of beneficial uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
k. Create or exacerbate already existing environmentally sensitive areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
l. Create potentially significant environmental impact on surface water quality, to either marine, fresh, or wetland waters?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
m. Impact aquatic, wetland or riparian habitat?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
n. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o. 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"/>
p. 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"/>
q. 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"/>
r. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
X. <u>LAND USE PLANNING.</u> Would the project:				
a. Physically divide an established community?	<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
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 type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XI. 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?	<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"/>

XII. NOISE. Would the project result in:

a. Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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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XIII. 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)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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"/> |

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

XV. 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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 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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XVI. TRANSPORTATION/TRAFFIC. Would the project:

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

XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Require, or result in, the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

	Potentially Significant impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No impact
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in a determination by the wastewater treatment provider which serves, or may serve, the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE. Would the project:

a. 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 {Zoning Code Section 33-924 (a)}?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

NEGATIVE DECLARATION
(FINAL)
FOR THE HARRF ADMINISTRATION BUILDING
CONDITIONAL USE PERMIT
(City File No. PHG 11-0038)

ENVIRONMENTAL CHECKLIST
SUPPLEMENTAL COMMENTS

An Initial Study Environmental Checklist was prepared for this project and is included as a separate attachment to this Negative Declaration (MND). The information contained in the Initial Study and the ND Supplemental Comments will be used by the City of Escondido to determine potential impacts associated with the proposed project. The final document contains revisions noted in **bold and underlined** text for added information/clarification and strikeouts for deleted text. No comments from other agencies or from the public were received during the public comment period.

INTRODUCTION

This Negative Declaration assesses the environmental effects of the proposed modification to a previously approved Conditional Use Permit to construct a new Administration Building at the City's Hale Avenue Resource Recovery Facility (HARRF) generally located on the western side of Hale Avenue, north of Avenida Del Diablo, south of Harmony Grove Road, addressed as 1521 S. Hale Avenue.

As mandated by CEQA Guidelines Section 15105, affected public agencies and the interested public may submit comments on the **Negative Declaration** in writing before the end of the **20-day** public review period starting on **January 28, 2012**, and ending on **February 16, 2012**. Written comments on the Negative Declaration should be submitted to the following address by **5:30 p.m., February 16, 2012**. Following the close of the public comment review period, the City of Escondido will consider this Negative Declaration and any received comments in determining the approval of this project.

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

Contact: Jay Paul, Planner
Telephone: (760) 839-4537
Fax: (760) 839-4313
Email: jpaul@ci.escondido.ca.us

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 Planning Division at the address shown above.

PROJECT DESCRIPTION

The proposed project consists of a modification to a previously approved Conditional Use Permit (City File No. 91-43-CUP) to construct a three-story, approximately 19,224 SF Administration Building at the City's Hale Avenue Resource Recovery Facility (HARRF). The proposed building would be located adjacent to the existing single-story administration building on a site that previously has been disturbed and landscaped. Minor site grading is proposed to prepare an appropriate pad for the new building. **Anticipated grading includes approximately 640 cy of cut, 460 cy of fill and 180 cy of material export.** A new retaining wall up to **approximately** 12 feet in height would be located towards the southeastern corner of the building. Twenty-one new parking spaces would be provided. Access to the building would be provided from the two existing driveways along Hale Avenue.

BACKGROUND

The Hale Avenue Resource and Recovery Facility, a wastewater treatment facility, is owned and operated by the City of Escondido. The HARRF originally was constructed in 1959 as a 1.0-mgd activated sludge facility. It has undergone five phases of capacity expansion (1965, 1973, 1981, 1998 and 2000) and currently is rated to provide, on average, 18.0 mgd of secondary wastewater treatment and 9.0 mgd of tertiary wastewater treatment. The majority of treated wastewater from the HARRF is disposed of through land and ocean outfalls.

The General Plan designates the HARRF site as Public Lands (P) and the underlying zoning is R-1-7 (Single-Family Residential), which allows municipal facilities subject to a Conditional Use Permit (CUP). A Conditional Use Permit was approved in 1991 (City File No. 91-43-CUP/PZ/AZ) to expand the wastewater treatment plant facility and upgrade the components of the existing plant to provide 18.0 mgd (million gallons per day) capacity for Title 22 standards to accommodate water reclamation. Existing improvements include an administration building, secondary clarifiers, RAS pump station(s), two new 2 mg (million gallons) equalization tanks and an access road from Avenida Del Diablo. An Environmental Impact Report (EIR) was prepared and certified for the proposed expansion. Mitigation Measures were adopted for the project.

PROJECT LOCATION AND ENVIRONMENTAL SETTING

The existing Hale Avenue Resource Recovery Facility (HARRF) is located on approximately 37 acres of land on the western side of Hale Avenue and the northern side of the terminus of Citracado Parkway and Avenida Del Diablo, addressed as 1521, 1537 and 1551 S. Hale Avenue (APNs 235-051-01, -02, -03, -04 and -05, **-21 and -22**). The HARRF fronts onto and takes access from Hale Avenue on the east. The facility also fronts onto and takes access from Avenida Del Diablo on the south, but this driveway does not provide primary access to the main portions of the facility. On-street parking generally is not restricted along Hale Avenue and Avenida Del Diablo. Access to the facility generally is restricted to the public and the driveway entrances are gated.

The HARRF is a municipal wastewater treatment plant and the majority of wastewater treatment infrastructure is located on two parcels (approx. 19.81 acres) within the R-1-7 (Single-Family Residential, 7,000 SF min. lot size) zone. The General Plan Land-Use designation is P (Public). The HARRF is developed with an approximately 40,000 **11,124** SF, single-story administration building, various plant and shop type buildings, various conveyance and treatment units and infrastructure, paved parking areas, driveways, and ornamental landscaping and perimeter fencing. The remaining 17.24-acre parcels are generally characterized as undeveloped open space land, with granitic outcroppings, oak woodlands, grassland and dirt paths. Two equalization tanks are located within the northwestern area of these parcels. A paved access road also bisects the site with a gated driveway onto Avenida Del Diablo. A portion of this site is planned for a Neighborhood Park on the City's Parks, Trails and Open Space Master Plan. The planned extension of Citracado Parkway (Major Road) also is proposed to bisect this open space area.

The existing HARRF facility is located on relatively level to gently sloping terrain, with portions of the site having been previously graded or disturbed. Elevations on the site range from approximately 610 feet towards the western area of the site, and 632 feet towards the eastern area along Hale Avenue. The existing HARRF facilities are relatively low in profile (one- and two-story structures) and industrial in nature. The operational area of the plant has little or no natural scenic value since it has been disturbed. Surface runoff within the site is directed into a concrete-lined 50-year storm channel which flows west before joining Escondido Creek offsite. Escondido Creek runs along the western portion of the site, which is banked by man-made earth berms, but the bottom is natural. Just downstream of the HARRF, the creek channel widens into a larger riparian corridor. To the north of the HARRF, upstream from the Harmony Grove Road Bridge, Escondido Creek has been channelized and lined with concrete.

The area proposed for the new Administration Building encompasses approximately 22,275 SF (165' x 135') adjacent to the existing single-story administration building. Vegetation within the proposed development area consists of ornamental landscaping (groundcover and shrubs) that was installed within previous grading/development of the site. There is no native vegetation within the subject project area. The proposed development area is surrounded by paved parking and driveways, an existing administration building and a variety of HARRF related infrastructure, and ornamental landscaping. The proposed area of development is relatively level within the southern and southwestern portions of the site (elevation of approximately 620') and then slopes up to an elevation of approximately 632' along the eastern and northern portions of the site.

In general, the surrounding land to the north, northwest, east and south is urban in character with pockets of undeveloped or underdeveloped land. Land to the west and southwest it is more rural in nature with Escondido Creek running along the western boundary of the site. Surrounding zoning and land uses are as follows:

North: RT zoning (Mobile Home Park) / A mobile home park (Green Tree Mobile Home Estates) is located north of the HARRF facility. The rear of the individual units generally orient towards the HARRF, and are situated at a similar or slightly lower elevation. Dense landscaping is located along the property boundary, which obscures most views into the facility from the mobile home park. Overhead utility lines are located along the northern boundary of the property.

South: R-1-10 zoning (Single-Family Residential, 10,000 SF min. lot size) / A one- and two-story self-storage facility (Diablo Mini Storage) is located along the southern boundary of the site. The facility contains over 800 various sized self-storage units for rent to the public. The self-storage center is light industrial in character. A small preschool and a variety of single-family residential homes located within the City and County jurisdiction also are located south of the HARRF site. A large mobile-home park is located further to the south across Avenida Del Diablo. Chain-link fencing secures the HARRF site along the southern side of the property adjacent to the self-storage facility.

East: R-1-10 and R-2-7 zoning (Single-Family Residential, 10,000 SF min. lot size and Multi-Family Residential, up to 7 du/ac) / A mix of single-family residential homes are located east of the HARRF facility across Hale Avenue. The front of the residences generally orient towards Hale Avenue. A low block wall and decorative wrought-iron fencing/gates is located along the Hale Ave Harmony Grove frontage.

West: SP and County Zoning (Specific Plan) / An industrial development is located west of the HARRF site across the Escondido Creek Channel. Larger county residential properties are located to the southwest. Chain-link fencing secures the HARRF site along eastern side of the channel and adjacent to the county properties.

Responsibility Agency Permit Approvals

The applicant would be required to comply with the NPDES General Permit for Storm Water Discharges Associated with Construction of Land Disturbance Activities (SWRCB Order No. 2009-0009-DWQ, NPDES No. CA2000002), as well as related City requirements for storm water/erosion control. The project also must comply with the requirements of the San Diego County Municipal Separate Storm Sewer System (MS4) Storm Water Permit (RWQCB Order No. R9-2008-0002, NPDES No. CAG919002).

Anticipated Public Hearings

No hearing dates have been scheduled to date. The modification to the Conditional Use Permit is tentatively scheduled for Planning Commission consideration at the February 28, 2012 meeting. The proposed project requires noticed public hearings by the Escondido Planning Commission. Separate public hearing notices will be mailed out confirming the hearing date and time.

I. AESTHETICS

- a. *Have a substantial adverse effect on a scenic vista?*
- b. *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*
- c. *Substantially degrade the existing visual character or quality of the site and its surroundings?*

The project site is developed as a wastewater treatment facility and includes a variety of buildings and infrastructure. The character of the site primarily is industrial, with a single-story office/administration building located towards the eastern portion of the site along Hale Avenue. The area that contains the majority of the HARRF infrastructure does not include any significant visual resources or any significantly prominent topographical features. The property is not located on a ridgeline identified in the Community Open Space/Conservation Element of the General Plan. The project involves the development of a two- and three-story Administration Building that would be located adjacent to the existing single-story administration building. No major landform alterations would be required to accommodate on-site construction. The viewshed for the new building generally is limited by existing vegetation, topography, on-site buildings and infrastructure, and surrounding urban type uses. The primary views of the project area from adjacent residences generally are limited to the residences to the east along Hale Avenue. A few of the homes also have views over the existing facilities towards the hillsides to the west, but existing mature trees located along Hale Avenue partially obscure the views through the site. A portion of the hillside views would be altered by the new building. The views from the mobilehome park located to the north generally are obscured by existing landscaping along the northern property boundary, on-site buildings and topography. Although the project would result in an additional building that would be visible to a select number of residences, the nature of the facility would not change and the potential visual impacts are not considered significant. The proposed new building would have a beneficial effect on some existing views of the more industrial portions of the plant site from the residences located to the east since the new building would partially screen the views of these features.

The new Administration Building would be designed to be compatible with the architecture of the adjacent administration building, utilizing similar exterior materials, colors and features. The height of the structure would be in conformance with the height limits of the underlying R-1-7 zone, which allows an average height limit up to 35 feet. The bulk and scale of the facility would not be out of character with the mix of surrounding uses, which includes and one- and two-story self-storage facility, and mix of one- and two-story residential development along Hale Avenue. The two-story elements of the proposed building orient towards Hale Avenue, while the taller, three-story elements generally orient inwards towards the HARRF facility. Appropriate setbacks, buffer areas and landscaping would be incorporated into the project design. Therefore, the proposed project would not significantly alter the developed character of the site

nor adversely impact any scenic views through and across the property. Any existing vegetation that would be removed would be replaced by new landscaping.

The project would not damage any significant scenic resources within a designated State scenic highway or create an aesthetically offensive site open to the public since the site is not located along a State scenic highway and the property would be developed with a public facility in accordance with the existing land use and underlying General Plan land-use designation. A minimal amount of grading/ground preparation would be anticipated to support the project (approx. 640 cy cut, 460 cy fill and 180 cy export). Therefore, anticipated grading would not create any long-term significant visual impacts.

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

The existing facility includes a variety of on-site lighting, including security and parking lot lighting, and street lighting along the project frontages. The proposed development is not anticipated to create any significant increase in light and glare in the area. Any proposed building or parking lot lighting would be designed to minimize the overflow of light onto adjacent properties, where necessary. Compliance with the City's Outdoor Lighting Ordinance would ensure that impacts related to light and glare, resulting from future development of the site, are less than significant.

II. AGRICULTURE RESOURCES

Significance Criteria and Impact Analysis

In determining whether impacts to agricultural resources are a 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. The effects of a project on agricultural resources are considered significant if the proposed project would:

- a. *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*
- b. *Conflict with existing zoning for agricultural use, or a Williamson Act contract?*
- c. *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?*
- d. *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))?*
- e. *Result in the loss of forest land or conversion of forest land to non-forest use?*
- f. *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?*

The majority of the operational HARRF site is designated as Urban and Built-Up Land by the California Department of Conservation (CDC) Farmland Mapping and Monitoring Program. The southwest portion of the HARRF property is classified as Other land. The project site is located within an urban residential area of Escondido and zoned for residential development. The subject development area has been disturbed by on-site grading and development associated with the HARRF. The project site is not located within an existing zone for agricultural or forestry uses and there are no agricultural uses or forestry land or uses on or adjacent to the site. The project site and surrounding area is not listed as prime Agricultural Lands in the General Plan Final EIR, which was prepared for the most recent General Plan revisions in

2000 (Escondido 2000). Therefore, the proposed project will not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use, or result in the conversion of forest land to non-forest use. The project site does not contain any Williamson Act or other agricultural land contracts. Accordingly, no associated impacts to agricultural-related zoning or contract land would result.

III. AIR QUALITY

Significance Criteria and Impact Analysis

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?*
- b. *Violate any air quality standard or contribute substantially to an existing or projected air quality violation?*
- c. *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*
- d. *Expose sensitive receptors to substantial pollutant concentrations?*
- e. *Create objectionable odors affecting a substantial number of people?*

City of Escondido Significance Criteria:

Section 33-942 of the City's Zoning Code "Coordination of CEQA, Quality of Life Standards' and Growth Management provisions" provides quality-of-life emission thresholds related to air quality for projects proposed within the City of Escondido. If the project has the potential to produce emission that would exceed these screening thresholds, a more detailed analysis of potential air quality impacts is required to evaluate the potential to impact the environment. However, simply exceeding these thresholds does not constitute a significant air impact. Significance of potential air-quality impacts is based on the additional project specific analysis.

Construction Emissions

Due to the relatively minor amount of on-site grading anticipated and based on air-quality studies prepared for other projects, anticipated daily construction emissions from heavy equipment or haul trucks are projected to be less than the City of Escondido and SDAPCD thresholds for all criteria. Because construction is a one time, temporary activity, operation of equipment during project construction is not anticipated to result in significant air-quality impacts and no mitigation is required. As a matter of standard practice, dust and emission control during grading operations would be implemented to reduce potential nuisance impacts and to ensure compliance with SDAPCD rules and regulations.

Future construction related emissions would be limited to the construction period, during which emissions from construction equipment could be temporarily evident in the immediate surrounding area. These odors would not affect a substantial number of people because the scale of future construction is relatively small, the frequency of permanent trips would be relatively low, and the potentially affected area is limited due to the localized evidence of these odors. Operations generally would result in a limited number of large-truck trips to the project site, which could also create an occasional whiff of diesel exhaust for nearby receptors along roadways. However, these temporary sources of odors are not considered significant. The short-term construction period would be much less than the 70-year period used for health risk determination. Objectionable odors are regulated by the San Diego Air Pollution Control District (APCD).

Applicable Air Quality Plan

The project area is within the San Diego Air Basin (SDAB). Air quality at a particular location is a function of the kinds and amounts of pollutants being emitted into the air locally, and throughout the basin, and the dispersal rates of pollutants within the region. The major factors affecting pollutant dispersion are wind, speed and direction, the vertical dispersion of pollutants (which is affected by inversions) and the local topography. The air basin currently is designated a state and federal non-attainment area for ozone and particulate matter. However, in the SDAB, part of the ozone contamination is derived from the South Coast Air Basin (located in the Los Angeles area). This occurs during periods of westerly winds (Santa Ana condition) when air pollutants are windborne over the ocean, drift to the south and then, when the westerly winds cease, are blown easterly into the SDAB. Local agencies can control neither the source nor transportation of pollutants from outside the basin. The Air Pollution Control District (APCD) policy therefore, has been to control local sources effectively enough to reduce locally produced contamination to clean air standards.

Operations emissions come from area sources, including natural gas for space and water heating, and gasoline-powered landscaping and maintenance equipment, and from vehicle operations associated with the project. The proposed project would not significantly increase traffic volumes on local streets and intersections, as indicated in the Traffic/Transportation Section, and the proposed project would not result in a substantial increase in the number of vehicles operating in cold start mode or substantially increase the number of vehicles on local roadways. Therefore, the project would not cause an unacceptable concentration of CO at any project-affected intersection. Since the project would not adversely impact area roadways and intersections, the proposed project would not violate any air-quality standard or contribute substantially to an existing or projected air quality violation and would have a less than significant impact on local and regional air quality. Any individual impacts attributed to the proposed project are small on a regional scale and will not cause ambient air-quality standards to be exceeded, nor contribute to any adverse cumulative impacts. Since the proposed building would be used for office/administrative related activities, the project is not anticipated to generate any objectionable odors affecting the surrounding area.

Consistency with the RAQS

Consistency with the Regional Air-Quality Standards (RAQS) assumptions is determined by analyzing the project with the assumptions in the RAQS. Forecasts used in the RAQS are developed by the San Diego Association of Governments (SANDAG). The SANDAG forecasts are based local general plans and other related documents that are used to develop population projections and traffic projections. The proposed uses would be consistent with uses allowed under the existing General Plan land-use designation of Public Lands, and is conditionally allowed under the residential zoning designation. Therefore, the proposed would be consistent with the growth forecast in the Escondido General Plan and would not conflict with the goals and strategies in the RAQS or TCM. Any potential impacts from an increase in vehicle trips from the site would be considered negligible since projected traffic would be consistent with the General Plan traffic/transportation goals and policies indicated in the Traffic section of this report, and therefore would not conflict with the goals and strategies in the RAQS or Transportation Control Measures (TCM) for the air quality plan prepared by the San Diego Association of Governments (SANDAG). Thus, the project would not exceed the assumptions used to develop the RAQS and would not obstruct or conflict with the SDAPCD's RAQS. The proposed project would have a less than significant impact on cumulative regional and local air quality. No mitigation is required.

IV. BIOLOGICAL RESOURCES

Significance Criteria and Impact Analysis

The effects of a project on biological resources are considered to be significant if the proposed project would:

- a. *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*
- b. *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*
- 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?*
- d. *Interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*
- e. *Conflict with any local policies or ordinances protecting biological resources such as a tree preservation policy or ordinance?*
- f. *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

Based on field reconnaissance and review of the Draft Escondido Subarea Plan of Multiple Habitat Conservation Program (City of Escondido 2001), the proposed project would have no direct or indirect on biological resources. The proposed development area has been disturbed by previous grading and development, and is planted with ornamental landscaping. As a result, no plant life or animal species recognized as threatened or endangered by the U.S Fish and Wildlife Service or California Department of Fish and Game, or other sensitive species, as identified in local/regional plans/policies or regulations, are known or anticipated to occur within the proposed project area. No raptor nests were observed within the area of development during site reconnaissance. Based on the developed nature of the site and perimeter fencing and surrounding development, project implementation would not result in any impacts to wildlife movements or established wildlife corridors/habitat linkages. The project area is outside the City of Escondido Focused Planning Areas as indicated on the MHCP maps and no conflicts with the provisions of the MHCP are expected.

V. CULTURAL RESOURCES

Significance Criteria and Impact Analysis

The effects of a project on cultural resources are considered to be significant if the proposed project would:

- a. *Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?*
- b. *Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*
- c. *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*
- d. *Disturb any human remains, including those interred outside of formal cemeteries?*

The project area is developed with a wastewater treatment facility and the proposed area of development has been disturbed by previous grading/development. The project involves minimal grading. A technical investigation of cultural resources was conducted for the 1991 expansion of the HARRF by Brian F. Smith and Associates. The study identified the presence of a previously recorded site (SDi-8280) within the southwestern portion of the 37-acre HARRF property. A second site (SDi-7871) is located just north of the existing treatment facility. A total of 15 additional sites are present in the general project site vicinity.

No historic artifacts, features, or structures are located within the project development area and the project would not have a direct or indirect impact to prehistoric, cultural or archaeological resources. The City of Escondido General Plan EIR (1990) does not include the project site in areas identified as having potential paleontological resources. The site does not appear to contain any indicators of significant cultural resources or geologic features due to the past development. There are no structures over 50 years in age that would be impacted by this project. The potential for disturbing any human remains is low given the fact the proposed development area is not known for any significant archaeological sites. Therefore, implementation of the proposed project would not result in a significant impact to these resources and no mitigation measures are required.

VI. GEOLOGY AND SOILS

Significance Criteria and Impact Analysis

The effects of a project on geology and soils are considered to be significant if the proposed project would:

- 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.*
 - ii. *Strong seismic ground shaking?*
 - iii. *Seismic-related ground failure, including liquefaction?*
 - iv. *Landslides?*

The subject site, including all areas of Escondido and surrounding San Diego County is located within a Seismic Zone 4 designation. The project site is not located within proximity to any mapped State of California Fault-Rupture hazard Zones (formerly known as Alquist-Priolo Special Studies Zones) or other known fault hazard designations (California Geological Survey [CGS] 2007. No known active or potentially active faults are located in the project site vicinity. The closest known active faults are the Rose Canyon Fault and the Elsinore Fault. The Rose Canyon Fault is located approximately 15.4 miles southwest of the project site, and the Julian segment of the Elsinore Fault is approximately 17.8 miles northeast of the project site. Accordingly, fault surface rupture is not likely at this project. In the event of a major earthquake on these faults or other faults within the Southern California region, the site could be subjected to moderate to severe ground shaking. However, the site is not considered to possess a significantly greater seismic risk than that of the surrounding area in general, and associated potential impacts would be less than significant. All new development would be required to conform to current seismic building code requirements designated for the specific area.

Surficial and underlying materials within the proposed site consist predominantly of construction fill and Cretaceous granitic intrusives. Construction fill is present throughout much of the site in graded areas associated with existing structures, pavement and driveways. Groundwater has been encountered throughout most of the site at depths ranging from approximately 9 feet to 20 feet below surface grade which is indicative of a permanent groundwater table at an elevation of approximately 600 feet MSL (Woodward-Clyde Consultants 1990, 1980). Due to the proposed elevation of the project area at approximately 620 feet MSL, encounters with shallow groundwater is not expected. However, a number of standard methods are available to eliminate potential impacts from groundwater, such as dewatering. Disposal of any extracted groundwater (if necessary) would require coordination with the local RWQCB. Based on existing conditions and geologic/development history of the area, potential liquefaction and expansive soil issues are not anticipated to rise to a level of significance due to the loamy and compacted

nature of most surficial deposits. Appropriate design and construction measures would be required to be incorporated into the development plans as recommended by any subsequent geotechnical/soils reports that may be required at the building/grading permit stage of site development, which include standard industry practices such as the use of appropriate foundation and footing designs, design and construction measures to accommodate projected seismic loading, implementation of properly engineered and non-expansive fill, and appropriate surface/subsurface drainage techniques. These and/or other appropriate measures would be implemented as part of any development permit and conformance with applicable regulatory/industry criteria such as the IBC/CBC, Greenbook and City Standards. Since the subject site and surrounding properties have been developed and situated on relatively level terrain, the project site is not considered to be susceptible to other potential geologic hazards such as landslides, tsunamis, or seiche.

- b. Result in substantial soil erosion or the loss of topsoil?*
- c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*
- d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?*

Potential impacts related to liquefaction, lateral spreading, expansive soils and landslides are discussed in the section above. Extensive grading is not anticipated for the project due to the stepped design of the building. Any proposed grading, excavation, demolition and construction activities would increase the potential for erosion and sedimentation both within and downstream of the site relative to existing conditions. Erosion and sedimentation impacts would be addressed through conformance with the NPDES requirements. Based on implementation of appropriate erosion and sediment control BMPs as part of, and in conformance with any related NPDES/City storm water requirements, potential erosion and sedimentation impacts from a proposed project would be avoided or reduced below a significant level.

- 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?*

The project site currently is serviced by an existing wastewater/sewer pipeline system with the City of Escondido. No septic tanks or alternative wastewater disposal system would be utilized as part of any future development projects.

VII. GREENHOUSE GAS EMISSIONS

In response to rising concern associated with increasing GHG emissions and global climate change impacts, several plans and regulations have been adopted at the international, national and state levels with the aim of reducing GHG emissions. Transportation accounts for the largest share of the state's GHG emissions. The State of California has adopted a number of plans and regulations aimed at identifying statewide and regional GHG emission caps, GHG emissions reduction targets, and actions and timelines to achieve the target GHG reductions. Executive order (EO S-3-05) signed by Governor Schwarzenegger on June 1, 2005, established the following GHG reduction targets for the state of California: by 2010, reduce GHG to 2000 levels; by 2020 reduce GHG emission to 1990 levels; by 2050 reduce GHG emissions to 80 percent below 1990 levels. In response to the Executive Order, the California Legislature passed Assembly Bill (AB) 32 (Nunez) the "California Global Warming Solutions Act of 2006."

In order to determine the potential effects of a project on greenhouse gas emission (GHG), would the project:

- a. *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*
- b. *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

Transportation-Related Emissions

Vehicular traffic associated with the project is relatively minor and the project's transportation-related emissions reductions would be achieved through implementation of state wide regulations on vehicle engine and fuel technologies, such as improved vehicle technologies and low carbon fuel standards as new vehicles come on line. The project is not anticipated to generate a significant amount of new trips since a majority of the new employees (vehicle trips) would be transferred from existing City facilities to the new Administration Building. Efforts to reduce transportation emissions by reducing vehicle miles traveled (VMT) on a regional level are anticipated to come from policies related to changes in future land use patterns and community design, as well as through improvements in public transportation. By reducing miles vehicles travel, vehicle emissions would be reduced. Because the project is not anticipated to increase local vehicle trip lengths sufficient enough to increase the average regional trip length, as defined in the California Air Resources Board (CARB) business-as-usual (BAU) 2020 Forecast used to develop the regulations to reduce vehicle GHG emissions, project related impacts on statewide vehicular GHGs would not be considered significant.

Project Related Emissions

An individual project such as this Administration Building cannot generate enough greenhouse gas emissions to effect a discernible change in global climate. However, the project may participate in the potential for Global Climate Change by its incremental contribution of greenhouse gases combined with the cumulative increase of all other sources of greenhouse gases. In order to assess the significance of a proposed project's environmental impacts, it is necessary to identify quantitative or qualitative thresholds which, if exceeded, would constitute a finding of significance. CEQA guidelines indicate that a project would result in a significant impact on climate change if a project were to: a) Generate greenhouse gas emissions, either directly or indirectly that may have a significant impact on the environment, or b) conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Therefore, a potential significant impact would occur if the project exceeded the stringent CAPCOA screening threshold of 900 MT/yr of CO₂e.

The proposed development would generate emissions through the additional electricity use, natural gas consumption, water use, short-term construction activity, and solid waste disposal. The CAPCOA quantitative threshold for GHG emissions for up to 30,000 SF of office area is estimated and found to be approximately 800 metric tons. Therefore, based on CAPCOA estimates and previous GHG analysis of commercial type building of similar size and area, total greenhouse gas emissions from the proposed 19,224 SF Administration Building project would not exceed the most available stringent quantitative threshold of 900 MTCO₂e currently being considered by any lead agency. The development project would be required to incorporate certain project design features (PDFs) to reduce water and/or energy use. The incorporation of necessary PDFs result in a reduction in BAU emissions that would be consistent with statewide goals. Future building energy efficiency to achieve BAU emission targets would be achieved through compliance with current Title 24 Energy Efficiency Standards. With the incorporation of the appropriate PDFs, the project's contribution to cumulative statewide GHG emissions would not be significant. On a state and region-wide level, greenhouse gas emissions are expected to be reduced from energy efficiency gains from the increase amount of electricity produced from renewable energy sources, and energy efficient industries, homes and buildings. Other land development applicable measures such as water conservation, materials use and waste reduction, and green building design and

development practices also is anticipated to achieve additional emissions reductions. Additionally, the project would not result in a significant impact on GHG' with respect to CEQA Appendix G checklist questions and thus a less than significant impact is expected.

Conflict with Plans and Policies

With the implementation of appropriate project design features, the project would be consistent with the goals and strategies of local and state plans, policies, and regulations aimed at reducing GHG emissions from land use and development. The project is projected to be consistent with the 2020 California goals for GHG emissions of Executive Order S-3-05 and does not hinder the implementation of AB 32. Therefore, the project would not conflict with any applicable plan to reduce GHG emissions.

City of Escondido: The Climate Action Plan

The City of Escondido has developed a draft Climate Action Plan (E-CAP) as part of the City's General Plan Update (2012). The plan addresses GHG emissions from communities (commercial, industrial, residential and other) and from City operations. Through the E-CAP, the City establishes goals and policies that incorporate environmental responsibility into its daily management of residential, commercial and industrial growth, education, energy and water use, air quality, transportation, waste reduction, economic development, and open space and natural habitats to further their commitment. The plan includes discussion on the local impacts of climate change, actions to be adopted by the City to achieve sustainable development goals, emissions baselines and forecasts and emissions reduction strategies. The City's Climate Action Plan includes the implementation of the GHG reduction strategies by conducting a baseline GHG emissions inventory and setting up a baseline year of 1990. Following the state's adopted AB 32 CHG reduction target, Escondido has set a goal to reduce emissions back to 1990 levels by the year 2020. The estimated community-wide emissions for the year 2020, based on population and housing growth projections associated with the assumptions used for the proposed General Plan Update are 992,583 MTCO_{2e}. In order to ready this reduction target, Escondido must offset this growth in emissions and reduce community-wide emissions to 788,176 MT CO_{2e} by the year 2020. The City of Escondido already has demonstrated its commitment to conserve energy and reduce emissions through a variety of programs and policies. Programs to reduce emissions include flexible employee work schedules, energy retrofits of City facilities, participation in the San Diego Association of Governments (SANDAG) Energy Roadmap Program, water conservation education efforts, and coordination with SANDAG and North County Transit District to expand transit systems. At the HARRF, the City already has installed California's first "green technology" that converts raw sewage gas into renewable natural gas, clean enough to use in homes and business. Various state policies have enacted programs that also will contribute to reduced GHG emissions in Escondido by year 2020. By supporting the state in the implementation of these measures, Escondido will experience substantial GHG emissions reductions. In order to reach the reduction target, Escondido also would implement the additional local reduction measures contained within the draft E-CAP. These measures encourage energy efficiency and renewable energy in buildings, transit oriented planning, water conservation, and increased waste diversion.

VIII. HAZARDS AND HAZARDOUS MATERIALS

Significance Criteria and Impact Analysis

The effects of a project on hazards and hazardous materials are considered to be significant if the proposed project would:

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

- c. *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*
- d. *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

Due to the nature of the proposed Administration Building and proposed uses, the project would not result in any associated impacts related to hazardous emissions or the handling of hazardous or acutely hazardous materials, substances or wastes. The project site is not located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (the Cortese List) indicating any open cases. Any development of the project site would be required to comply with all applicable Fire, Building, and Health and Safety Codes, which would eliminate any potential risk of upset. The site is not located within a 100-year floodplain. The proposed range of uses that would take place within the proposed building is not anticipated to involve the routine transport, use, or disposal of hazardous materials. The proposed range of uses also would not involve the use or storage of hazardous materials that would result in a reasonably foreseeable upset or accident conditions. Both the Federal government and State of California require all business that handle more than a specified amount of hazardous or extremely hazardous materials to submit a business risk management plan with the City of Escondido and County of San Diego Department of Environmental Health. The project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school. Therefore, the project will not create a significant risk of upset or hazard to human health and safety.

- 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?*
- 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?*

The project is not located within an airport land-use plan, an airport land-use plan that is to be adopted, or within 2 miles of a public airport. The closest public airports to the project are located approximately 10 miles to the west (McClellan-Palomar Airport in the City of Carlsbad), and 12 miles to the east (Ramona Airport). The project also is not located within the vicinity of a private airstrip and would not result in a safety hazard for people residing or working in the project area. The closest private airstrip is located approximately six miles to the northeast (Lake Wohlford Resort Airstrip) and 12 miles to the north (Blackington Airstrip). Therefore, the project would not result in any associated impacts related to safety hazards for people residing or working in the project area.

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

The project does not include activities or structures that would impair implementation of, or physically interfere with, an emergency response plan. The proposed development is not expected to result in the need for additional emergency and fire facilities. Any future development of the site would be required to comply with all applicable Fire, Building, and Health and Safety Codes. The Police and Fire Department indicated the proposed project would not impact service levels.

- 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?*

The subject site is located within an urban area and surrounded by development on all sides. The project is not located within an identified Fire Hazard Area as indicated on Figure IV-1 of the 1990 General Plan Community Protection and Safety Element (City of Escondido 1990), or Figure 5.7.2 of the 2000 General Plan Update EIR (City of Escondido 2000). The site is located within a High Fire Severity Zone based on current Fire Department maps, but is not located adjacent to any designated wildlands and the Fire Department indicated that appropriate fire service can be provided to the site. Based on the described conditions, the proposed project would not result in a significant exposure of people or structures to wildland fires.

IX. HYDROLOGY AND WATER QUALITY

Significance Criteria and Impact Analysis

The effects of a project on hydrology and water quality are considered to be significant if the proposed project would:

- a. *Violate any water quality standards or waste discharge requirements, including but not limited to increasing pollutant discharges to receiving waters (Consider temperature, dissolved oxygen, turbidity and other typical storm water pollutants)?*
- b. *Have potentially significant adverse impacts on ground water quality, including but not limited to, substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?*
- c. *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river in a manner which would result in substantial/increased erosion or siltation on- or off-site?*
- d. *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site and/or significant adverse environmental impacts?*
- e. *Cause significant alteration of receiving water quality during or following construction?*
- f. *Cause an increase of impervious surfaces and associated runoff?*
- g. *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?*
- h. *Cause potentially significant adverse impact on ground water quality?*
- i. *Cause or contribute to an exceedance of applicable surface or ground water receiving water quality objectives or degradation of beneficial uses?*
- j. *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?*
- k. *Otherwise substantially degrade water quality?*

The project site currently is developed as a water treatment facility, with a variety of buildings/structures, paved parking areas, driveways, and various landscape areas. The project site generally drains to existing public/private storm drain facilities, and as minor overland flow. No changes to the overall drainage patterns and directions would occur as a result of the proposed project. Development of the previous graded and landscape area to support the building would result in a minor increase of impervious surfaces and associated runoff. Any potential project related impacts from the proposed future development would be avoided or reduced below a level of significance through conformance with existing NPDES, City storm water standards and storm water design requirements. Therefore, future

project implementation would result in a less than significant impacts related to runoff rates/amounts, associated flooding, hydromodification, or the capacity of existing/planned storm drain systems.

Water and sewer service to the site currently is provided by the City of Escondido, and the project would not withdraw groundwater or otherwise substantially interfere with long-term groundwater recharge or the groundwater table level. Therefore, the proposed project would not result in any significant impacts to hydrology or water quality; result in a significant increase in runoff from the site; or adversely impacts surface water beneficial uses, water quality objectives, or 303(d) impaired water listings.

Surface Water Quality

Potential surface water quality effects from future development of the site would encompass both short-term (construction-related) and long-term (operational) activities. Potential construction-related issues include erosion/sedimentation, the use and storage of potentially hazardous substances such as concrete and vehicle fuels/lubricants, demolition-related debris generation, and the disposal of extracted groundwater (if necessary). Potential operational water quality concerns would be associated with activities such as vehicle access/parking areas, landscaping maintenance and runoff from various activities, which could potentially result in impacts to water quality to downstream receiving waters, including Escondido Creek that is designed as impaired on the Clean Water Act Section 303(d) List of Impaired Waters.

Under the National Pollutant Discharge Elimination System (NPDES) Stormwater Permit issued in 1990 to the County of San Diego and to the City of Escondido, as one of the co-permittees, all development and significant redevelopment is required to implement structural and on-structural non-point source pollution control measures known as Best Management Practices (BMPs) to limit urban pollutants reaching the waters of the U.S. to the maximum extent practical. The NPDES permit requires the preparation of a site-specific Stormwater Pollution Prevention Plan (SWPPP) for certain projects. The implementation of this permit system requires that specific management practices be implemented at the time of construction. Detailed BMPs would be determined as part of the storm water review process based on site-specific parameters, as may be required by the Engineering Division. Therefore, potential impacts would be avoided or reduced below a level of significance through conformance with existing NPDES and related City storm water standards. If groundwater extraction/disposal is required during construction, the applicant and/or contractor would be required to conform to applicable criteria of the associated NPDES Groundwater Permit.

Long-term Operational Impacts

A final project Water Quality Technical Report (WQTR) would be required to be submitted for development of the subject site that is a priority project based on applicable NPDES and City SUSMP criteria, including areas of disturbance and the proposed construction/operation of roadways, parking areas, and restaurant facilities. The WQTR also identifies anticipated pollutants of concern from project development/operation that could potentially impact downstream receiving waters. In accordance with requirements under the NPDES Municipal Permit and related City standards (e.g., the City SUSMP) future projects would be required to implement appropriate measures to address potential long-term water quality concerns and ensure regulatory conformance. Specifically, this would include the designation of drainage management practices (DMAs) pursuant to the City SUSMP, and implementation of appropriate integrated management practices (IMPs) and low impact development (LID) source control and treatment control (or structural) BMPs. Therefore, with implementation of appropriate measures as part and in conformance with the project WQTR, the proposed project would conform with all applicable regulatory requirements related to long-term water quality concerns and associated impacts would be avoided or reduced below a level of significance.

k. *Create or exacerbate already existing environmentally sensitive areas?*

- l. Create potentially significant environmental impact on surface water quality, to either marine, fresh, or wetland waters?*
- m. Impact aquatic, wetland or riparian habitat?*

No sensitive plant or animal species are known or reported within the proposed development area. As described in Section VII, Biological Resources, the proposed development would not affect any environmentally sensitive areas or aquatic/riparian/wetland habitats, with no associated impacts from future project development. The project area is outside the City of Escondido Focused Planning Areas as indicated on the MHCP maps. No conflicts with the provisions of the MHCP are expected.

- o. 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?*
- p. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?*
- q. 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?*
- r. Inundation by seiche, tsunami, or mudflow?*

The project site/development area is located outside the 100-year flood zone with no associated mapped 100-year floodplains occurring locally in the SanGIS database or on Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs). Therefore, no structures would impede or redirect flood flows. The western area of the HARRF facility is located within a 100-year flood zone and within a mapped dam inundation area associated with the upstream Lake Wohlford and Dixon Reservoir containment structures/reservoirs (City of Escondido 2000, 1990). The eastern portion of the site, which would contain the proposed Administration Building, is located outside of the dam inundation area. The City of Escondido Public Works Department maintains Dixon Lake and Lake Wohlford Dam Emergency Action Plans. Dam Emergency Action Plans contain information concerning the physical situation, affected jurisdictions, evacuation routes, unique institutions and event responses. Based on the location of the proposed project approximately 12 miles inland, no significant impacts related to tsunamis would result. No significant impacts related to seiches and associated flood hazards are anticipated to occur given the distance from the existing Lake Wohlford and Dixon Reservoirs, and channelization of Reidy Creek. The project site and surrounding properties are developed and landscaped, and therefore the site is not subject to any anticipated mudflows.

X. LAND USE AND PLANNING

There is sufficient area on the site to accommodate the proposed expansion and uses. Adequate public facilities are available and water and sewer service can be provided to the project with nominal extension of nearby existing facilities. The City of Escondido General Plan designates the HARRF site as Public Lands. The Public Lands category includes several different uses, but the General Plan specifically recognizes the HARRF on this site. The proposed project represents an expansion of an existing land use and is consistent with the City of Escondido General Plan designation of Public Lands. As such, the project will not impact City of Escondido existing or planned land uses. While office uses are different than adjacent residential uses, some incompatibility may arise. However, these incompatibilities are not considered significant because the proposed administration building and operational uses planned for the building conform to the City's General Plan designation for the site. Potential incompatibility issues that may arise from the new Administration Building are primarily related to visual, traffic and noise. These issues are not considered significant and are further addressed in Sections I, XII and XV of this report.

Significance Criteria and Impact Analysis

The effects of a project on existing or planned land uses are considered significant if the proposed project would:

a. Physically divide an established community?

The proposed project would not disrupt or divide the physical arrangement of the area since the site is developed as a wastewater treatment facility and access to the project site currently is provided by a public Circulation Element street (Hale Avenue) and from Avenida Del Diablo. The proposed project would not change the designations of the existing streets, alter street patterns or designs, or require the development of any new roads. Development of the project and proposed improvements would not adversely alter or impact the existing circulation pattern throughout the surrounding neighborhood, nor preclude the development of surrounding parcels. The project's construction also would not create any new land use barriers, or otherwise divide or disrupt the physical arrangement of the surrounding community. Further, the configuration of the areas' existing street network and sidewalks would not be affected by the project.

The project is not located within an airport land-use plan, and airport land-use plan that is to be adopted, or within two miles of a public airport. The closest public airports to the project site are located approximately 10 miles to the west (McClellan-Palomar Airport in the City of Carlsbad) and 12 miles to the east (Ramona Airport). The project also is not located within the vicinity of a private airstrip, with the closest such facilities located approximately six miles to the northeast. Accordingly, the proposed project would not result in any impacts associated with public airport related safety hazards for people working in the project area.

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

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

The project would not conflict with any local policies or ordinances protecting biological resources since the site is within an urbanized area and developed as a water treatment facility. There are no protected or sensitive habitat or species within the proposed development area. Vegetation on the project site generally consists of ornamental landscaping consistent with a public utility operation. The proposed project area is not designated on the City's Draft Multiple Habitat Conservation Plan (MHCP) Focus Planning Area or any other conservation planning area. Therefore, no detrimental land-use policy impacts would be produced by the proposed project.

XI. MINERAL RESOURCES

Significance Criteria and Impact Analysis

The effects of a project on mineral resources are considered to be significant if the proposed project would:

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

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

The subject site and adjacent properties have been previously developed. These properties are not known to contain any known mineral deposits of value. Specifically, the General Plan designates the subject site for Public uses, but does not identify any related land uses or zoning categories associated with mineral extraction or processing. Therefore, the proposed project would not result in the loss of known valuable resources or change the existing availability of such mineral resources that would be of value to the region and residents of the state. No known locally important mineral resource recovery sites delineated on a local general plan, specific plan or other land-use plan are present within the project site or surrounding area.

XII. NOISE

Significance Criteria and Impact Analysis

The effects of a project on noise are considered to be significant if the proposed project would result in:

- a. *Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*
- b. *Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?*
- c. *A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*
- d. *A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

The subject site is developed with waste water treatment facility and is surrounded by a mix of residential uses, a self-storage facility, industrial and open space. Residential uses are considered sensitive to noise. The subject area and existing uses along Hale Avenue are not located within a projected Noise Contour of 60 CNEL or greater on the City's Noise Contour Map (General Plan Noise Contour Map, Figures 5.4-12 April 2000). The City's General Plan Noise Element contains policies which outline acceptable noise levels associated with each type of land use.

Operational Noise

The proposed project involves a municipal administration/office building, with storage areas on the bottom floor, and office space on the two upper floors. Use of the new building space would incrementally increase noise levels within the immediate area. Noise from operation of the proposed building would result from employee use of the outdoor spaces, operation of heating, ventilation and air conditioning, and vehicle traffic within the parking lot. However, the new administration building operation would not introduce any new or unusual noise sources which would significantly impact existing residences adjacent to the project site since the site already is used for a variety of public works type uses. Appropriate setbacks and buffer areas from the adjacent residences to the north and east would be provided. An increase in vehicle trips along the area roadways would incrementally added to the noise level. However, these trips would be disbursed throughout the day and the incremental increase would not be considered significant nor require any mitigation.

Construction Noise

Noise impacts from construction are a function of the noise generated by the construction equipment, the location and sensitivity of nearby land uses, and the timing and duration of the noise-generating activities. Noise levels within and adjacent to the specific construction sites would increase during the construction period. Construction would not cause long-term impacts since it would be temporary and daily construction activities would be limited by the City's Noise Ordinance (Sections 17-234 and 17-238) to hours of less noise sensitivity. Upon completion of the project, all construction noise would cease. No

pile driving or explosives blasting is anticipated as a result of the project and, thus, no significant vibrations or groundborne noise would be associated with construction of the proposed project. However, any blasting would be performed in conformance with City of Escondido regulations.

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

No private or public airstrips are located within 2 miles of the proposed project site; thus, people residing or working in the project area would not be exposed to excessive noise levels due to airport operations.

XIII. POPULATION AND HOUSING

Significance Criteria and Impact Analysis

The effects of a project on population and housing are considered to be significant if the proposed project would:

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

Population within the surrounding area and city would not increase since the project is non-residential. The site is developed with a public facility and the proposed expansion would not alter the location, distribution or population density within the area, nor would it adversely impact the City's housing demand. The project also would not result in the removal of any existing housing units. The project would not be considered growth inducing since the area already is developed, and adequate public facilities are available within the area to serve the project.

XIV. PUBLIC SERVICES

Significance Criteria and Impact Analysis

The effects of a project on public services are considered to be significant if the proposed project would:

- 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*

The City Fire Department has indicated their ability to adequately serve the proposed site with respect to day-to-day fire suppression and EMS facilities/services. The area currently is served by Fire Station No. 1, located at 310 N. Quince Street and Fire Station No. 6 located at 1735 Del Dios Road. Appropriate on-site/building improvements would be incorporated into the design of the building to conform to Fire and Building codes. Therefore, less than a significant impact would occur.

ii. Police protection

The Police Department indicated the proposed project would not result in the need for additional police services (e.g., equipment and staff). Police response times would remain the same with the project. The Escondido Police Department indicated their ability to adequately provide both normal and emergency response to the site and no significant impacts to police services are anticipated.

iii. Schools

The City of Escondido is served by the EUSD (grades K-8) and the EUHSD (grades 9-12). Because the project would not increase population within the surrounding area the proposed project would not result in any significant additional demand for school facilities/system.

iv. Parks

The proposed project would not result in a need to provide additional park or open space amenities since the project would not increase population within the surrounding area. The project is not anticipated to increase the use of existing neighborhood or regional parks or other recreation facility that would cause a substantial physical deterioration. The proposal will not impact the quality or quantity of existing recreational opportunities. The southeastern area of the 37-acre HARRF site is designated for future park facilities in the City's Master Plan of Parks and Trails. No significant impact to recreational resources would occur as a result of the proposed project.

v. Libraries

The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities or staff. The project would not result in an increase in population, and thus, would not generate an increased demand for library facilities, or the development of additional library spaces, books or other related items.

vi. Gas/Electric

SDG&E would provide gas and electric facilities to the project. The proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered SDG&E facilities. Development of the site with the new administration building would create an increased demand for gas and electricity over existing levels, but the project increase in not significant on an area-wide level and the project would not require a major expansion existing SDG&E power transmission facilities. Therefore, no significant impacts are anticipated to occur with respect to increased power demand from the proposed project.

XV. TRANSPORTATION/TRAFFIC

Significance Criteria and Impact Analysis

The effects of a project on transportation and traffic are considered to be significant if the proposed project would:

- 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.

- b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measure, or other standards established by the county congestion management agency for designated roads or highways
- c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?
- d. *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*
- e. *Result in inadequate emergency access?*
- f. *Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?*

Significant Determination – To determine the project impacts to roadway segments and intersections, the City of Escondido has developed thresholds based on allowable increases in delay at intersections and volume to capacity ratios (v/c Ratio) for roadway segments. At intersections, the measurement of effectiveness (MOE) is based on allowable increases in delay. At roadway segments, the MOE is based on allowable increases in the volume-to-capacity (v/c) ratio. At intersections that are expected to operate at LOS E or F with the project, the allowable increase in delay is two seconds. If vehicle trips from a project cause the delay at an intersection to increase by more than two seconds, this would be considered a significant project impact that requires mitigation. Under this condition, the applicant would be responsible for mitigation to restore the operations of the intersection to LOS D or better. If an existing intersection is at LOS E or F, the intersection would be considered an existing deficiency and the applicant would be responsible for making a fair-share contribution toward intersection improvements to achieve a LOS D or better. A fair-share contribution is based on the project's proportionate traffic contribution to the overall traffic volumes entering an intersection. For roadway segments that are forecasted to operate at LOS MID D or worse and the increase in v/c ratio exceeds 0.02, this would be considered a significant project impact that requires mitigation.

Existing Conditions – The HARRF fronts onto and takes access from two driveways along Hale Avenue. A portion of the facility also fronts onto and takes access the intersection of Avenida Del Diablo (Local Collector) and Citracado Avenue (Major Road). But this driveway does not provide primary access to the main administration area. This access would be upgraded with the future widening of Citracado Parkway to Major Road Standards. Hale Avenue is classified as a Local Collector Road on the City's Circulation Element, and the street has been widened to its ultimate width. On-street parking generally is not restricted along Hale Avenue. The Engineering Division indicated that Hale Avenue operates at a Level-of-Service "C" or better under existing conditions with 7,500 Average Daily Trips (ADT). Estimated 2030 buildout conditions anticipate approximately 5,700 ADTs along Hale Avenue at a Level-of-Service "B." This reduction in trips is due to the planned construction and widening of Citracado Parkway to Major Road standards. The buildout capacity of a Local Collector street with on-street parking is 8,500 ADT at LOS "D" and 10,000 ADT at LOS "E."

Project Traffic – Based on SANDAG vehicle traffic generation rates for the San Diego region, the proposed project would generate up to 256 ADT (14 trips per 1,000 SF). The Engineering Division indicated the additional trips are not anticipated to result in any adverse impacts to the adjacent street segments or intersections since the streets would continue to operate a Level-of-Service "C" or better, which is consistent with the General Plan Circulation Element Goals. In addition, peak-hour trips (38 a.m. and 38 p.m.) would not adversely impact the levels of service on the areas intersections since the trips would not result in a delay of more than 2 seconds at any intersections that might operate at unacceptable levels.

Construction Traffic – Temporary traffic impacts would occur during site preparation/grading and construction activities. A small amount of grading is anticipated to prepare the site and equipment used for grading and excavation generally would remain on site and would not contribute to a substantial increase in traffic. Approximately ~~400~~ **180** cubic yards of export is anticipated, which would generate up to ~~7~~ **12** truck load (~~14~~ **24** trips or ~~56~~ **96** passenger car equivalent trips). Additional traffic would be associated with construction employee trips to and from the site, equipment delivery and removal, and other related activities. Each construction phase would have its own traffic intensity and duration. Potential impacts from hauling and construction operations would be avoided by requiring the project to coordinate and implement safety/traffic control measures with the City that minimize potential conflicts. In addition, construction traffic typically occurs during the off-peak hours. All traffic control measures would be implemented at the specific project level prior to the onset of construction activities. Therefore, impacts to LOS during temporary construction would be less than significant.

Design Features/Hazards/Emergency Access – The project does not include any design features or incompatible uses that would substantially increase hazards. No new roadways would be constructed or designed with the project. The site currently maintains driveways onto Hale Avenue and Citracado Parkway/Avenida Del Diablo.

Air-Impacts - The project is not located within the vicinity of a public or private airstrip and would not result in a change in air traffic patterns, increase in traffic levels, or a change in location that results in substantial safety risks.

Adopted Plans/Policies – The proposed project would not conflict with adopted policies, plans, or programs supporting alternative transportation. Bus service in the vicinity of the site would not be impacted by the proposed project nor impact any existing or proposed bicycle facilities in the area as designated on the City's Bicycle Facility Master Plan. The project and any future phases would not result in inadequate emergency access, as determined by the Fire Department who would review any future development plans to ensure emergency service access is maintained.

Congestion Management – None of the adjacent streets is designated as a Congestion Management Program (CMP) Arterial.

On-Site Parking – Twenty-one new spaces would be available to support the new building, which would be appropriate for the proposed use of the building. On-street parking along Hale Avenue would continue to be provided.

XVI. UTILITIES AND SERVICE SYSTEMS

Significance Criteria and Impact Analysis

The effects of a project on utilities and service systems are considered to be significant if the proposed project would:

- a. *exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.*
- b. *require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.*
- c. *require, or result in, the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.*
- d. *have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed.*

- e. *result in a determination by the wastewater treatment provider which serves, or may serve, the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.*
- f. *be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.*
- g. *comply with federal, state, and local statutes and regulations related to solid waste.*

Solid Waste – Escondido Disposal, Inc. (EDI) currently provides solid waste removal service for the Escondido area. EDI also operates a solid waste transfer station at their Washington Avenue site where solid waste is consolidated into larger transfer trucks and taken to a class III landfill for disposal. Solid waste pick-up will be available for the site and any future development by EDI. The project would be required to incorporate appropriate trash enclosures and recycling bins into the trash facilities, which would minimize its contribution to landfill capacity in the region and less than significant impacts would occur since adequate capacity exists.

Sewer Service – The City's Utilities Division indicated the Hale Avenue Resource Recovery Facility (HARRF) has the capacity to handle the demand for service generated by future development of the Administration Building. The project also complies with established General Plan Quality-of-Life Standards for Sewer Service. The anticipated increase is would be relatively small and would have an insignificant impact to the existing facilities. The project also complies with established General Plan Quality-of-Life Standards for Sewer Service. Sewer service could be provided by the extension of mains within the adjoining street system or easements.

Water Service – The subject site is within the water service area of the City of Escondido. Water service could be provided by the extension of mains within the adjoining street system. The site is within the City's Municipal Water Service Area. Interviews with City Public Utilities staff have confirmed capacity exists in the City's reservoir and treatment facilities to adequately serve the project.

Drainage Facilities – See analysis contained within Hydrology-Water Section No. IX.

MANDATORY FINDINGS OF SIGNIFICANCE

The project is not expected to have any significant impacts, either long-term, nor will it cause substantial adverse effects on human beings, either directly or indirectly. The project will not degrade the quality of the environment for plant or animal communities since the project will not cause fish and wildlife populations to drop below self-sustaining levels nor reduce the number or restrict the range of endangered plants or animals. The project will not materially degrade levels of service of the adjacent streets, intersection or utilities, nor have a significant impact on the City's Quality of Life Standards. Therefore, in staff's opinion, the proposed project would not have a significant individual or cumulative impact to the environment.

Materials Use in Preparation of this Analysis

Escondido General Plan and Environmental Impact Report (Escondido 1990)

Escondido General Plan Update and Environmental Impact Report (Escondido 2000)

Escondido Zoning Code and Land Use Maps

SANDAG Summary of Trip Generation Rates

Escondido Historic Sites Survey

City of Escondido

Public Works Department Engineering Division

Traffic Division Building Division

Fire Department Police Department

Planning Division City Managers' Office

FIRM maps (Flood Insurance Rate Maps) Panel No. 06073C1076F, June 19, 1997

Draft MHCP maps (Multiple Habitat Conservation Program)

County of San Diego Health Department, Hazardous Material Management Division (HMMD) Hazardous Sites List.

Escondido Drainage Master Plan (1995).

Escondido Water Master Plan (2000)

Escondido Wastewater Collection System Master Plan Update (Nov. 2005) and Wastewater Treatment and Disposal Facilities Capacity Study, Dec. 2006.

State Water Resources Control Board (SWRCB) 20072006 Clean Water Act Section 303(d) List of Water Quality Limited Segments.

California Department of Conservation (CDC) 2008 Farmland Mapping and Monitoring Program (FMMP)

1990 and 2000 General Plan Noise Contour Exhibits

Hale Avenue Resource Recovery Facility Expansion Project Final Environmental Impact Report (1991)

Woodward-Clyde Consultants Excavation Rippability and Limited Soil Investigation: Hale Avenue Sewage Treatment Plant Expansion (1990) and Geotechnical Investigation for the Proposed Sewage Treatment Plant Expansion (1980).

The California Air Pollution Control Officers Association (CAPCOA) guide to addressing greenhouse gas (GHG) emissions from projects subject to the California Environmental Quality Act (CEQA) 2008.

City of Escondido Draft Climate Action Plan (Jan. 2012)

Draft Environmental Impact Report (EIR) for the Escondido General Plan Update and Climate Action Plan (Jan. 2012)