CONSENT ITEM

7

LOCAL AGENCY FORMATION COMMISSION
EXECUTIVE OFFICER'S REPORT

FOR MEETING OF: SEPTEMBER 14, 2015

Proposal

"Lehner Avenue - Zenner Reorganization" (City of Escondido)
(RO15-05)

Proponent

City of Escondido, by resolution

Description/Justification

Proposed by resolution of the City of Escondido is a reorganization involving annexation of approximately 17.74-acres of unincorporated territory to the City of Escondido; a concurrent detachment of the proposal area from County Service Area (CSA) No. 135 (San Diego County Regional Communications System); and exclusion of the proposal territory from the Rincon del Diablo Municipal Water District (MWD) Improvement District (ID) "E". The proposed reorganization area is contiguous to the incorporated boundary of the City of Escondido and is located within the City's adopted sphere of influence.

The proposed reorganization is necessary for the subject unincorporated territory to receive urban services from the City of Escondido; the concurrent detachment from CSA No. 135 and exclusion from Rincon del Diablo MWD ID "E" are required to avoid creating an overlap of service responsibilities between the City and the Districts following the proposed reorganization.

The proposed reorganization area includes five unincorporated parcels totaling approximately 13.40-acres: APNs 224-130-07, approximately 5.62-acres; 224-130-08, approximately 1.00-acre; 224-130-12, approximately 2.03-acres; 224-130-13, approximately 3.76-acres; and, 224-142-20, approximately 0.99-acre; and approximately 4.34-acres of adjacent unincorporated roadways, including frontage segments of Lehner Avenue, Ash Street, and Vista Avenue.

Inclusion of the frontage and adjacent roadway segments will create a more logical and orderly incorporated boundary following the proposed reorganization to Escondido; help to avoid jurisdiction confusion regarding roadway maintenance and emergency service response; and connect the unincorporated roadway segments with the adjacent incorporated roadways currently located within the City of Escondido.

The reorganization is subject to a Master Property Tax Agreement that will govern the property tax transfer resulting from the reorganization to the City of Escondido.

Land Use

Existing

The proposed reorganization area is presently located within the Hidden Meadows Subarea of the County of San Diego's North County Metro Community Planning Area. The County of San Diego General Plan designation for the proposed reorganization area is Semi-Rural Residential (SR-1), which allows up to one dwelling unit per acre (du/ac). The County zoning designation for the proposal area is Single-Family Residential (RS), with a minimum lot size of 1 acre.

Adjacent land uses consist of single-family residences to the north; partially vacant property with single-family residences to the east; large-lot single-family residences and a religious facility to the south; and single-family residences to the west.

Proposed

The City of Escondido General Plan designates the proposed reorganization area as Residential-Suburban (up to 3.3 du/ac). The City of Escondido has adopted prezoning for the proposal area as Single-Family Residential with a 10,000 square-foot minimum lot size (R-1-10; up to 4.3 du/ac).

The City has approved a 43-lot Tentative Subdivision Map (SUB14-0002) on approximately 13.97 acres within the proposal area: APNs 224-130-07, -08, -12, and -13. The proposed subdivision involves 40 single-family residential lots (2.86 du/ac), and three (3) open space lots to accommodate on-site storm water facilities. Each of the four parcels within the proposed subdivision contains one single-family residence that will be demolished as part of the proposed development.

One of the parcels in the proposed subdivision area (APN 224-130-07) contains an approximate 15' x 318' "panhandle" strip of land that will be subject to a parcel boundary adjustment. The strip of land will be transferred to an adjacent parcel and remain within the unincorporated county territory following the proposed reorganization to the City of Escondido.

The fifth parcel within the proposed reorganization area is APN 224-142-20, approximately 0.99-acre, which is also developed with one single-family residence. The landowner has requested inclusion of the parcel within the proposed reorganization to Escondido; however, the parcel is not part of the proposed subdivision and residential development. Following the reorganization, the City's pre-zoning designation would allow for the development of up to three additional single-family residences; no additional development on the parcel is proposed at this time.

Potential Unincorporated Islands

The proposed reorganization area is presently located within an existing unincorporated island totaling approximately 178.20-acres that is 100% surrounded by City of Escondido incorporated territory. The proposed reorganization area includes the following

unincorporated roadway segments: Lehner Avenue (between Vista Avenue and Ash Street); Ash Street (between Lehner Avenue and Vista Avenue); and Vista Avenue (between Lehner Avenue and Ash Street). These unincorporated segments are recommended for annexation to connect with the adjacent incorporated roadways currently located within the City of Escondido.

Approval of the proposed "Lehner Avenue-Zenner Reorganization" would reduce the existing unincorporated island by approximately 17.74-acres; however, inclusion of the roadway segments in the proposed reorganization area would create two smaller unincorporated islands. Government Code Section 56744 prohibits LAFCO from creating an unincorporated island when incorporating or annexing territory to a city; however, the Commission may waive this prohibition if it determines that the application of the restrictions would be detrimental to the orderly development of the community and that the area that would be enclosed by the annexation or incorporation is so located that it cannot reasonably be annexed to another city or incorporated as a new city [Government Code Section 56375(m)].

The first unincorporated island would consist of four parcels totaling approximately 2.55-acres: APNs 224-130-17, approximately 1.10-acre; 224-130-18, approximately 0.44-acre; 224-130-19, approximately 0.56-acre; and 224-130-20, approximately 0.45-acre. The second unincorporated island would consist of three parcels totaling approximately 6.18-acres: APNs 224-142-11, approximately 4.67-acres; 224-142-19, approximately 1.00-acre; and 224-142-29, approximately 0.51-acre. Each of the seven unincorporated parcels within the proposed islands contains one single-family residence. The landowners of the affected unincorporated parcels were surveyed and indicated that they did not wish to be included in the proposed reorganization to the City of Escondido.

While approval of the proposed reorganization would create two smaller islands within an existing unincorporated island, the affected unincorporated parcels cannot reasonably be annexed to another city or incorporated as a new city, and the City of Escondido has indicated that application of the unincorporated island restrictions would not be consistent with the Escondido General Plan and would be detrimental to the orderly development of the community.

Potential Proposal Area Modification

One of the parcels within the proposed unincorporated islands (APN 224-130-20, approximately 0.45-acre) is subject to an existing out-of-agency contractual service agreement with the City of Escondido (OAS09-06) for the provision of sewer service to one single-family residence. The contractual service agreement was administratively approved by the LAFCO Executive Officer on May 20, 2009 in response to a documented health and safety emergency resulting from failure of the residence's on-site wastewater treatment system.

At that time, the parcel was not contiguous with the City's incorporated boundary and was therefore ineligible to annex to the City to obtain sewer service. The contractual service agreement between the landowner and the City was the only recourse available for the extension of City sewer service to address the emergency situation. As part of the terms and conditions of the service agreement with the City, the landowner agreed to not protest a future annexation of the property to the City.

The proposed "Lehner Avenue-Zenner Reorganization" would provide the OAS parcel with contiguity to the City's incorporated boundary; therefore, the proposed reorganization area is recommended to be modified to include the OAS parcel to resolve the contractual service agreement between the landowner and the City.

Public Services

The proposed reorganization area is currently located within the service area of the Rincon del Diablo MWD ID "E" for structural fire protection and emergency medical services. Rincon del Diablo MWD contracts with the City of Escondido Fire Department to provide fire protection services to the unincorporated ID "E" territory. Following the proposed reorganization, the City of Escondido would assume primary responsibility for the provision of structural fire protection and emergency medical services to the subject territory; therefore, exclusion of the proposal territory from the Rincon del Diablo MWD ID "E" is required as part of the reorganization to the City.

The City of Escondido Fire Department's closest station is Fire Station #7, located at 1220 North Ash Street (approximately 1.5-miles from the proposal area), which houses one fire engine and one ambulance. The City estimates a response time to the proposal area of approximately six minutes for priority calls, and six minutes for non-priority calls.

Police

Police protection is presently provided to the proposed reorganization area by the County Sheriff from its Valley Center Substation at 28205 North Lake Wohlford Road, Valley Center, with an estimated six minute response time for priority calls, and 30 minutes for non-priority calls.

Following reorganization, the City of Escondido would assume the responsibility for provision of police protection services from its station located at 1163 North Centre City Parkway, Escondido. The Escondido Police Department defines response times as the difference between the time a call is entered into the computer-aided dispatch system and the time the first unit arrives at the scene. The City estimates a response time to the proposal area of approximately five minutes for priority calls, and six minutes for non-priority calls.

Sewer

The proposed reorganization area is not presently located within the service area of an authorized sewer service provider. Following the proposed reorganization, the City of

Escondido would assume responsibility for provision of sewer service to the proposal area. The City of Escondido Utilities Department Wastewater Division oversees treatment and reclamation operations, industrial and commercial pretreatment programs, operates the Hale Avenue Resource Recovery Facility (HARRF) wastewater treatment plant, and maintains the City's sewage collection system and sewage lift stations.

The City reports that the current available treatment capacity of the HARRF is 18 million gallons per day with an average daily flow of 12.6 million gallons per day. The City has indicated that adequate capacity exists to extend sewer service to the proposed residential development. The landowner would be responsible for all connection costs to the City sewer main located within Lehner Avenue, approximately 30-feet from the proposal area. A new 8-inch sewer line would also be installed in Ash Street from Lehner Avenue to Vista Avenue.

Water

The proposed reorganization area is presently located within the service area of the Rincon Del Diablo MWD. No change to this service arrangement is proposed as part of the reorganization to the City of Escondido. The City's development approvals include the replacement of the existing 6-inch water pipeline line in Lehner Avenue with a 12-inch water pipeline from Ash Street to the development boundary; and the construction of a new 8-inch water pipeline in Vista Avenue along the development's Vista Avenue frontage. Rincon Del Diablo MWD estimates an average per unit water demand of 510 gallons per day; therefore, the average demand for the proposed 40-unit residential development project is estimated at 20,400 gallons per day.

In August 2014, responding to state-wide emergency drought conditions, the Board of Directors for the Rincon Del Diablo MWD activated Level 2 of its Drought Response Plan and temporarily amended the ordinance to continue to allow new water meters. On May 14, 2015, The San Diego County Water Authority announced additional imported water allocation restrictions for its member agencies; Rincon Del Diablo MWD has been designated for a 32% emergency water conservation regulation.

The Rincon Del Diablo MWD Board has indicated that Level 2 provisions for suspending consideration of water availability certifications and rescinding outstanding certifications for all commercial projects and residential projects of more than one home may be considered at a later date, unless the project is necessary to protect the public's health, safety, and welfare and/or the applicant provides substantial evidence of an enforceable commitment that water demands for the project will be offset prior to the provision of a new water meter(s) to the satisfaction of the District.

Environmental Review

The City of Escondido has conducted environmental review under the California Environmental Quality Act (CEQA) and adopted a Mitigated Negative Declaration (ENV14-0003) and CEQA findings for the proposed residential development and reorganization.

The final Mitigated Negative Declaration (MND) identified potentially significant environmental impacts to biological resources, hydrology & water quality, noise, and transportation/traffic. The final MND included mitigation measures and a Mitigation Monitoring Program that are intended to reduce any potentially significant environmental impacts to less-than-significant levels.

Conclusion and Recommendation

The proposed "Lehner Avenue-Zenner Reorganization" is intended to facilitate the extension of municipal services from the City of Escondido to the approximate 17.74-acre proposal area. The proposed reorganization area is within the City of Escondido's adopted sphere of influence and is contiguous to the City's incorporated boundary. The reorganization proposal has been initiated by resolution of the City of Escondido and has received 100% consent from the affected landowners. The subject special districts have not indicated opposition to the associated detachments of the proposal area territory. The Board of Supervisors has adopted a Master Property Tax Agreement with the City of Escondido that will govern any property tax transfer resulting from the reorganization.

The City of Escondido has approved a 43-lot Tentative Subdivision Map (SUB14-0002) on approximately 13.97 acres within the proposal area: APNs 224-130-07, -08, -12, and -13. The proposed subdivision involves 40 single-family residential lots (2.86 du/ac), and three open space lots to accommodate on-site storm water facilities. The fifth parcel within the proposed reorganization area is APN 224-142-20, approximately 0.99-acre, which is also developed with one single-family residence. The landowner has requested inclusion of the parcel within the proposed reorganization to Escondido; however, the parcel is not part of the proposed subdivision and residential development. The proposed residential development and the existing residential developments are consistent with the City's adopted General Plan and pre-zoning designations for the proposed reorganization area.

The proposed reorganization area is presently located within an unincorporated island totaling approximately 178.20-acres that is 100% surrounded by City of Escondido incorporated territory. Approval of the proposed "Lehner Avenue-Zenner Reorganization" would reduce the existing unincorporated island by approximately 17.74-acres; however, inclusion of the roadway segments in the proposed reorganization area would create two smaller unincorporated islands totaling approximately 2.55-acres and 6.18-acres respectively. The affected property owners have been surveyed for their desire to participate in the proposed reorganization to the City of Escondido and have indicated that they prefer to remain unincorporated.

While LAFCO is prohibited from creating unincorporated islands when annexing territory to a city, the City of Escondido has stated that application of the unincorporated island restrictions would not be consistent with the Escondido General Plan and would be detrimental to the orderly development of the community.

One of the parcels within the proposed unincorporated islands (APN 224-130-20, approximately 0.45-acre) has an existing out-of-agency contractual service agreement with the City of Escondido (OAS09-06) for the provision of sewer service to one single-family residence. The contractual service agreement was administratively approved by the LAFCO Executive Officer on May 20, 2009 in response to a documented health and safety emergency resulting from failure of the residence's on-site wastewater treatment system. At that time, the parcel was not contiguous with the City's incorporated boundary and was therefore ineligible to annex to the City to obtain sewer service.

The proposed "Lehner Avenue-Zenner Reorganization" would provide the OAS parcel with contiguity to the City's incorporated boundary; therefore, the proposed reorganization area is recommended to be modified to include the OAS parcel to resolve the contractual service agreement between the landowner and the City; the City of Escondido has not indicated opposition to the developed parcel's inclusion.

Therefore, it is recommended that your Commission: expand the proposed reorganization area to include APN 224-130-20; waive the unincorporated island restrictions per Government Code Section 56375(m) because the affected parcels cannot reasonably be annexed to another city or incorporated as a new city, and the City of Escondido has indicated that application of the unincorporated island restrictions would not be consistent with the Escondido General Plan and would be detrimental to the orderly development of the community; and, approve the proposed "Lehner Avenue-Zenner Reorganization," as modified.

General Plan/Zoning

County of San Diego General Plan: North County Metro Community Plan (Hidden Meadows Subarea): Semi-Rural Residential (SR-1; 1.0 dwelling units per acre)

County of San Diego zoning: Single-Family Residential (RS, up to 1.0 du/acre, 1 ac. minimum lot size)

City of Escondido General Plan: Residential-Suburban (up to 3.3 du/ac)

City of Escondido pre-zoning: Single-Family Residential (R-1-10, up to 4.3 du/ac), 10,000 SF min. lot size)

Location

North of El Norte Parkway, east of I-15, south of Rincon Avenue, and west of Bear Valley Parkway. (Thos. Bros. pg. 1109/H5)

Executive Officer Recommendation

(1) Find that the Commission, acting as a responsible agency, has considered the environmental effects of the project as shown in the attached mitigated negative declaration prepared by the City of Escondido. The mitigation is under the jurisdiction of the City and not LAFCO because the affected resources and the extension of public services will be within the City limits upon annexation; and

(2) Modify the proposed reorganization area to include Assessor's Parcel Number 224-130-20; and,

(3) Waive the unincorporated island restrictions per Government Code Section 56375(m) for the reasons set forth in the Executive Officer's Report; and,

(4) Approve the modified reorganization involving annexation to the City of Escondido and concurrent detachment from County Service Area No. 135 (San Diego County Regional Communications System) and exclusion from Rincon Del Diablo Municipal Water District Improvement District "E"; and,

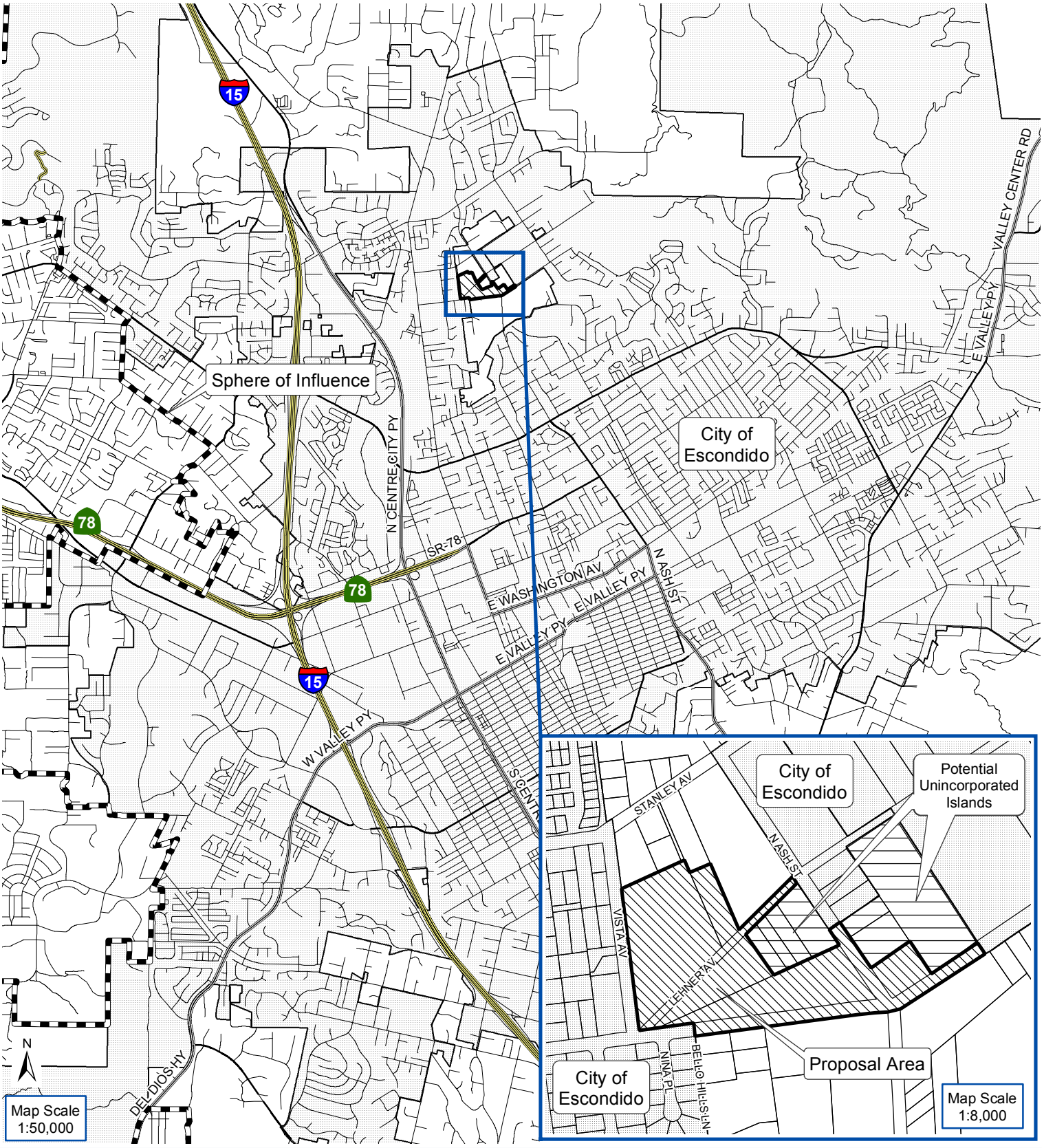
(5) Adopt the form of resolution approving this reorganization for the reasons set forth in the Executive Officer's Report, waiving the Conducting Authority proceedings according to Government Code Section 56663(c), and ordering the reorganization subject to the following conditions:

Payment of City of Escondido fees and State Board of Equalization charges.

Attachments

Vicinity Map
Escondido Mitigated Negative Declaration (ENV14-0003), adopted April 22, 2015

MDO:RB:trl



RO15-05

PROPOSED "LEHNER AVENUE-ZENNER REORGANIZATION" (CITY OF ESCONDIDO)

- Proposal Area
- City of Escondido
- Sphere of Influence

SAN DIEGO LAFCO

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

40-Unit Residential Development and Annexation (APNs 224-130-07, 08, 12, 13 and 224-142-20)

Project Case # SUB14-0002, ENV14-0003, PHG14-0006, PHG14-0007

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

Prepared for:
Pacific Land Investors, LLC

Prepared by:
VCS Environmental
30900 Rancho Viejo Road, Suite 100
San Juan Capistrano, CA 92675-1763
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January 2015

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

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

CASE NOs.: ENV14-0003, SUB14-0002, PHG14-0006 & PHG14-0007 (Zenner Development and Annexation)

DATE ISSUED: January 27, 2015

PUBLIC REVIEW PERIOD: January 30, 2015 – February 18, 2015

LOCATION: The proposed development site generally is located on the northwestern corner of Ash Street and Vista Avenue, and is bisected by Lehner Avenue (APNs 224-130-07, -08, -12 and -13). An additional developed parcel located on the northeastern corner of Ash Street and Vista Avenue (APN 224-142-20) also would be included in the annexation/reorganization.

PROJECT DESCRIPTION: The proposed project consists of a 43-lot Tentative Subdivision Map (City File No. SUB14-0002) on approximately 13.97 acres to include 40 single-family residential lots and 3 open space lots to accommodate on-site storm water facilities. The development also includes annexation of the development site (APNs 224-130-07, 08, 12 and -13) into the City of Escondido, along with one additional developed residential parcel (APN 224-142-20), and three street segments: Lehner between Vista and Ash; Ash between Lehner and Vista; and Vista between Lehner and the City boundary located approximately 500 feet east of Ash Street. Vacation of a portion of the unnamed roadway along the western boundary of the site and a portion of Lehner Avenue also is requested. A Development Agreement is proposed to address the construction and timing of on- and off-site infrastructure improvements along with additional fees toward future construction of priority street and drainage improvements in the North Broadway Deficiency Area. The development would require a boundary adjustment to be recorded for a 15-foot by 318-foot strip of land on the north side of the site that would remain within the County jurisdiction and benefit an adjacent property owner. The project includes the demolition of all of the on-site structures. Proposed off-site improvements include widening Lehner Avenue and installation of storm drain facilities; widening of approximately 690 feet of the northern side of Vista Avenue (including curb, gutter and sidewalk) west of the development site to existing roadway improvements; widening of the western side of Ash Street from Lehner Avenue to Vista Avenue; widening a portion of the eastern side of Ash Street along three parcels (APNs 224-142-19, -20 and -29) to the intersection of Vista Avenue; widening the northern side of Vista Avenue along the frontage of APN 224-142-20; and intersection improvements to Ash Street/Vista Avenue including signalization; and transition improvements south of Vista Avenue, which would require the acquisition of a small section of right-of-way at the southwest corner and slope easements for off-site grading improvements along APN 227-010-57 (1781 N. Ash Street).

APPLICANT: Pacific Land Investors LLC, 111 Pacificia, Suite 130, Irvine, CA 92618

An Initial Study has been prepared to assess this project as required by the California Environmental Quality Act (CEQA) and State CEQA Guidelines, as well as related City Ordinances and Regulations. The Initial Study and Draft Mitigated Negative Declaration are on file in the City of Escondido Planning Division and can be viewed on the City of Escondido web Site at: http://www.escondido.org/planning.aspx.

FINDINGS: The findings of this review are that the Initial Study identified impacts related to the issues of biological resources; hydrology and water quality; noise; and transportation/traffic, that may be potentially significant, but associated mitigation measures would reduce these potential impacts to less-than-significant levels. All other project impacts studied were found to be less than significant.

Bill Martin, Deputy Director of Planning

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CITY OF ESCONDIDO
PLANNING DIVISION
201 NORTH BROADWAY
ESCONDIDO, CA 92025-2798
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MITIGATED NEGATIVE DECLARATION

CASE NO.: SUB14-0002, ENV14-0003, PHG14-0006, PHG14-0007

DATE ISSUED: Jan. ____, 2015

PUBLIC REVIEW PERIOD: January 29, 2015 to February 18, 2015

PROJECT DESCRIPTION: The proposed Project consists of a 43-lot Tentative Subdivision Map (City File No. SUB14-0002, ENV14-0003, PHG14-0006, PHG14-0007) on approximately 13.97 acres to include 40 single-family residential lots and 3 open space lots to accommodate on-site storm water facilities. The development also includes annexation of the development site (APNs 224-130-07, 08, 12 and -13) into the City of Escondido, along with one additional developed residential parcel (APN 224-142-20}, and three street segments: Lehner between Vista and Ash; Ash between Lehner and Vista; and Vista between Lehner and Ash Street. Vacation of a portion of the unnamed roadway along the western boundary of the site and a portion of Lehner Avenue also is requested. A Development Agreement is proposed to address the construction and timing of on- and off-site infrastructure improvements along with additional fees toward future construction of priority street and drainage improvements in the North Broadway Deficiency Area. The development would require a boundary adjustment to be recorded for a 15-foot by 318-foot strip of land on the north side of the site that would remain within the County jurisdiction and benefit the adjacent property owner. The project includes the demolition of all of the on-site structures. Proposed off-site improvements include widening Lehner Avenue and installation of storm drain facilities; widening of approximately 690 feet of the northern side of Vista Avenue (including curb, gutter and sidewalk) west of the development site to existing roadway improvements; widening of the western side of Ash Street from Lehner Avenue to Vista Avenue; widening a portion of the eastern side of Ash Street along three parcels (APNs 224-142-19, -20 and -29) to the intersection of Vista Avenue; intersection improvements to Ash Street/Vista Avenue including right-of-way acquisition and slope easement for future maintenance; and widening the northern side of Vista Avenue along the frontage of APN 224-142-20).

LOCATION: The Project is bordered by Vista Avenue to the south, North Ash Street along a portion of its eastern boundary, developed suburban parcels to the west, and bisected by Lehner Avenue.

APPLICANT: Pacific Land Investors, LLC

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

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

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Bill Martin, Deputy Director of Planning

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

ACKNOWLEDGEMENT OF ENFORCEABLE COMMITMENT

Case No.: SUB14-0002, ENV14-0003, PHG14-0006, PHG14-0007

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

1/27/15	**John Kaye**	
Date	Applicant's Name (printed)	Applicant's Signature

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MITIGATION MONITORING PROGRAM

City of Escondido

40-Unit Residential Development and Annexation (APNs 224-130-07, 08, 12, 13, 224-142-20)

Project Case #s SUB14-0002, ENV14-0003, PHG14-0006, PHG14-0007

TABLE 1: MITIGATION MONITORING PROGRAM

Issue	Potential Impact	Mitigation Measures	Action	Implement-ing Entity	Governing Agency	Implement-ation Timing	Monitoring Frequency
IV. Biology	Trees	**BIO-1a**: Impacts to up to approximately 64 mature trees shall be mitigated by replacement of 64 mature trees at a one-to-one (1:1) ratio with a minimum size of a 24-inch box, or as otherwise determined by the City Planning Department.	Replacement of trees	Applicant	City of Escondido	Prior to occupancy	One-time planting
IV. Biology	Trees	**BIO-1b:** Any mature trees removed as part of the future development of the Additional Annexation Area would be replaced at a 1:1 ratio with a minimum size of a 24-inch box. If any protected trees are located in the Additional Annexation Area at the time of the future development, they will be replaced at a 2:1 ratio with a minimum size of a 24-inch box (Zoning Code Section 33-1069).	Replacement of trees	Applicant	City of Escondido	Prior to occupancy of new developmen t within the Project's Additional Annexation Area	One-time planting
IV. Biology	Non-Native Grassland	**BIO-2:** Impacts to 0.78 acre within the Development Area and 0.16 acre of NNG within the offsite improvement area will be mitigated at a reduced ratio of 0.5:1 through the acquisition of 0.47 NNG credits from the Daley Ranch Bank or other adopted mitigation bank. Future impacts to NNG within the Additional Annexation Area shall be mitigated at a	Purchase of credits from Daley Ranch Bank	Applicant	City of Escondido	Prior to issuance of grading permit	One-time planting

Issue	Potential Impact	Mitigation Measures	Action	Implement-ing Entity	Governing Agency	Implement-ation Timing	Monitoring Frequency
		reduced ratio of 0.5:1 through the acquisition of NNG credits from the Daley Ranch Bank or other approved mitigation bank.					
IV. Biology	Raptor Nests	**BIO-3**: A qualified biologist shall determine if any active raptor nests occur on or in the immediate vicinity of the Project Area if construction is set to commence or continue into the breeding seasons of raptors (January 1 to September 1). If active nests are found, their situation shall be assessed based on topography, line of site, existing disturbances, and proposed disturbance activities to determine an appropriate distance of temporal buffer.	Surveys if construction between January 1 to September 1. Avoidance and buffer if nests found.	Applicant	City of Escondido	Pre-construction	Pursuant to measure
IV. Biology	Nesting Birds	**BIO-4**: If Project construction cannot be avoided during the period of January 1 through September 1, a qualified biologist will survey potential nesting vegetation within the Project Area for nesting birds, prior to commencing any Project activity. Surveys will be conducted at the appropriate time of day, no more than three days prior to vegetation removal and/or disturbance. Documentation of surveys and findings will be submitted to the City for review and concurrence prior to conducting Project activities. If no nesting birds were observed and concurrence was received, Project activities may begin. If an active bird nest is located, the nest site will be fenced a minimum of 200 feet (500 feet for special	Surveys if construction between January 1 to September 1. Avoidance and/or buffer if nests found.	Applicant	City of Escondido	Pre-construction	Pursuant to measure

Issue	Potential Impact	Mitigation Measures	Action	Implement-ing Entity	Governing Agency	Implement-ation Timing	Monitoring Frequency
		status species and raptors) in all directions, and this area will not be disturbed until after September 15 or until the nest becomes inactive. If threatened or endangered species are observed within 500 feet of the work area, no work will occur during the breeding season (January 1 through September 1) to avoid direct or indirect (noise) take of listed species.					
IX. Hydrology & Water Quality	Drainage facilities	**HYD-1:** Adequate drainage improvements shall be installed to the satisfaction of the Engineering Department based on the City's adopted Drainage Master Plan, or subsequent updated technical analyses approved by the City to accommodate storm water flows.	Drainage improvements	Applicant/ Contractor	City of Escondido	During Construction	N/A
XII. Noise	During construction, there is a potential of exposure to high noise levels.	**N-1:** The Project Applicant and/or contractor shall ensure that all construction equipment will have properly operating mufflers.	Maintain Equipment	Applicant/ Contractor	City of Escondido	During Construction	Daily monitoring during project construction
XII. Noise	During construction, there is a potential of exposure to high noise levels.	**N-2:** Noise and groundborne vibration construction activities whose specific location on the Project Area may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration-sensitive land uses.	Locate equipment away from sensitive receptors	Applicant/ Contractor	City of Escondido	During Construction	Daily monitoring during project construction
XII. Noise	During construction,	**N-3:** Construction activities associated with the proposed Project shall, to the	Construction scheduling	Applicant/ Contractor	City of Escondido	During Construction	Daily monitoring

Issue	Potential Impact	Mitigation Measures	Action	Implement-ing Entity	Governing Agency	Implement-ation Timing	Monitoring Frequency
	there is a potential of exposure to high noise levels.	extent feasible, be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels. When the use of impact tools are necessary, they shall be hydraulically or electrically powered when feasible to minimize noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used and external jackets on the tools themselves shall be used where feasible.	monitoring use of impact tools				during project construction
XII. Noise	During construction, there is a potential of exposure to high noise levels.	**N-4:** The Applicant shall locate stationary construction noise sources away from adjacent receptors, to the extent feasible, and ensure that they are muffled and enclosed within temporary sheds, incorporate insulation barriers, or other measures to the extent feasible.	Locate equipment away from sensitive receptors	Applicant/ Contractor	City of Escondido	During Construction	Daily monitoring during project construction
XII. Noise	During construction, there is a potential of exposure to high noise levels.	**N-5:** If the Project is under the jurisdiction of the County at the time of development, the Applicant and/ or Contractor shall notify all construction workers prior to the commencement of construction that activities generating impulsive noise levels at the Project Area must be limited to no more than 15 minutes in a given hour when such activities are located adjacent to an off-site sensitive receptor (residence). Impulsive noise is defined by the County as a single noise event or a series of single noise events that causes a	Construction worker education/notification	Applicant/ Contractor	County of San Diego	During construction	Daily monitoring during project construction

Issue	Potential Impact	Mitigation Measures	Action	Implement-ing Entity	Governing Agency	Implement-ation Timing	Monitoring Frequency
		high peak noise level of short duration (one second or less) measured at a specific location (Section 36.410 of the County's Noise Abatement and Control Ordinance).					
XII. Noise	During construction, there is a potential of exposure to high noise levels.	**N-6:** The applicant shall designate a construction relations officer to serve as a liaison with surrounding residents and property owners who shall be responsible for responding to any concerns regarding construction noise and vibration.	The liaison's telephone number(s) shall be prominently displayed at the project site. Signs shall also be posted at the project site that include permitted construction days and hours.	Applicant/ Contractor	City of Escondido	During Construction	Daily monitoring during project construction
XII. Noise	During construction, there is a potential of exposure to high noise levels.	**N-7:** Construction activities shall be limited to permitted construction hours designated by the applicable jurisdiction for the project at the time of development. If the project is under the jurisdiction of the County at the time of development, construction activities shall be limited to between the hours of 7:00 A.M. and 7:00 P.M. from Monday through Saturday. Further, no construction activity shall be undertaken on Sundays and recognized County holidays (Section 36.408 of the County's Noise Abatement and Control Ordinance). If the project is under the jurisdiction of the City at the time of development, construction activities shall be limited to between the hours of 7:00 A.M. and 6:00 P.M. from	Limit hours of construction operation	Applicant/ Contractor	City of Escondido and County of Escondido	During Construction	Daily monitoring during project construction

Issue	Potential Impact	Mitigation Measures	Action	Implement-ing Entity	Governing Agency	Implement-ation Timing	Monitoring Frequency
		Monday through Friday, and between the hours of 9:00 A.M. and 5:00 P.M. on Saturdays. Further, no construction activity shall be undertaken on Sundays and recognized City holidays (Section 17-234 of the City's Municipal Code).					
XII. Noise	During occupancy	**N-8:** Prior to the issuance of building permits for the homes, the Applicant shall submit an interior noise analysis (INA) to ensure that appropriate design features have been incorporated into the homes to prevent interior noise levels reaching above an Ldn or CNEL of 45 dB in any room.	Sound insulating windows	Applicant/ Contractor	City of Escondido	Prior to occupancy	One-time review

Issue	Potential Impact	Mitigation Measures	Action	Implement-ing Entity	Governing Agency	Implement-ation Timing	Monitoring Frequency
XVI. Transportation & Traffic	Decrease in service at the N. Ash Street / Lehner Avenue intersection	**T-1:** N. Ash Street / Lehner Avenue - The applicant/developer shall improve this intersection within the Lehner / Stanley block (the area bound by N. Ash Street / Conway Drive / Lehner Avenue and Stanley Avenue). Dedicated turn lanes should be provided at the southbound, westbound and northbound approaches. The applicant/developer will be responsible for all widening, transitions, necessary right of way acquisitions and other aspects of the design and construction process to the City Engineer's satisfaction, including frontage improvements to existing curbs, gutters, sidewalks and/or driveways that abut the proposed widened roadway. School related signing and striping should be implemented at the intersection per the Manual on Uniform Traffic Control Devises (MUTCD).	Improvement of intersection.	Applicant	City of Escondido	Prior to occupancy	N/A

Issue	Potential Impact	Mitigation Measures	Action	Implement-ing Entity	Governing Agency	Implement-ation Timing	Monitoring Frequency
XVI. Transportation & Traffic	Decrease in service at the N. Ash Street / Vista Avenue intersection	**T-2**: N. Ash Street / Vista Avenue - The applicant/developer shall improve this intersection with traffic signals, dedicated turn lanes on all approaches within the Lehner / Stanley block (the area bound by N. Ash Street / Conway Drive / Lehner Avenue and Stanley Avenue), and any street realignment necessary. School related signing and striping should be implemented at the intersection per the MUTCD. The applicant/developer will be responsible for all widening, transitions, necessary right of way acquisitions and other aspects of the design and construction process to the City Engineer's satisfaction, including frontage improvements to existing curbs, gutters, sidewalks and/or driveways that abut the proposed widened roadway.	Improvement of intersection payment of fair share.	Applicant	City of Escondido	Prior to occupancy	N/A
XVI. Transportation & Traffic	Increased traffic and construction scheduling	**T-3**: No construction material or equipment deliveries should be scheduled during peak school pick-up/drop-off periods	Schedule deliveries to not interfere with school traffic.	Applicant	City of Escondido	During construction	Daily
XVI. Transportation & Traffic	Increased traffic	**T-5:** Prior to the issuance of a building permit, the applicant/developer shall construct a traffic signal at the N. Ash Street/Vista Avenue intersection to the satisfaction of the City Engineer.	Funding per Development Agreement.	Applicant	City of Escondido	Prior to issuance of building permits	N/A

INITIAL STUDY / ENVIRONMENTAL CHECKLIST

PROJECT TITLE

40-Unit Residential Development and Annexation/Reorganization and Development Agreement (APNs 224-130-07, 08, 12, 13, 224-142-20).

Case Numbers: SUB14-0002, ENV14-0003, PHG14-0006, PHG14-0007

LEAD AGENCY

City of Escondido
201 North Broadway
Escondido, CA 92025

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

PROJECT CONTACT

Jay Paul, Associate Planner
City of Escondido
Planning Division
jpaul@ci.escondido.ca.us
(760) 839-4537

PROJECT LOCATION

The Project, as defined in the following sections, is located within the northern area of the City of Escondido (City) as shown in Figure 1 (Appendix A). The Project's development footprint is irregularly shaped and is comprised of Assessor Parcel Numbers (APNs) 224-130-07, 08, 12, 13, which are bordered by Vista Avenue to the south, North Ash Street along a portion of its eastern boundary, developed suburban parcels to the west, and bisected by Lehner Avenue. There are four existing single-family residences on the site at the following addresses: 615 Lehner Avenue, 510 Lehner Avenue, 615 Lehner Avenue, and 814 Vista Avenue. Additionally there is a 15-foot wide by approximately 318-foot long access strip that connects to Stanley Avenue to the north as shown in Figures 1 and 2 (Appendix A). The proposed City annexation area includes the development's footprint and an existing developed parcel located at 1914 North Ash Street (APN 224-142-20). The proposed City annexation area also includes the following street segments as shown in Figure 2: Lehner between Vista and Ash; Ash between Lehner and Vista; and Vista between Lehner and Ash.

PROJECT PROPONENT

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

GENERAL PLAN / ZONING

County Zoning (existing): Semi-Rural Residential of 1 dwelling unit per 1 gross acre, slope less than 25%.
County General Plan Designation (existing): SR-1 (1 DU/1, 2, 4 ac) – Agriculture. One unit per acre allowed density.
City of Escondido Zoning (pre-zoned): PZ-R-1-10 for Single-Family Residential – Suburban - 10,000 square feet minimum lot size.
City General Plan Designation (existing): Residential – Suburban (3.33 units/acre)

PROJECT DESCRIPTION

The proposed Project analyzed in this Initial Study is comprised of two elements: the "Development" and the "Additional Annexation Area." The Development consists of a 43-lot Tentative Subdivision Map (City File No. SUB14-0002, ENV14-0003, PHG14-0006 and PHG14-0007) on approximately 13.97 acres to include 40 single-family residential lots and 3 open space lots to accommodate on-site storm water facilities (APNs 224-130-07, 08, 12, and -13). The Development would be annexed into the City of Escondido. The Project's Additional Annexation Area also includes annexation of one developed residential parcel (APN 224-142-20), and three street segments: Lehner between Vista and Ash; Ash between Lehner and Vista; and Vista between Lehner and the City boundary located approximately 500 feet east of Ash Street. A Development Agreement is proposed to address the construction and timing of on- and off-site infrastructure improvements along with additional fees toward future construction of priority street and drainage improvements in the North Broadway Deficiency Area.

The Development includes annexation of the Development site into the City of Escondido, approval of the Tentative Tract Map (TTM) for SUB14-0002, ENV14-0003, PHG14-0006 and PHG14-0007 (Figure 3, Appendix A), and execution of the Development Agreement associated with the TTM described in detail below. The Development would result in on-site infrastructure improvements, including new local streets, new and relocated utilities, and new bioretention basins to treat storm flows. Proposed off-site improvements include widening Lehner Avenue and installation of storm drain facilities; widening of approximately 690 feet of the northern side of Vista Avenue (including curb, gutter and sidewalk) west of the development site to existing roadway improvements; widening the western side of Ash Street from Lehner Avenue to Vista Avenue; widening the northern side of Vista Avenue along the frontage of APN 224-142-20; widening a portion of the eastern side of Ash Street along three parcels (APNs 224-142-19, -20, and -29) to the intersection of Vista Avenue; and intersection improvements to Ash Street/Vista Avenue, including signalization and transition improvements south of Vista Avenue, which would require acquisition of right-of-way at the southwest corner and slope easements for off-site grading improvements along APN 227-010-57 (1781 N. Ash Street). The Development Agreement would require a boundary adjustment to be recorded for a 15-foot by 318-foot strip of land on the north side

of the development site that would remain within the County jurisdiction and benefit the adjacent property owner, as well as vacation of a portion of the unnamed roadway along the western boundary of the site and a portion of Lehner Avenue. A new 8-inch sewer line would be installed in Ash Street from Lehner to Vista. In addition, the development would replace the existing 6-inch water pipeline line in Lehner Avenue with a 12-inch water pipeline from Ash Street to the development boundary. The development would also construct an 8-inch water pipeline in Vista Avenue along the Project's frontage on Vista. The Development would also require demolition of all existing on-site structures including four single-family residences and various outbuildings and stables.

The Additional Annexation Area includes an existing developed parcel (APN 224-142-20) and three street segments: Lehner between Vista and Ash; Ash between Lehner and Vista; and Vista between Lehner and Ash. No new development is proposed within the Additional Annexation Area with the exception that City utilities would be made available for connection to the existing development.

Collectively, the Development and the Additional Annexation Area define the "Project." The "Development Site" includes the area shown on the TTM and the off-site improvements, and the "Project Area" includes the Development Site and the Additional Annexation Area.

The Development Agreement between the City and the applicant/developer defines the terms for construction and timing of on- and off-site infrastructure improvements along with additional fees toward future construction of priority street and drainage improvements in the North Broadway Deficiency Area. The Development Agreement would result in construction and/or cost-sharing contributions of off-site improvements to street segments, intersections, pedestrian walkway, sewer line and water line, according to the Terms of the Development Agreement.

The Development lies within the North Broadway Region of Influence, which has had critical infrastructure deficiencies with respect to streets, drainage and water storage and delivery. Per City Ordinance 94-16, should adequate facilities not be available within the sphere of influence, development projects are subject to the approval of a Development Agreement. The Development Agreement must ensure that the project either provide facilities necessary to upgrade existing deficiencies or financially participate toward their solution. The applicant/developer proposes to contribute to improvements as required by the Project's Development Agreement, which would allow the construction to proceed in return for funding the upgrade of existing water, street and drainage infrastructure in the area. As described in the Development Agreement, compensation for these upgrades includes payment of a Community Benefit Fee of $12,500 per dwelling unit for street and traffic improvements. The Development Agreement also requires that the applicant contribute to construction of water and sewer utilities.

Regarding street infrastructure improvements, unless completed by others in advance of this Project, the Development would construct new dedicated turn lanes that would be constructed at the southbound, westbound and northbound approaches of the N. Ash Street / Lehner Avenue intersection and at all approaches of the N. Ash Street / Vista Avenue intersection. Street realignment at the intersection of N. Ash Street / Visa Avenue would require grading at the toe of the slope on the southwest side of the intersection along N. Ash Street to provide a slope ratio of 1.5:1 (horizontal to

vertical) or less. The graded slope would be landscaped per County guidelines for slope stabilization. The excess earth material would be used as fill for the Development Site. In addition, unless completed by others in advance of this Project, the Development would be required to install a traffic signal at Ash and Vista. Vista Avenue, Ash Street, Lehner Avenue, and the proposed streets within the subdivision would be improved to the ultimate width as directed by the City of Escondido. Vista Avenue would be widened from 13 feet +/- to 32 feet along the project frontage. Ash would be widened from 13 feet +/- to 23 feet along the project frontage. Lehner (in-tract) would be widened from 22.50 feet +/- to 36 feet within the proposed subdivision and from 25 feet to 28 feet from the project to Ash Street. The proposed in-tract streets would be 36 feet wide. Frontage improvements would require demolition of any existing curbs and gutters, and would include repairs to landscaping, walkways, and driveways along Vista, Lehner, and N. Ash. Lehner Avenue would be gated to the southwest, to preclude public access. This area would be used for emergency and public utility access. The unnamed street to the west of the Development would be vacated.

Appropriate drainage improvements would be installed to the satisfaction of the Engineering Department based on the City's adopted Drainage Master Plan, or subsequent updated technical analyses approved by the City to accommodate storm water flows. As described above, storm water generated from the improved (widened) streets would either be treated at the Development's water quality basins or in bioswales installed by the developer.

ENVIRONMENTAL SETTING

The property is irregularly shaped and is comprised of multiple parcels, bordered by Vista Avenue to the south, North Ash Street along a portion of its eastern boundary, developed suburban parcels to the west, and bisected by Lehner Avenue. The Project Area fronts onto and takes access from Vista Avenue, Lehner Avenue, and N. Ash Street. There are no utility lines running across the parcels, but there are utility lines that run along the Project site on Ash Street and Lehner Avenue. Additionally, there is a 15-foot wide by approximately 318-foot long access strip that connects to Stanley Avenue to the north. An unimproved access easement is located along the western boundary of the subject site. Lehner, Ash, and Vista streets have not been improved to their ultimate widths, but would be along property frontage as part of this project.

The existing structures on the site include a number of dispersed buildings, sheds, and homes along Lehner Avenue and the frontage along Vista Avenue. The site topography is low-sloping towards the southwest with low vegetation and areas cleared for agriculture. The on-site elevation ranges from 768 feet to 715 feet. The site drains in a westerly direction.

The Project Area consists of public roadway, four single-family residences with pasture, outbuildings, landscaping, stables, and other equestrian-related structures. Vegetation includes mature trees, and shrubs, non-native grasses; some areas are unvegetated. All areas are disturbed from current uses. Adjacent land uses consist of single family residences on the west and to the north, partially vacant property with residences to the east, and large-lot residences and a religious facility to the south across Vista Avenue. Properties to the west of the site are within the City of Escondido, while all other adjacent properties are within the unincorporated area.

The tentative map depicting the existing setting and the improvements is provided on Figure 3 (4 sheets).

REQUIRED AGENCY APPROVALS

- *Federal Agencies:* None
- *State Agencies:* None
- *City/County Agencies:* Local Agency Formation Commission (LAFCO) annexation, City of Escondido Development Agreement, Tentative Tract Map (TTM) approval, City of Escondido Grading Permit, County of San Diego Encroachment Permit
- *Financing Approval and Participation Agreements:* Community Benefit Fee/Infrastructure Deficiency Fee

PROPOSED ACTIONS

- Approval of 43-lot subdivision.
- Development Agreement involving payment of certain fees and construction of various improvements.
- Annexation of approximately 15.7 acres to the City of Escondido.
- Construction of various on- and off-site street and utility improvements, which would require acquisition of right-of-way and a maintenance easement, and may require a County of San Diego encroachment permit.
- Demolition of 4 single-family dwelling units and related storage/shed structures and on-site vegetation.
- Boundary adjustment for a 15-foot by 318-foot strip of land.
- Vacation of unnamed street and portion of Lehner.
- Certification and adoption of Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program.

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ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

DETERMINATION (TO BE COMPLETED BY THE LEAD AGENCY)

On the basis of this initial evaluation:

☐ I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the Project. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed Project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.

Signature: _____ Date: 1-27-15

Printed Name: JAY PAUL Title: ASSOCIATE PLANNER

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INITIAL STUDY CHECKLIST

I. Aesthetics

Would the Project:

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

I. Aesthetics Discussion

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

Less Than Significant Impact. City and County guidelines do not have an established definition of a scenic vista or criteria thresholds for determining the significance level of a project's potential impacts on a scenic vista. However, for purposes of CEQA, a scenic vista is generally defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. Because the Project would be situated in a low-lying area that is surrounded by existing semi-rural and single-family residential development, the Project Area offers no opportunity for expansive views of important visual resources recognized by the City or County such as scenic corridors, geographically extensive scenic viewsheds, ridgelines, unique landforms, or visual gateways. Hillside views to the north of Vista Avenue are currently available to residents located south of Vista Avenue and to vehicles traveling east and west along Vista Avenue. Based on existing conditions, the houses located south of Vista Avenue are situated several feet in elevation above street-level and Vista Avenue is situated several feet above the proposed Development. Based the existing site elevations and because the proposed Development would include setbacks for backyards between the street and Development's proposed homes, rooflines of the new homes would not significantly obstruct the hillside views from Vista Avenue or from the houses located south of Vista Avenue. Therefore impacts would be less than significant. The Additional Annexation Area is currently developed. No new development has been proposed; nonetheless, any future development that may occur would have no impact to a scenic vista.

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

Less Than Significant Impact. There are no state scenic highways located near the Project Area and the site would not be visible from a scenic highway. The nearest scenic highways are located over 10 miles away, which include State Route 78 and parts of Interstate 15.

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

Less Than Significant Impact. The existing development in the area is a mixture of single-family residences, equestrian uses, schools, and open space. The site supports mature trees, located primarily near the existing residences, but there are no significant visual features or scenic resources within the Project Area. Any mature trees removed would be replaced in accordance with the City's grading and landscape requirements. The proposed Project would alter the existing semi-rural setting of the site with a more suburban-like development, consisting of single-family residences and infrastructure improvements. As the City's General Plan becomes fully implemented, the surrounding area would also be developed as a suburban residential neighborhood. The Project is compatible with the City's General Plan and would not substantially alter the overall appearance or degrade the existing visual character of the area because it would be consistent with nearby existing development and future planned development, including landscaping. The proposed annexation of the Development Area allows for increased density from 1 residence per acre to 1 residence per 0.30 acre (or up to a total of 46 residences in the Project Area, although the project proposes only 40 units). Increased density in of itself would not substantially degrade the existing visual character or quality of the area because the type of development would remain single-family residential under both current zoning conditions and post-annexation zoning conditions.

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

Less Than Significant Impact. The proposed Development's design incorporates the use of varied setbacks and grade differences to ensure that potential light or glare would not impact the surrounding properties. The Development would comply with the City's Outdoor Lighting Ordinance (Escondido Zoning Code Article 35) and with the County of San Diego's Division 9 Light Pollution Code, which would ensure potential impacts associated with glare or light would be minimized for the benefit of neighbors and the astronomical research at Palomar Observatory. The use of shielded, outdoor light fixtures would reduce potential glare or light impacts to below significant levels. Therefore, no significant light or glare impacts would result from the proposed Project. Although not proposed, any future development associated with the Additional Annexation Area would also comply with these lighting requirements. Therefore, no significant light or glare impacts would result from the proposed Project.

Source(s): California Scenic Highway Mapping System (CA Department of Transportation, 2013); City of Escondido General Plan (City of Escondido, 2012); Field Investigation; North County Metropolitan Subregional (County of San Diego, 2011); San Diego County General Plan (County of San Diego, 2011); Project Description.

II. Agricultural and Forest Resources

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

II. Agricultural and Forest Resources Discussion

Significance Criteria and Impact Analysis

The California Department of Conservation (CDC) prepares maps and compiles statistical data used for categorizing agricultural lands and analyzing related impacts. Agricultural lands are rated according to a number of factors including soil quality, and irrigation status. According to the Farmland Mapping and Monitoring Program, the Project Area has not been determined to be Prime Farmland, Farmland of Statewide Importance, or Unique Farmland.

The site is not listed as Prime, Unique, or Farmland of Statewide Importance as identified in the City of Escondido's General Plan EIR (Figure 4.4-4, April 2012) which was prepared for the City's most recent General Plan revisions in 2012.

Adopted planning and zoning documents for both the City of Escondido and the County of San Diego envision residential use of the property rather than preserving the land for agricultural use. The City of Escondido General Plan designates the project site as Suburban (Single-Family Residential, 3.3 du/ac); County zoning for the property is Semi-Rural Residential). The property is not subject or has ever been part of a Williamson Act contract or other agricultural land contract.

There are no agricultural uses adjacent to the site and the proposed Project is not proposing infrastructure extensions which would impact existing off-site agriculture. Therefore, the proposed development would not result in significant or cumulative impacts to adjacent agricultural resources.

A number of state laws address LAFCO's role with respect to prime agriculture and open space. The Cortese-Knox-Hertzberg Act of 2000 mandates that LAFCOs are required to consider how spheres of

influence or changes of organization could affect open space and prime agricultural land. Commissions are directed to guide development away from prime agricultural lands-unless that action would not promote the planned, orderly, efficient development of an area and to encourage development of existing vacant or non-prime agricultural lands within a jurisdiction before approving any proposal that would allow development of open-space lands outside of an agency's boundary (Govt. Code Section 56377). Proposals must be further reviewed for their effect on maintaining the physical and economic integrity of agricultural lands (Govt. Code Section 56668). The San Diego LAFCO has adopted Legislative Policy L-101 (Preservation of Open Space and Agricultural Lands) to implement state objectives.

Government Code Section 56064 which is found in the Cortese-Knox-Hertzberg Act of 2000, defines "Prime agricultural land" as an area of land, whether a single parcel or contiguous parcels, that has not been developed for a use other than an agricultural use and that meets any of four qualifications. While the Project Area has a small portion of land designated as "Prime Agricultural Soils," the Project Area has been developed for a use other than an agricultural use and therefore does not qualify under Government Code Section 56064 as "Prime agricultural land."

Government Code Section 56377 directs LAFCO to guide development away from prime agricultural lands -- unless that action would not promote the planned, orderly, efficient development of an area and to encourage development of existing vacant or non-prime agricultural lands within a jurisdiction before approving any proposal that would allow development of open space lands outside of an agency's boundary.

The San Diego Local Agency Formation Commission has adopted Legislative Policy L-101 (Preservation of Open Space and Agricultural Lands). It is the policy of the Commission to:

> (1) Promote the planned, orderly, efficient development of an area or the affected jurisdiction has identified all prime agricultural lands within its sphere of influence and adopted measures that would effectively preserve all prime agricultural lands within its sphere of influence and adopted measures that would effectively preserve prime agricultural lands for agricultural use;
>
> (2) Require prezoning of territory (city only) to identify areas subject to agricultural preservation and planned development;
>
> (3) Follow San Diego LAFCO's adopted procedures to define agricultural and open space lands and to determine when a proposal may adversely affect such lands.

In accordance with the State Government Code 56377 and the San Diego LAFCO Policy L-101, preservation of the Project Area for agricultural purposes would be inconsistent with the objectives of state law and adopted local policies because:

1. The area to be annexed has been in the City of Escondido's adopted sphere of influence for several decades. LAFCO, by virtue of including the territory within the City's sphere, anticipated the eventual residential development of the property and the need for city services. LAFCO has comprehensively reviewed and approved updates to the City of Escondido sphere numerous times since the sphere was initially adopted. If preservation of the land for agricultural purposes was LAFCO's historical intent or current policy, the reorganization area would not have been included and subsequently re-affirmed as being within the City of Escondido's adopted sphere of influence.

2. Established planning and zoning for both the County of San Diego and City of Escondido recognize that residential use of the Annexation Area is a more desirable purpose rather than agriculture. The site is within the County of San Diego North County Metropolitan Subregional Plan which encourages logical city annexations when basic urban services are required. County policies designate the annexation area as a "Current Urban Development Area" (CUDA) because services are readily available. According to County policies, development is to be directed to CUDA areas while other outlying portions of the region should be preserved for agricultural use. The County's General Plan Update-North County Metropolitan Subregional Plan designates the property as Semi-Rural Residential (SR-1); County zoning for the property is RS-1 (Single-Family Residential). Adopted policies of the City of Escondido also envision residential use of the annexation area rather than permanent agriculture. The City of Escondido General Plan designates the project site as Suburban (Single-Family Residential, 3.3 du/ac).

3. The City of Escondido General Plan policies support existing agricultural activity in the community while planning for the transition of designated properties such as the Project Area to other uses in a manner which is consistent with the policies of the Land Use Element and Community Facilities Element of the General Plan. The City has identified Prime, Unique or Farmland of Statewide Importance in the City of Escondido's General Plan EIR and has implementing policies and regulations for agricultural considered for preservation; however, the General Plan does not identify the Project Area as such. The City's General Plan Land Use Element promotes the continuance of farming within Rural I and Rural II designations and has a RA zone (Residential Agriculture) available for areas planned for agricultural use. After thorough study, the City of Escondido concluded that the use of general plan land use designations or zoning classification that preserved agriculture was not warranted for the area to be annexed as part of this Project.

4. Agriculture is incompatible with existing and future land uses.

5. Agricultural water rates in San Diego are some of the highest in the State. Imported water from the San Diego County Water Authority is more than 30 times than those of the Central Valley Project or Imperial Irrigation District which provides water for significant areas of California agriculture. The cost of imported water makes agricultural use of this site infeasible.

The proposed project would have no impact on agricultural resources.

a) *The Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.*

No Impact. A conversion of Prime Farmland, Farmlands of Statewide Importance, or Unique Farmland as defined by the Department of Conservation, is not being proposed. Other changes such as infrastructure extensions are not being proposed which would convert Farmland of Statewide Importance.

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

No Impact. The Project Area is not subject to a Williamson Act Contract.

c) ***Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?***

> ***No Impact.*** The Project Area contains neither timberland nor forest land. Project implementation, compliance with the Development Agreement, and the annexation would not result in the conversion of forest land.

d) ***Would the Project result in the loss of forest land or conversion of forest land to non-forest use?***

> ***No Impact.*** The Project Area contains no forest land. Project implementation, compliance with the Development Agreement, and the annexation would not result in the conversion of forest land.

e) ***Would the Project involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?***

> ***No Impact.*** Other changes such as infrastructure extensions are not being proposed which would convert Farmland.

Source(s): California Important Farmland Finder (California Department of Conservation, 2013); City of Escondido General Plan (City of Escondido, 2013); Field Investigation; North County Metropolitan Subregional (County of San Diego, 2011); San Diego County General Plan (County of San Diego, 2011); State Government Code 56377; San Diego LAFCO Policy L-101; Project Description

III. Air Quality

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

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

III. Air Quality Discussion

An Air Quality and Greenhouse Gas Emissions Technical Report was prepared by ESA (May 2014) to analyze the Development's potential impacts on air quality based on City and County standards (Appendix B). Answers to the questions in the section below are supported by the findings of the report.

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

No Impact. Based on the air quality technical report for the Development, proposed construction of 40 single-family dwelling units on the approximately 14-acre Development Site would be consistent with the "Suburban" land use category designated for the site under the City's previous (1990) and current (2012) General Plan. The annexation of segments of Lehner Avenue, North Ash Street, and Vista Avenue would also be consistent with the City's General Plan designation. As such, implementation of the proposed Project would be in conformance with the City's General Plan, and thus, consistent with San Diego Association of Governments (SANDAG) and County Regional Air Quality Strategy (RAQS) growth forecasts. Accordingly, the Project's emissions have been accounted for in the RAQS, which was created to bring the San Diego Air Basin (SDAB) into attainment for ozone. Additionally, as discussed below, the Development's construction and operational emissions would not exceed the City's established CEQA significance criteria for air quality in its Environmental Quality Regulations (EQR). Consequently, the Development would conform to the City's quality of life standards. Furthermore, the Project would be required to comply with all applicable rules and regulations established by the County San Diego Air Pollution Control District (SDAPCD) during construction activities within the Development (i.e., SDAPCD Rule 50 [Visible Emissions], Rule 51 [Nuisance],

Rule 55 [Fugitive Dust], and Rule 67 [Architectural Coatings], etc.). Therefore, implementation of the proposed Project would not conflict with applicable air quality plans.

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

Less Than Significant Impact. Impacts to air quality standards could potentially result from construction and operation of the proposed Development. A discussion for each phase is included below.

Construction: Construction activities associated with the proposed Development would generate pollutant emissions from the following construction activities: (1) site demolition (2) site preparation and grading; (3) building construction; application of architectural coatings; and paving. These construction activities would temporarily create emissions of dust, fumes, equipment exhaust, and other air contaminants. The amount of emissions generated on a daily basis would vary, depending on the intensity and types of construction activities occurring simultaneously at the time.

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

TABLE 2: PROPOSED DEVELOPMENT REGIONAL CONSTRUCTION EMISSIONS (UNMITIGATED)

	Estimated Maximum Daily Emissions (lbs/day)					
Construction Activities	**VOC**	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Site Demolition (2015)						
Fugitive Dust Emissions	--	--	--	--	6.50	0.98
Off-Road Emissions	4.80	48.49	36.44	0.04	2.60	2.45
On-Road Emissions	0.80	10.07	9.00	0.02	0.79	0.31
Total Emissions	**5.60**	**58.56**	**45.44**	**0.06**	**9.89**	**3.74**
City CEQA Significance Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Exceed City Threshold?	No	No	No	No	N/A	No
SDAPCD Significance Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Exceed SDAPCD Threshold?	No	No	No	No	No	No
Site Preparation (2015)						
Fugitive Dust Emissions	--	--	--	--	12.04	6.62
Off-Road Emissions	3.63	39.07	29.23	0.03	2.15	1.98
On-Road Emissions	0.05	0.07	0.64	0.00	0.11	0.03
Total Emissions	**3.68**	**39.14**	**29.87**	**0.03**	**14.30**	**8.63**
City CEQA Significance Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Exceed City Threshold?	No	No	No	No	N/A	No

	Estimated Maximum Daily Emissions (lbs/day)					
Construction Activities	**VOC**	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
SDAPCD Significance Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Exceed SDAPCD Threshold?	No	No	No	No	No	No
Grading (2015)						
Fugitive Dust Emissions	--	--	--	--	6.82	3.41
Off-Road Emissions	5.71	68.18	45.86	0.06	3.19	2.94
On-Road Emissions	7.59	101.24	84.57	0.23	6.90	2.88
Total Emissions	**13.30**	**169.42**	**130.43**	**0.29**	**16.91**	**9.23**
City CEQA Significance Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Exceed City Threshold?	No	No	No	No	N/A	No
SDAPCD Significance Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Exceed SDAPCD Threshold?	No	No	No	No	No	No
Building Construction (2015)						
Off-Road Emissions	3.66	30.03	18.74	0.03	2.12	1.99
On-Road Emissions	0.11	0.52	1.32	0.00	0.15	0.05
Total Emissions	**3.77**	**30.55**	**20.06**	**0.03**	**2.27**	**2.04**
City CEQA Significance Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Exceed City Threshold?	No	No	No	No	N/A	No
SDAPCD Significance Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Exceed SDAPCD Threshold?	No	No	No	No	No	No
Building Construction (2016)						
Off-Road Emissions	3.41	28.51	18.51	0.03	1.97	1.85
On-Road Emissions	0.10	0.45	1.21	0.00	0.15	0.04
Total Emissions	**3.51**	**28.96**	**19.72**	**0.03**	**2.12**	**1.89**
City CEQA Significance Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Exceed City Threshold?	No	No	No	No	N/A	No
SDAPCD Significance Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Exceed SDAPCD Threshold?	No	No	No	No	No	No
Paving (2016)						
Off-Road Emissions	2.21	23.12	15.43	0.02	1.29	1.19
On-Road Emissions	0.07	0.09	0.89	0.00	0.17	0.04
Subtotal Emissions	*2.28*	*23.21*	*16.32*	*0.02*	*1.46*	*1.23*
Architectural Coatings (2016)						
Coatings	56.32	--	--	--	--	--
Off-Road Emissions	0.37	2.37	1.88	0.00	0.20	0.20
On-Road Emissions	0.01	0.01	0.13	0.00	0.02	0.00
Subtotal Emissions	*56.70*	*2.38*	*2.01*	*0.00*	*0.22*	*0.20*
Total Emissions	**58.98**	**25.59**	**18.33**	**0.02**	**1.68**	**1.43**
City CEQA Significance Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Exceed City Threshold?	No	No	No	No	N/A	No
SDAPCD Significance Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Exceed SDAPCD Threshold?	No	No	No	No	No	No

Notes:

N/A = non-applicable.

The Additional Annexation Area would include annexation of portions of Lehner Avenue, North Ash Street and Vista Avenue. The segment of Lehner Avenue that would be directly altered by the Development has been analyzed in the table above. Any planned off-site improvements resulting from the Project for the remaining street segments including signalizations are anticipated to have minor contribution to emissions that would also not exceed thresholds. Therefore Project impacts to air quality would be less than significant.

The Additional Annexation Area would permit 4 units on one parcel resulting from the zone change and increased allowable density. Construction of the 4 units is not proposed as part of this Project and may not occur as the parcel contains an existing single-family home. Because air quality thresholds are based on daily emissions and because the 4 units would be built at a future date separate from the 40-unit Development, it is estimated that construction impacts associated with the 4 units, 36 fewer units than analyzed in the table above, would also not exceed thresholds. Therefore Project impacts to air quality would be less than significant.

Operation: Implementation of the proposed Project would result in long-term regional emissions of criteria air pollutants and ozone precursors associated with area sources, such as natural gas consumption, landscaping, applications of architectural coatings, and consumer products, in addition to operational mobile emissions. According to the traffic impact analysis prepared for the Development, construction of the 40 single-family residential dwelling units would result in 400 additional vehicle trips per day. Operations emissions associated with the proposed Development were modeled using CalEEMod, where model defaults were adjusted to reflect project-specific data, where available, including the size and type of the proposed land use. Modeled operations emissions are presented in Table 3 below.

TABLE 3: PROPOSED PROJECT OPERATIONAL EMISSIONS

	Estimated Emissions (lbs/day)					
Emissions Source	**VOC**	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Area Sources	2.34	0.04	3.35	0.00	0.07	0.07
Energy Sources	0.03	0.28	0.12	0.00	0.02	0.02
Mobile Sources	1.72	3.92	17.80	0.04	2.59	0.72
Total Emissions	**4.09**	**4.24**	**21.27**	**0.04**	**2.68**	**0.81**
City CEQA Significance Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Exceed City Threshold?	No	No	No	No	N/A	No
SDAPCD Significance Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Exceed SDAPCD Threshold?	No	No	No	No	No	No

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

The Additional Annexation Area includes portions of street segments only and would not add additional units or vehicle trips per day. Therefore, potential air quality impacts associated with additional vehicle traffic are not existent.

The Additional Annexation Area would potentially add an additional 3 net units (30 additional vehicle trips per day) on one parcel resulting from the zone change and increased allowable density. The Traffic Impact Analysis (TIA) technical consultant determined that traffic generated by the Additional Annexation Area (i.e., 30 ADT) would contribute to less than the day to day fluctuations of traffic in the study area (LLG, 2014). In other words, quantifying the potential impacts of the 3 net additional units neither increases the study's accuracy beyond the margin of error nor leads the study to different conclusions. Therefore, potential air quality impacts associated with additional vehicle traffic from the Additional Annexation Area have been analyzed as part of the Development's TIA and the findings are less than significant.

c) ***Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?***

Less Than Significant Impact. A cumulative impact arises when two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. Cumulative impacts can result from individually minor but collectively significant impacts, meaning that the Project's incremental effects must be viewed in connection with the effects of past, current, and probable future projects.

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

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

Less Than Significant Impact. The closest sensitive receptors are the single-family residential structures located directly adjacent to the north, west, and east. Additionally, single-family residential structures are also located to the south, across Vista Avenue, and further to the north, across Stanley Avenue, and east, across North Ash Street. According to the Development's Air Quality technical report, construction and operation of the proposed Development could potentially expose sensitive receptors located within and adjacent to the Development Site to Carbon Monoxide (CO) hotspots and concentrations of toxic air contaminants (TACs) from onsite sources during Development construction as well as TACs from operational sources.

Carbon Monoxide Hotspots: CO concentration is a direct function of motor vehicle activity (e.g., idling time and traffic flow conditions); particularly during peak commute hours and certain

meteorological conditions. Under specific meteorological conditions (e.g., stable conditions that result in poor dispersion), CO concentrations may reach unhealthy levels with respect to local sensitive land uses such as residential areas, schools, and hospitals. The Development would increase the amount of vehicular traffic on existing roads by 400 average daily vehicle trips, with the potential of lowering the Level of Service (LOS) on those roads, and therefore increasing CO concentrations associated with increased vehicle activity.

Of the five study intersections analyzed in the traffic impact analysis for the proposed Development, one is signalized, one is a one-way stop controlled (OWSC) intersection, and the remaining are all all-way stop controlled (AWSC) intersections. The proposed Development's traffic impact analysis indicates that the one signalized intersection (N. Broadway and Vista Avenue) would continue to operate at an acceptable LOS with the addition of the proposed Development. In addition, all the other intersections would continue to operate at their existing/acceptable LOS levels with the addition of the Development once all mitigation related to transportation and traffic is implemented. As such, because the addition of 400 average daily vehicle trips by the Development would not adversely affect the existing traffic conditions in the Project Area, impacts associated with CO hotspots would be less than significant and no mitigation is required.

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

As the proposed Project would involve the development of single-family residential uses within the Project Area, Project operation would not introduce any new stationary sources of TACs, such as diesel-fueled backup generators that are more commonly associated with large commercial and industrial uses. In addition, the Project is sited approximately 1 mile away from the nearest freeway, well over the 500-foot threshold set by the California Air Resources Board (CARB) to avoid exposure of residents to TACs. Based on the criteria in the California Air Resources Board (CARB) guidance document, it can be ascertained that the proposed Project would not have the potential to expose sensitive receptors to TACs from mobile sources to an extent that health risks could result.

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

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

During construction of the proposed Project, exhaust from equipment and activities associated with the application of architectural coatings and other interior and exterior finishes may produce discernible odors typical of most construction sites. Such odors would be a minor, temporary source of nuisance to adjacent uses, and would not affect a substantial number of

people. As odors associated with Project construction would be temporary and intermittent in nature, and would likely appreciably disperse onsite, the odors would have no impact.

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

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IV. Biological Resources

Would the Project:

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

IV. Biological Resources Discussion

A project-specific habitat assessment and tree survey of the Development Site were performed by VCS Environmental on July 31, 2013. VCS Environmental prepared the Habitat Assessment and Tree Survey Report to analyze the Development's potential impacts to the site's existing biological resources (Appendix C). Additional information was obtained from GoogleEarth and previously-approved environmental documents. The Additional Annexation Area was evaluated separately in this environmental document based on final annexation boundaries.

The Development site (approximately 14 acres) primarily consists of different agricultural uses (pasture, equestrian corrals and pens, backyard orchard) as well as single-family residences. While there are some native plant species on site, the site does not contain any native habitat. Ornamental and native tree species are scattered throughout the property. The Additional Annexation Area is comprised of rural/developed land. The off-site street improvements to the west of the development is comprised of roadway. Proposed street widening on the east side of Ash Street and the north side of Vista Avenue would also entail minor encroachment on rural/developed land, as well as demolition of existing street

improvements. The area along the west side of Ash Street at the intersection with Vista is comprised primarily of non-native grasses (NNG) and a row of ornamental trees. Table 4 shows the habitats in the Development Site and the Additional Annexation Area as well as off-site street widening and drainage improvements.

TABLE 4: HABITAT TYPES BY ACREAGE

Habitat Type	Acreage within the Development Site	Acreage for Additional Annexation Area and Offsite Road Improvements
Rural/Developed	2.30	0.99
Agricultural/Developed	3.79	--
Agricultural/Open Space	6.12	--
Annual Non-native Grassland	0.78	0.16
Non-native Ornamental	0.11	--
Non-native Woodland	0.26	--
Swales	Included in Agricultural/Open Space	--
Roadway	0.61	5.19
TOTAL	**13.97**	**6.34**

Development Site (Study Area)

Rural/Developed

This land cover includes residential and all associated areas that are considered disturbed or no longer natural as a result of the residential activities. Developed areas also include ornamental landscaping and grass lawns, and storage of equipment and vehicles. There are a few scattered native trees within this area, as shown on Figure 4 (Appendix A).

Agricultural/Developed

Agricultural/Developed habitat is comprised of equestrian and other domestic animal land uses. This area consists of animal pens, corrals, and other facilities apparently utilized for the equestrian operation. Generally the ground is bare dirt with occasional ruderal, non-native species. There are some natural and some landscaped trees growing throughout the agricultural/developed portion of the site.

Agricultural/Open space

Agricultural/open space land appears to be used for as pasture for the horses, growing fields for grain crops, and other agricultural purposes. This area differs from the agricultural/developed portion of the site in that it appears to be actively managed as areas that can grow vegetation, whether for crops or pasture for horses. A relatively high proportion of the pasture area is bare dirt. Species observed in the agricultural/open space areas include non-natives such as Bermuda grass, wall barley (*Hordeum murinum*), and mustard (*Brassica nigra*), and native alkali mallow (*Malvella leprosa*), western ragweed (*Ambrosia psilostachya*), and coast goldenbush (*Isocoma menziesii*).

Annual Non-native Grassland

The annual non-native grassland (NNG) is dominated by non-native ripgut brome (*Bromus diandrus*) and to a lesser extent non-native oats (*Avena* sp.), Bermuda grass, and wall barley (*Hordeum murinum*).

Additional species observed in the NNG includes native alkali mallow (*Malvella leprosa*), salt heliotrope (*Heliotropium curassavicum*), and western ragweed.

Non-native Ornamental Vegetation
Non-native vegetation is comprised of large ornamental tree canopies, including mulberry (*Morus* sp.), black locust (*Robinia pseudoacacia*), and chinaberry (*Melia azedarach*) trees on-site near the western boundary of the site. The remaining trees on-site were included as part of the landscaping in the Rural/Developed land cover, in the non-native woodland, or the canopies were not substantial and therefore were included in the other land cover types (e.g. agricultural/developed).

Non-native Woodland
Non-native woodland includes a couple of groupings of trees located north of Lehner and near the western property boundary. Species included in these two small areas include Washington fan palm (*Washintonia robusta*), giant reed (*Arundo donax*), Peruvian peppertree (*Schinus molle*), and Canary Island date palm (*Phoenix canariensis*).

Swales
A 450-foot long swale runs approximately east-west, bisecting the northern lot. The swale originates offsite from a potable water bib located on the adjacent property, which supplies drinking water for horses and other livestock. At the time of the field visit, the water was turned off but there was evidence of an over-filled watering bucket. The swale is not continuous, and does not exhibit a bed and bank. Therefore, this feature would not be considered under the jurisdiction of the California Department of Fish and Wildlife or Regional Water Quality Control Board. The swale also does not exhibit an ordinary high water mark and therefore would not be considered under the jurisdiction of the U.S. Army Corps of Engineers.

Roadway
This category includes the paved roadway surfaces as well as the compacted soils and swales associated with the roadways. Intersection improvements associated with this Development would occur in previously disturbed areas consisting primarily of dirt and non-native ground cover. This category includes the approximately 650-foot section of roadway on Vista to the west and offsite of the Development.

The Additional Annexation Area
The 0.99-acre site is comprised entirely of Rural/Developed land.

a) *Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?*

> ***Less Than Significant With Mitigation.*** The Development would not directly or indirectly adversely affect candidate, sensitive or special status animal species (Habitat Assessment and Tree Survey, 2014), as none are known to be present at or near the Development Site. No California Natural Diversity Database (CNDDB) occurrences were found in the Project Area. The nearest CNDDB record, the coastal California gnatcatcher (*Polioptila californica californica*) [CAGN], occurs approximately 0.9 mile northwest of the Project Area and was observed in 2000.

No critical habitat was identified on the Project Area. The nearest critical habitat is located approximately 0.7 mile to the northwest and northeast of the Project Area for the CAGN. No coastal sage scrub (CSS) or riparian habitat exists within the Project Area. No CAGN were observed during the field survey. The eucalyptus and palm trees may provide potential roosting habitat for raptors, but no evidence of nesting or roosting raptors was observed during the habitat survey.

Up to 64 mature trees removed by the Project would be replaced as required by Mitigation Measures BIO-1a. The 0.78-acre NNG within the Development Site and the 0.16-acre NNG within the off-site improvements would be directly impacted as part of the Project. Any loss of NNG would be subject to mitigation requirements pursuant to the City's draft Subarea Plan, which requires impacts to NNG to be mitigated at a reduced ratio of 0.5:1 through the acquisition of NNG credits from the Daley Ranch Bank or other approved mitigation bank. Thus, impacts to NNG would be reduced to below significance with the implementation of Mitigation Measure BIO-2. Pre-construction surveys for raptors and nesting birds required by Mitigation Measures BIO-3 and BIO-4 would reduce potential impacts to these species below significance. Future development in the Additional Annexation Area is not proposed and is currently a developed site. Any future development on within the Additional Annexation Area would be subject applicable Mitigation Measures BIO-1 through BIO-4.

The Project Area is located in the Northwestern Habitat Area (NHA), which is described in the Multiple Habitat Conservation Program (MHCP) as dominated by Coastal Sage Scrub (CSS) and chaparral. No CSS or chaparral is found on the subject property. The NHA is made up of privately owned parcels and is constrained by urban development to the south and agriculture lands to the north and west. The North County Multiple Species Conservation Plan (MSCP) subarea is north of this habitat area. The Project is located in an area that is largely developed, and no indirect impacts due to edge effects (e.g., habitat fragmentation, lighting, noise, urban runoff) would be expected to occur.

The Development would result in the loss of potential raptor roosting/nesting habitat (palm and eucalyptus trees). NNG in the general surrounding area supports small burrowing rodents, which in turn are part of the food supply for the local raptor population. The Development would result in the loss of 0.94 acre of NNG. Given the current disturbed state, however, the habitat does not provide substantial benefit to wildlife. Mature trees removed by the Project would be replaced as required by Mitigation Measure BIO-1a and 1b.

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

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

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

No Impact. No evidence of surface water was observed on the Development Site or Additional Annexation Area during the Habitat Assessment survey or follow up review. A discontinuous swale running across the property was not observed to have no flow or ponding, and no natural water source was observed. The results of the assessment indicate that there are no jurisdictional waters onsite and therefore the Project would not affect biological resources associated with a jurisdictional water.

d) *Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

Less Than Significant Impact. The Project is not near an established native resident or migratory wildlife corridor. The Project would not substantially impede the use of native wildlife nursery sites. The temporal loss of mature trees would result in less than significant impact with the implementation of mitigation measure BIO-1a.

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

Less Than Significant With Mitigation. A total of 109 trees were found on the Development site and 10 mature trees were found within the off-site improvements. Of these, 49 were mature trees within the Development site; no Coast Live Oak trees were identified. All the trees would be removed as part of the Development. Up to 15 mature trees may be removed offsite to complete street improvements to the west of the Development. For compliance with the City's mature tree preservation requirements and to reduce impacts to a level below significance, the 64 mature trees anticipated to be removed as part of the Development would be replaced at a 1:1 ratio with a minimum size of a 24-inch box. See Mitigation Measure BIO-1a.

A project-specific tree assessment would need to be conducted to assess the impacts from any future development on the Additional Annexation Area. For compliance with the City's mature tree preservation requirements and to reduce impacts to a level below significance, the removed mature trees as part of any future development of the Additional Annexation Area would be replaced at a 1:1 ratio with a minimum size of a 24-inch box. If any protected trees are located in the Additional Annexation Area at the time of the future development, they would be replaced at a 2:1 ratio with a minimum size of a 24-inch box (Zoning Code Section 33-1069). Implementation of Mitigation Measure BIO-1b would bring this potentially significant impact to less than significant.

f) *Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

Less Than Significant Impact. The City of Escondido General Plan and the Escondido Subarea Multiple Habitat Conservation Plan (MHCP), a component of the San Diego County Multiple Species Conservation Plan (MSCP), were consulted as part of the Habitat Assessment and Tree Inventory Survey performed for the Development. The Project Area is located within the boundaries of the MHCP, and with implementation of mitigation measures BIO-1 through BIO-4, the Project impacts would not be in conflict with adopted provisions of this applicable plan. See also Response 4(a).

Source(s): City of Escondido General Plan (City of Escondido, 2013); City of Escondido Municipal Code (City of Escondido, 2013); Field Investigation; Habitat Assessment and Tree Survey (VCS Environmental, 2014); Project Description

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

BIO-1a: Impacts to up to approximately 64 mature trees shall be mitigated by replacement of 64 mature trees at a one-to-one (1:1) ratio with a minimum size of a 24-inch box, or as otherwise determined by the City Planning Department.

BIO-1b: Any mature trees removed as part of the future development of the Additional Annexation Area would be replaced at a 1:1 ratio with a minimum size of a 24-inch box. If any protected trees are located in the Additional Annexation Area at the time of the future development, they will be replaced at a 2:1 ratio with a minimum size of a 24-inch box (Zoning Code Section 33-1069).

BIO-2: Impacts to 0.78 acre within the Development Area and 0.16 acre of NNG within the offsite improvement area will be mitigated at a reduced ratio of 0.5:1 through the acquisition of 0.47 NNG credits from the Daley Ranch Bank or other adopted mitigation bank. Future impacts to NNG within the Additional Annexation Area shall be mitigated at a reduced ratio of 0.5:1 through the acquisition of NNG credits from the Daley Ranch Bank or other approved mitigation bank.

BIO-3: A qualified biologist shall determine if any active raptor nests occur on or in the immediate vicinity of the Project Area if construction is set to commence or continue into the breeding seasons of raptors (January 1 to September 1). If active nests are found, their situation shall be assessed based on topography, line of site, existing disturbances, and proposed disturbance activities to determine an appropriate distance of temporal buffer.

BIO-4: If Project construction cannot be avoided during the period of January 1 through September 1, a qualified biologist will survey potential nesting vegetation within the Project Area for nesting birds, prior to commencing any Project activity. Surveys will be conducted at the appropriate time of day, no more than three days prior to vegetation removal and/or disturbance. Documentation of surveys and findings will be submitted to the City for review and

concurrence prior to conducting Project activities. If no nesting birds were observed and concurrence was received, Project activities may begin. If an active bird nest is located, the nest site will be fenced a minimum of 200 feet (500 feet for special status species and raptors) in all directions, and this area will not be disturbed until after September 15 or until the nest becomes inactive. If threatened or endangered species are observed within 500 feet of the work area, no work will occur during the breeding season (January 1 through September 1) to avoid direct or indirect (noise) take of listed species.

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V. Cultural Resources

Would the Project:

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

V. Cultural Resources Discussion

The Cultural and Paleontological Resources Assessment was prepared for the Development Site. No access to the Additional Annexation Area or off-site improvement areas were provided, however, the records search conducted for the analysis of the potential impacts at the Development Site included the Additional Annexation Area and off-site improvement areas. The results of the record search indicate that the Additional Annexation Area and off-site improvement areas have a low probability for cultural resources. While a site reconnaissance was not conducted on the Additional Annexation Area or off-site improvement areas, given the disturbed, developed nature of these areas, it is unlikely that a site reconnaissance of these areas would reveal a potential historic or paleontological artifact. Therefore, the discussion and conclusions in this section pertain to the Project as a whole.

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

Less Than Significant Impact. A field survey of the Development Site was conducted on September 19, 2013. A Cultural and Paleontological Resources Assessment (October 18, 2013) was conducted of the Development Site to assess the Development's potential impacts to existing cultural resources. Information from the South Coastal Information Center (SCIC) indicated that 23 previous cultural resources investigations have been conducted within ½ mile of the Development Site, and that one study included the current Development boundaries (Kyle 2006). The SCIC identified seven previously recorded cultural resources within ½ mile of the Project, as described below.

- CA-SDI-1050, the closest of these resources, is a Pauma Complex site with scattered chipping waste and 5 manos, but no midden, approximately 300 feet from the northeast corner of the Development, on the top of the hill across Stanley Avenue. The site was originally recorded by Del True in 1962. In addition to noting the lack of a midden

deposit he recommended that no recheck or further work was necessary. This site has been destroyed.

- CA-SDI-1049, a lightly scattered temporary campsite with a sub-surface component.
- CA-SDI-1057, a San Luis Rey I-II village, with possible Pauma Complex materials added.
- CA-SDI-1058, a Pauma Complex village with no midden.
- CA-SDI-1245, a milling station with a midden, remains of an adobe house, and another historic house; and
- CA-SDI-15357, a large bedrock outcrop with milling features.

None of these resources were previously recorded in the Development Site. In 2006, Kyle surveyed three parcels to the east of the Development Site to Conway Drive, and did not identify any cultural resources. The Kyle report recommended that no additional work be conducted in the Development Area.

An old adobe at 6930 Valjean Avenue that dates to the 1950s/1960s was found on APN 224-230-07. This building was recorded and evaluated for eligibility on the National and California Registers. The California and National Register also require that a resource possess integrity, which is defined as the ability of a property to convey its significance. The aspects of integrity are location, design, setting, materials, workmanship, feeling, and association. To determine which of these factors are most important would depend on the particular California and National Register criterion under which the resource is considered eligible for listing. The property was evaluated for eligibility on the California and National Register (Appendix D). Other than the fact that the adobe building is still in its original location, the building and property possesses poor integrity in each of the categories discussed above. The building was evaluated within the context of a local industry of adobe brick and residential architecture. The building and property could not be associated in any significant way to that historic context. Therefore, the building does not qualify for the California and National Registers under any of the applicable criterion.

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

No Impact. The cultural resources assessment conducted on the proposed Development Area indicated a low to moderate sensitivity for cultural resources and a low sensitivity for paleontological resources. No known cultural resources would be impacted. Therefore, no recommendations are made for further investigation on the Development Site. While no cultural resources are expected to be discovered during construction based on the field survey and research, a qualified archaeologist would be available for consultation should cultural resources be discovered during the construction phase of the Development to assess the nature and significance of the find.

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

No Impact. Published geological maps (Kennedy and Tan 2005) describe the underlying geology as Mesozoic-age metamorphic rocks. Site records housed in the Department of Paleontology at the San Diego Natural History Museum indicate that no fossil localities occur within the vicinity

of the Project Area, and the nearest fossil locality is approximately 10 miles to the west. The paucity of fossil localities is mostly due to the abundance of Mesozoic-age igneous and metamorphic rocks in the vicinity of the Project Area. These rock types have very little paleontological sensitivity because the high temperatures and/or pressures at which they are formed are not conducive to fossil preservation.

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

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

Source(s): Cultural and Paleontological Resources Assessment (Duke CRM, 2014); Field Investigation; Project Description

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VI. Geology and Soils

Would the Project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a Known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994 or most current edition), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

VI. Geology and Soils Discussion

As part of the geotechnical investigation of the Development Site, the rough grading plan, the requirements of the 2010 California Building Code (CBC), and the City's Building Code were reviewed. The geotechnical report is also based on the geotechnical investigation of the site which included research, field investigation (subsurface samples) and laboratory testing, as well as geotechnical review and knowledge of similar projects on adjacent or nearby parcels. Due to a lack of access, the Additional Annexation Area was not included in the subsurface sampling; however, based on the geologist's extensive knowledge of the Project Area generally, it is expected that the geological conditions of the Additional Annexation Area are the same as the Development Area. Therefore, the discussion and conclusions in this section pertain to the Project as a whole.

a) Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:

i) ***Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.***

No Impact. A Geotechnical Study was performed to analyze the Development's potential impacts to geology and soils (Appendix E). No faults are known to project through the property, and the nearest active fault to the Project Area is the Elsinore fault zone, located approximately 12 to 14 miles northeast of the Development Site. Furthermore, according to the geotechnical report completed for the Development, the Project Area does not lie within the boundaries of an "Earthquake Fault Hazard Zone" as defined by the State of California in the Alquist-Priolo Earthquake Fault Zoning Act.

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

Less Than Significant Impact. The geotechnical report indicates that the Project Area is not located in an Earthquake Fault Hazard Zone and does not contain soils or other geological conditions that would result in strong seismic ground shaking. However, the site is located in a seismically active area of southern California and would likely be subjected to strong seismically related ground shaking over the anticipated life span of the project. Structures within the site should therefore be designed and constructed to resist the effects of strong ground motion in accordance with the 2013 California Building Code (CBC) and industry-approved seismic parameters.

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

Less Than Significant Impact. Liquefaction occurs when dynamic loading of a saturated sand or silt causes pore-water pressures to increase to levels where grain-to-grain contact is lost and material temporarily behaves as a viscous fluid. Liquefaction can cause settlement of the ground surface, settlement and tilting of engineered structures, flotation of buoyant buried structures and fissuring of the ground surface. A common manifestation of liquefaction is the formation of sand boils – short-lived fountains of soil and water that emerge from fissures or vents and leave freshly deposited conical mounds of sand or silt on the ground surface. In view of the recommended grading and the shallow bedrock materials that underlie the site, the potential for manifestation of liquefaction induced features or significant dynamic settlement is considered negligible.

iv) ***Landslides?***

No Impact. The site and immediate area exhibits gently sloping topography that is not prone to landsliding.

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

Less Than Significant Impact. Because the Development Site is flat, the potential for erosion is low. However, proper design considerations and implementation measures aimed to eliminate erosion problems have been anticipated. The Additional Annexation Area is developed and has little potential for erosion if future development was to occur, but proper design considerations are essential to control erosion at any location. The measures recommended in the Standard Grading Specifications of the Development's 2014 Geotechnical Study would be implemented at the Development to eliminate the possibility of substantial soil erosion and loss of topsoil. They include measures for Best Management Practices (BMPs) during project construction activities and measures for landscaping to control erosion during Project operation. With implementation of these Standard Grading Specifications including the BMPs, potential impacts would be less than significant.

c) *Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in, on or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?*

No Impact. Based on conclusions drawn from the Development's geotechnical studies and in consideration of the proposed grading plans and planned development, the Project Area contains stable geological characteristics and soils that would support the Development and any future development in the Additional Annexation Area. The Development and future development would follow recommendations for site preparation and grading included in the 2013 geotechnical report (or equivalent). Loose topsoil would be excavated and appropriate fill materials compacted consistent with the grading plans. Furthermore, the Development and future development would be required to comply with the California Building Code and City of Escondido building requirements.

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

Less Than Significant Impact. The results of the geotechnical studies for the Development indicate that the silty clay soils encountered within the site were found to have a Low (Expansion Index of 21-50) to Medium expansion potential (Expansion Index of 51-90). As such, the site soils are classified as "expansive" as defined in Section 1803.5.3 of the 2012 CBC. The design of foundations and slabs on-ground should therefore be performed in accordance with the procedures outlined in Sections 1808.6.1 and 1808.6.2 of the 2013 CBC, respectively. Since site grading remains to be completed, additional sampling and laboratory testing is recommended for expansion, as well as general corrosion potential, once rough grading is complete for the purposes of providing final foundation design recommendations.

Briefly, Section 1808.6.1 of the 2013 CBC requires that foundations placed on or within the active zone of expansive soils shall be designed to resist differential volume changes and to prevent structural damage to the supported structure. Section 1808.6.2 of the 2013 CBC requires that non-prestressed slabs on-grade or mat foundations constructed on expansive soils be designed in accordance with WRI/CRSI Design of Slab-on-Ground Foundations. The CBC also requires that post-tensioned slabs on-grade or mat foundations placed on expansive soils be designed in accordance with PTI Standard Requirements for Design of Shallow Post-Tensioned

Concrete Foundation on Expansive Soils with the provision that the analyses used to determination of moments, shears and deflections are performed accordingly. It should be noted that, under certain conditions, the 2013 CBC allows for alternative, rational methods of analysis and design of such slabs provided that these methods account for soil-structure interaction, the deformed shape of the soil support, plate or stiffened plate action of the slab, as well as both center lift and edge lift conditions.

Based on the recent laboratory testing, a weighted plasticity index of 16 can be assumed for the subject site. The weighted plasticity index of each building site should be modified (multiplied) by correction factors that compensate for the effects of sloping ground and the unconfined compressive strength of the supporting soil or bedrock materials. Since the buildings would be constructed on level building pads, and in consideration of the estimated unconfined compressive strength of the on-site soils, it is recommended that the weighted plasticity index be multiplied by a factor of 1.2 in order to determine the value of the effective plasticity index. In summary, it is recommended that an effective plasticity index of 19 be utilized by the project structural engineer to design slabs on-ground with an interior grade beam system in accordance with the WRI publication. These Project design features for the Development and any future development in the Additional Annexation Area would ensure impacts are less than significant.

e) ***Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?***

No Impact. The proposed project area would have access to existing City wastewater infrastructure and would not require the use of septic tanks or alternative wastewater disposal systems.

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

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

VII. Greenhouse Gas Emissions Discussion

An Air Quality and Greenhouse Gas Emissions Technical Report was prepared by ESA (May 2014) to analyze the Development's potential impacts to Greenhouse emissions (GHGs) (Appendix B). The proposed Development would generate GHGs from a variety of sources. First, GHG emissions would be generated during construction of the project. Once fully operational, the Development's operations would generate GHG emissions from both area sources and mobile sources. Indirect source emissions associated with the proposed residential uses include electrical consumption, water and wastewater usage (transportation), and solid waste disposal. Mobile (direct) sources of air pollutants associated with the proposed Development would consist of motor vehicles trips generated by residents and visitors. Similar but lesser (3 additional residential units, not 40) GHG emissions would be generated from developing the Additional Annexation Area.

Based on a review of Appendix B of the City of Escondido Greenhouse Gas Emissions Adopted CEQA Thresholds and Screening Tables document, and given that the proposed Project would consist of 40 single-family residential units on the Development Site and an increase of 3 net units on the Additional Annexation Area if developed in the future, it is concluded that the GHG emissions generated by the Project would not exceed 2,500 MT CO2e per year. Thus, the GHG emissions attributable to the Project would be less than significant.

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

In response to rising concern associated with increasing GHG emissions and global climate change impacts, both plans and regulations have been adopted at the international, national and state levels with the aim of reducing GHG emissions. The State of California has adopted a number of programs 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 on June 1, 2005, established the following GHG reduction targets for the state of California: (1) by 2010, reduce GHG to 2000 levels; (2) by 2020 reduce GHG emission to 1990 levels; (3) 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." AB 32 establishes a cap on statewide greenhouse gas emissions and sets forth the regulatory framework to achieve the corresponding reduction in statewide emissions levels. AB 32 charges the CARB, the state agency charged with regulating statewide air quality, with implementation of the act. Under AB 32, greenhouse gases are defined as: carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride.

Vehicle Emissions - Vehicular emissions are the greatest contributor to GHG emissions. Individual residential projects do not have direct control over the types of vehicles or emission/fuel standards that would result from development. However, GHG emissions related to the project would be reduced by up to 36 percent by the year 2020 through a combination of compliance/implementation of state-wide and federal programs/regulations on vehicle engine and fuel technologies. Efforts to reduce transportation emissions by reducing vehicle miles traveled (VMT) on a regional level are anticipated to come from polices 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 of the limited number of vehicle trips that would be produced by 40 new single-family homes on the area circulation network, the project is not anticipated to increase local vehicle trip lengths sufficient enough to increase the average regional trip length, as defined in the CARB Business-As-Usual (BAU) 2020 Forecast used to develop the regulations to reduce vehicle GHG emissions. Therefore direct and indirect impacts on statewide, regional or area-wide vehicular GHGs would not be considered significant.

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

Less Than Significant Impact. The proposed Development consists of the construction of 40 single family residential dwelling units at an approximately 14-acre Development Site. The Development Site's construction GHG emissions were estimated using the same assumptions and methodology as the air quality analysis and are shown in Table 5. As shown in Table 5, the total GHG emissions that are anticipated from construction of the proposed Development would be approximately 159 MT CO_2e. Construction emissions would be temporary. The temporary construction emissions from developing the Additional Annexation Area would only occur later in time from the Development and the total GHG emissions that are anticipated from construction of the smaller future development (4 residences) would generate less than 154 MT CO_2^e.

During operations, area and indirect emissions sources associated with the proposed Development and Additional Annexation Area would primarily result from electricity and natural gas consumption, water and wastewater transport (the energy used to pump water and wastewater to and from the project site, respectively), and solid waste generation. GHG emissions from electricity consumed onsite by the proposed Development and Additional Annexation Area would be generated offsite by fuel combustion at the electricity provider. GHG emissions from water and wastewater transport are also indirect emissions resulting from the energy required to transport water from its source, and the energy required to treat wastewater

and transport it to its treated discharge point. In addition, the residential uses at the Development Site and Additional Annexation Area would also generate mobile source emissions from motor vehicle trips generated by residents and visitors. The various operational GHG emissions associated with the proposed Development are shown in Table 5. Overall, the proposed Development's total annual GHG emissions resulting from construction and operational activities would be 876 MT CO_2e per year.

Table 5: ESTIMATED PROJECT CONSTRUCTION AND OPERATIONS-RELATED GHG EMISSIONS

Emission Source	Proposed Development Emissions CO_2e (MT/yr)*
2015	
Construction	
Off-Road and On-Road Emissions	732
City Screening Threshold	*2,500*
Significant Impact?	No
2016	
Construction	
Off-Road and On-Road Emissions	159
Operations	
Mobile Sources	492
Electricity Consumption	93
Natural Gas Consumption	59
Water Consumption	20
Solid Waste	21
Area Source	32
Subtotal	717
TOTAL ANNUAL PROJECT EMISSIONS	**876**[a]
City Screening Threshold	*2,500*
Significant Impact?	No

NOTES: CO_2e= carbon dioxide equivalent; MT/yr = metric tons per year.

[a] The total Project annual GHG emissions in 2016 include both construction and operational emissions. It should be noted that the construction emissions would only be temporary and would cease after Project completion. After 2016, only the Project's operational GHG emissions would be generated.

As shown in Table 5, the Development's construction and operational GHG emissions, which would occur together in 2016 only, would not exceed the 2,500 MT of CO_2e per year. Thus, the proposed Project would not result in the generation of substantial levels of GHG emissions, and would not result in emissions that would adversely affect the statewide attainment of GHG emission reduction goals of AB 32. This impact would be less than significant.

Furthermore, with respect to the County's interim approach to addressing climate change in CEQA documents, the County of San Diego Department of Planning and Land Use follows the recommendations by the South Coast Air Quality Management District (SCAQMD) in their interim guidance for evaluating GHGs under CEQA, where it is recommended that a project's construction emissions be amortized over 30 years and added to the project's operational

emissions. Based on the total construction emissions shown in Table 5 (i.e., 732 and 159 MT of CO_2e in 2015 and 2016, respectively), the Development's construction-related GHG emissions would equal to approximately 30 MT of CO_2e per year after amortization over 30 years per County of San Diego DPLU methodology. When this annual amount of 30 MT of CO_2e is added to the Development's annual operational emissions of 717 MT of CO_2e, an annual total of 747 MT of CO_2e would result, which would not exceed the County's interim screening threshold of 900 MT of CO_2e per year. Using the analysis presented above regarding the Additional Annexation Area, the Project's annual total amortized emissions would not exceed the County's interim screening threshold of 900 MT of CO_2e per year. Thus, based on the County's interim approach to addressing climate change in CEQA documents, the proposed Project would not result in the generation of substantial levels of GHG emissions and would not result in emissions that would adversely affect the statewide attainment of GHG emission reduction goals of AB 32.

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

No Impact. As discussed above, the GHG emissions generated by the proposed Project would not exceed the City's 2,500 MT of CO_2e per year screening threshold. As the 2,500 MT of CO_2e per year threshold has been developed as part of the E-CAP development review process, the Project would not interfere with implementation of the E-CAP. Additionally, the Project's annual GHG emissions would also not exceed the County's 900 MT of CO_2e per year screening threshold. Consequently, the implementation of the proposed Project would not hinder the ability of the State to achieve AB 32's goal of achieving 1990 levels of GHG emissions by 2020. In addition, once the energy and water consumption reductions from compliance with the mandatory requirements of CALGreen are accounted for, the GHG emissions associated with the proposed Project would be even lower.

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

Consistency with City of Escondido Climate Action Plan: As discussed previously, the E-CAP serves as an implementation tool of the City General Plan to guide development in the City to meet the objectives of conserving resources and reducing GHG emissions. Following the State's adopted AB 32 GHG reduction target, the E-CAP sets a goal to reduce its GHG emissions back to 1990 levels by the year 2020. This target was calculated as a 15 percent decrease from 2005 levels, as recommended in the AB 32 Scoping Plan. In order to reduce its GHG emissions by 15 percent from 2005 levels by 2020, the City estimated the community-wide emissions for the year 2020, based on population and housing growth projections associated with the assumptions used in the City's General Plan Update, which was completed in 2012. Through this

forecast, the City was able to determine the amount of GHG emissions that would need to be reduced in order for the City to reach its reduction target by 2020. Thus, because development of the proposed Project would be consistent with the residential land use designation for the project site identified in the City's General Plan Land Use and Community Form Element, the GHG emissions associated with the Project would have already been accounted for in the City's future emissions forecast. As such, implementation of the proposed Project would be consistent with the E-CAP. Additionally, because the GHG emissions generated by the proposed Project would not exceed the 2,500 MT of CO_2e per year threshold established in the E-CAP, the Project would not hinder the City's ability to reduce its GHG emissions in accordance with AB 32 requirements. Therefore, implementation of the proposed Project would not adversely affect the statewide attainment of GHG emission reduction goals of AB 32.

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

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VIII. Hazards and Hazardous Materials

Would the Project:

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

VIII. Hazards and Hazardous Materials Discussion

The Phase I was prepared for the Development Site. No access to the Additional Annexation Area was provided, however, this area was observed from the street and by aerial imagery. The records search conducted for the analysis of existing hazards for the Development included the Additional Annexation Area. The results of the record search indicate that the Additional Annexation Area has a low probability for existing hazards. While a site reconnaissance was not conducted on the Additional Annexation Area, given the developed nature of this area, there is little opportunity for the presence of significant hazardous material to be stored in the Additional Annexation Area. Therefore, the discussion and conclusions in this section pertain to the Project as a whole.

a) *Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Less Than Significant Impact. A Phase I Environmental Site Assessment was prepared by Petra (August 5, 2014) to analyze the Development's potential impacts to Hazards and Hazardous Materials (Appendix F). The proposed Project would include the development of 40 single-family homes and includes neither industrial elements nor association with the storage, handling, or transportation of hazardous materials. With the exception of occasional refueling during the Project construction phases only, no hazardous materials would be onsite. All construction related refueling would be conducted in accordance with BMPs and take place in a designated, protected area of the Development Site and of the Additional Annexation Area. The improved off-site intersections would not result in increased use of the roadways by trucks carrying hazardous materials.

Due to the age of the structures, it would be assumed they contain asbestos and lead-based paints. Best Management Practices (BMPs) for the safe removal, handling and disposal of materials that contain asbestos and/or lead based paints would be required to be followed during demolition of these structures.

b) *Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

Less Than Significant Impact. The proposed Project would include the development of 40 single-family homes in the Development Area and 4 homes in the Additional Annexation Area. Upon Project completion no significant hazards or releases of hazardous materials would be expected of this land use. The Development, and any future development in the Additional Annexation Area, would have the potential of accidental fuel and/or chemical spills during the grading and construction phases. The contractor would be required to implement BMPs to reduce impacts of a potential spill, such as implementing a Spill Prevention, Control, and Countermeasures (SPCC) Plan and maintaining at the job site the applicable equipment and material designated in the SPCC Plan. With these BMPs, potential impacts would be less than significant.

c) *Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

Less than Significant Impact. The Project Area is located within one-quarter mile of Rincon Middle School. According to the hazardous materials report, the Development Site has not been used for agriculture. Therefore, pesticide and herbicide residues do not appear to represent a recognized environmental condition with regards to the subject site. In addition, BMPs would be utilized and current regulations would be followed for the handling and processing of hazardous materials should they be found on site during demolition or construction of the Project Area. The removal of trash and debris would also be observed in accordance with current regulations.

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

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

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

No Impact. The Project Area is not located within an airport land use plan and is located outside the sphere of influence for the McClellan-Palomar Airport, which is the nearest public airport.

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

No Impact. The Project Area is not located within the vicinity of a private airstrip. The nearest private airstrip is located approximately 4.65 miles to the northeast at Lake Wohlford Resort.

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

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

h) ***Would the Project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?***

No Impact. The Project Area is not located in a wildlands area and is not adjacent to a wildlands area with a Very High Fire Hazard Zone Rating. The nearest wildlands area is approximately 0.25 mile to the east.

Source(s): City of Escondido General Plan (City of Escondido, 2013); County of San Diego Guidelines for Determining Significance, Hazardous Materials and Existing Contamination (County of San Diego, 2007); Geotracker (California State Water Resources Control Board, 2013); Field Investigation; Phase I Environmental Site Assessment (Petra, 2013); Project Description

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IX. Hydrology and Water Quality

Would the Project:

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

IX. Hydrology and Water Quality Discussion

A Water Quality Technical Report (WQTR) was prepared by BHA to analyze the Development's potential impacts to Hydrology and Water Quality (Appendix J). The goal of the WQTR was to develop and implement practicable policies to ensure to the maximum extent practicable that development does not increase pollutant loads from the project site and considers urban runoff flow rates and velocities. Best

Management Practices (BMPs) would be utilized to provide a long-term solution to water quality. The WQTR identifies appropriate BMPs for certain designated project types to achieve this goal. The WQTR is intended to ensure the effectiveness of the BMPs through maintenance that is based on long-term planning.

The site topography is low-sloping towards the southwest with low vegetation and areas cleared for agriculture. There is an existing 84”-dia RCP storm drain pipe installed beneath Lehner Avenue, which gathers street flow at various curb inlets. On-site elevations vary between 712 and 763 feet above mean sea level. The predominant soil type existing on-site is Type C. Ground water was not found on-site.

The site receives run-on from the undeveloped areas to the northeast, and from street flow that gathers in roadside ditches along North Ash Street then flows down along Lehner Avenue. Site runoff gathers in an existing natural channel that runs east to west through the site, discharging through a single family Lot and onto El Diablo Court to the west.

The Project also proposes off-site roadway and infrastructure improvements at the intersection of Vista Ave and North Ash Street to mitigate storm water runoff along North Ash Street. A 24”-dia storm drain pipe is proposed to connect the existing culvert system collecting off-site runoff from the southwest corner of the Vista Ave and North Ash Street intersection to the catch basin at the intersection of North Ash Street and Lehner Ave (see the Existing Hydrology Exhibit associated with the Drainage Report for this project). The existing Type-G catch basin and culvert system at the intersection of Vista Ave and North Ash Street would remain. The street improvement of North Ash Street would remove the existing Type F catch basin, 18”-dia storm pipe, and headwall that discharges the off-site runoff from the southeast into the natural channel. The street runoff along North Ash Street would be carried by a proposed curb and gutter to the existing Type-G catch basin at the North Ash Street and Lehner Ave. intersection, where it would enter the existing storm drain system under Lehner Avenue.

The existing curb inlet and headwall on the north side of Lehner Avenue would be removed as part of the proposed off-site improvement along Lehner Ave. The proposed street improvement would include the minor widening of Lehner Ave, a curb inlet and storm drain pipe that would connect to the existing 84”- diameter storm drain system. The existing curb inlets and catch basin system on the south side of Lehner Avenue is also proposed to be removed as part of the Lehner Avenue street improvement.

The street improvement of North Ash Street proposes to widen the existing right-of-way to 66 feet. Run off from North Ash Street located northeast of the intersection between North Ash Street and Vista Ave. would be conveyed to a vegetated swale for treatment and detention. Outflow from the swale would be conveyed via 12”-dia storm pipe underneath North Ash St. and connect to the existing 84”-dia storm drain pipe underneath Lehner Ave.

The street improvement of Vista Ave proposes to widen the existing right-of-way along the northern side. Run off from Vista Avenue located northwest of the intersection between North Ash Street and Vista Ave. would be conveyed by curb and gutter to proposed Type- B curb inlets. The easterly curb inlet would convey low flow run-off via 8”-dia storm drain pipe to Bioretention Basin A for HMP treatment and detention. The westerly curb inlet would collect any bypass flow and convey via 8”-dia storm pipe to the existing 84”- dia storm drain pipe underneath Lehner Ave.

All off-site run-on from the northeast of the project site is routed to bypass the development area, via brow ditches, catch basins and storm drains. Surface runoff generated by the new development would be conveyed as surface flow on the street to curb inlets, then via storm drain to one of three proposed bioretention basins. These basins would provide HMP treatment and detention of the storm water per City of Escondido SUSMP requirements, and would outlet to the existing 84"-diameter storm drain pipe. 13.0 acres are to be disturbed; the site is 11% impervious pre-development, and 45.3% impervious post development.

An increase in flowrate of 0.66 cfs has been identified at the existing storm drain pipe underneath Lehner Ave at the intersection of Lehner Ave and N. Ash Street. This increase in flowrate can be sufficiently conveyed by the existing storm drain system under Lehner Ave. The additional imperviousness and proposed increase in flow can be considered minimal and would not adversely affect the proposed cumulative runoff.

Table 6 shows results taken from Attachment 1 of the Technical Memorandum from Tory R. Walker Engineering for Return Periods 2 through 10 years. The 100 year flowrate results were included based on Rational Method calculations provided herein.

TABLE 6: SUMMARY OF RUNOFF FLOWRATE RESULTS

Return Period (year)	Existing Condition (cfs)	Mitigated Condition (cfs)	Reduction, Exist - Mitigated (cfs)
2	4.862	2.305	2.557
3	5.544	3.523	2.021
4	6.057	4.100	1.957
5	6.373	4.949	1.424
6	6.814	5.635	1.179
7	6.920	6.470	0.450
8	7.308	6.962	0.346
9	8.065	7.536	0.528
10	8.757	7.798	0.959

These results show that the outlet structure has been designed to sufficiently mitigate storm water flows for the 2 through 10 year return period, as specified in the City of Escondido HMP for Hydromodification compliance. This same structure in the 100 year storm event, and modeled with Rational Method calculations, would over flow the structure's spillway and outlet directly to the existing storm drain. The site design demonstrates compliance with the HMP as all storm drain facilities are sized to convey the 100 year storm event, while Mitigated flows for the 2 through 10 year Return Period are less than the Existing Condition.

The Drainage Report (Appendix J) concludes that the development of the Lehner Ave project would decrease the cumulative runoff of the site. The Rational Method calculations show that the proposed storm drain facilities can sufficiently convey the anticipated Q100 flowrate without any adverse effects.

Based on this conclusion, runoff released from the proposed project site would be unlikely to cause any adverse impact to downstream water bodies or existing habitat integrity. Sediment would likely be reduced upon site development.

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

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

Based on the City of Escondido SUSMP and Hydromodification Plan (HMP), the developments associated with the Project have been determined to be Priority Development Projects and subject to hydromodification controls. The WQTR (Appendix J) identifies the bioretention basins as the post-construction BMP to address water quality impacts for the Development. Water quality treatment basin(s) would be designed and sized to accommodate the future development. The bioretention system is essentially a surface and sub-surface water filtration system that incorporates both plants and underlying filter soils for removal of contaminants. The bioretention system is effective in removing sediments and attached pollutants and in delaying runoff peaks by providing retention capacity and reducing flow velocities. The WQTR also provides specific design and maintenance information for the bioretention system for the Development, and a corresponding document would be prepared for the future projects on the Additional Annexation Area.

Off-site road improvements would result in widening of the road to include dedicated turn lanes (TIA, Appendix G) and water quality treatment facilities (bioswales). The Project would thus incrementally increase the amount of surface runoff as a result of additional pavement. The Development would complete off-site street improvements to treat storm water as follows: (1) re-grading North Ash and Vista Streets where they front the Development to route storm water flows into the project's water quality basins for treatment; (2) installing a storm water treatment bioswale on the east side of Ash; and (3) widening approximately 690 feet of Vista Avenue within the right-of-way, west of the Development, and installing a bioswale along approximately 150 feet to treat street runoff. Off-site street improvements and stormwater facilities would be maintained by the City.

No development is proposed on the Additional Annexation Area. However, future residential development may require a development agreement on the Additional Annexation Area, and

the Community Benefit Fee/Infrastructure Deficiency Fee would be assessed at the time of development.

With the implementation of the proposed improvements, potential impacts from the Project would be less than significant.

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

No Impact. The Project would not deplete groundwater supplies and would not interfere with groundwater recharge by building additional wells or by altering a stream, wetland, or existing groundwater recharge facility because these resources/facilities are not found within the Project Area.

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

Less Than Significant Impact. No watercourse or wetland is present on the site or off-site near the Project Area. Grading on the site has been minimized where feasible. Post-development site flow would mimic existing drainage conditions, and, with the exception of the 0.66 cfs at Lehner and Ash, would discharge from the site at below historical flowrates. Impervious surfaces have been minimized where feasible. There are no natural or designated Open Space areas existing on-site. Any future development on the Additional Annexation Area would be required to comply with the SUSMP and HMP, which would bring potential water quality impacts from the future development below significance.

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

Less Than Significant Impact. The conversion of approximately half of the site to impervious surface would result in a greater volume of surface flow. Based on the WQTR, the Development has been designed to collect and treat the runoff generated by the Development and would avoid on-and off-site flooding while maintaining acceptable velocities of storm water flows leaving the site. Bioretention basins would be constructed and maintained to treat and retain runoff before it is discharged into the storm water system. As described in the WQTR, the City has noted current capacity for these anticipated flows and flood control is adequate. In addition, the Project would also contribute to off-site drainage improvements through payment of a Community Benefit Fee/ Infrastructure Deficiency Fee, which is also identified in the Project's Development Agreement. Based on Development design, existing capacity, and the Project's contribution to off-site drainage improvements, potential impacts would be reduced to less than significant. It is expected that the proposed annexation parcels would be similarly conditioned

by the City and would be required to construct development-specific bioretention facilities as well as contribute to a community improvement fee.

e) ***Create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?***

Less Than Significant Impact with Mitigation. The Project would be expected to incrementally increase the amount of surface runoff as a result of additional paved and hardscape surfaces of the residential developments. The Project would be required to comply with National Pollution Discharge Elimination System (NPDES) standards. Consequently, runoff from the Project would not be considered significant and the Project would not materially degrade the existing drainage facilities or degrade water quality. In addition, Drainage Facilities Fees would be paid consistent with City required Development Fees to contribute funding for adequate infrastructure to manage storm water runoff and pollution. The additional runoff generated from the increased pavement from the roadway improvements would be treated either by routing the water to the Development's water quality basins or to the new bioswales to be installed along with the street improvements, described above. Pre- and post-construction conditions would remain the unchanged relative to treatment of roadway runoff. It is expected that the future development on the Additional Annexation Area would be similarly conditioned by the City of Escondido and would be required to comply with the NPDES standards as well as contribute to a drainage facility fee.

In addition, to address potential impacts to drainage facilities, adequate drainage improvements shall be installed to the satisfaction of the Engineering Department based on the City's adopted Drainage Master Plan, or subsequent updated technical analyses approved by the City to accommodate storm water flows. This requirement may be reduced based on further refinement to the hydrology analysis.

With the implementation of the proposed improvements, potential impacts from the Project would be less than significant.

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

No Impact. See answer IX.e above.

g) ***Would the Project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?***

No Impact. According to Figure VI-7, 100 Year Flood Hazard Zones of the General Plan, the Project Area is not located within a FEMA 100 Year Floodway or a 100 Year Floodplain.

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

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

i) ***Would the Project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?***

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

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

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

Source(s): City of Escondido General Plan (City of Escondido, 2013); Field Investigation; Water Quality Technical Report (BHA, Inc. 2013); Project Description

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

HYD-1: Adequate drainage improvements shall be installed to the satisfaction of the Engineering Department based on the City's adopted Drainage Master Plan, or subsequent updated technical analyses approved by the City to accommodate storm water flows.

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X. Land Use Planning

Would the Project:

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

X. Land Use Planning Discussion

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

No Impact. The Project proposes the development and annexation of 40 single-family residences within an established community of approximately 14 acres and the annexation of approximately 1.7 acres (public roadway) currently within the City's Sphere of Influence (SOI) but still within the County of San Diego jurisdiction. In addition to the 40-unit Development, an additional 4 residences are allowed on the Additional Annexation Area. The change in zoning as a result of the annexation would not physically divide the community, as the annexation would result in increased community structure by placing the annexed area inside City limits, a defined community. The proposed annexation would incrementally implement the City and County's long-range goal to annex identified County lands within the City's SOI. Table 7 shows the City and County's zoning and land use designations for the combined Project area.

TABLE 7: EXISTING ZONING AND LAND USE DESIGNATIONS FOR PROJECT AREAS

	City (pre-zone)	County
Zoning	PZ R-1-10 (light multiple residential, 1 unit per 10,000 square feet).	Semi-Rural Residential of 1 dwelling unit per 1 gross acre, slope less than 25%.
General Plan Designation	Residential – Suburban (3.33 units/acre). Yields 46 lots; project would develop 43 lots.	SR-1 (1 DU/1, 2, 4 ac) – Agriculture. One unit per acre allowed density. Yields 14 lots.

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

Less Than Significant Impact.

Plan to Plan

From a zoning "plan to plan level" the proposed development is consistent with the adopted land use designations in the City's General Plan and provides for the orderly transition between proposed and planned urban land uses to the east and west, and the estate and semi-rural/agricultural development to the north and south within the County. The current County zoning and General Plan on the County parcels for the Project Area theoretically would allow up to approximately 14 single family units consisting of minimum 1-acre lots; the City zoning allows up to 46 single family units consisting of 10,000 square foot lots. Note that under the City's General Plan Designation and Zoning, the Project Area could yield 46 lots, yet the Project proposes only 43 lots (40 residential units, 3 lots for water quality basins) resulting in a density of 2.86 units per acre, reduced from the allowable 3.33 units per acre.

The proposal involves an increase of up to 26 units more than the County's zoning and General Plan. This increase in the number of lots would not constitute a significant impact since the project density and lot sizes would be consistent with the City's General Plan and Growth Management Ordinance, and all public utilities and other infrastructure improvements would be provided by the City of Escondido to support the proposed density.

Plan to Ground

From a "plan to ground level" the proposal would result in changes to the existing landscape, and would transform the existing pasture area to a more suburban setting by development of 40 residential units on the site. The project design, density and lot sizes conforms to the existing transitional nature of Escondido Development, which "feathers" development densities from the urbanized center to the rural fringe. The project would add traffic to area roadways, but not more than anticipated at the time the General Plan was last updated (2012). The increase in homes from the development would be considered an incremental increase given the number of planned homes within the neighborhood. This is not considered significant since the proposed project would be in conformance with the adopted City of Escondido density provisions for the site, and would be consistent with the existing and planned/approved development pattern. Therefore, no significant land use impacts would occur as a result of the proposed project. Impacts from manufactured slopes and removal of mature trees would be mitigated by implementation of a landscape design plan that provides for revegetation in conformance to city planning guidelines. The project would include provisions for ongoing maintenance of landscaping through a Homeowners' Association.

Growth Inducement

Growth inducement generally is dependent on the presence or lack of existing utilities and municipal or public services, or when the project removes obstacles to population growth or future development. The project would directly contribute to an incremental growth in population by providing additional housing opportunities in north-central Escondido to serve existing and new residents. The construction of new housing on the project site would accommodate development on underdeveloped parcels in an area designated for this purpose consistent with policies and objectives of the City's Growth Management Element. Public

facilities are available in the area to serve the proposed uses, and most of the adjacent properties within the City and County already have developed or are approved for development. The project does not encourage the premature development or development generally that is more intensive or out of character with adjacent residential properties in the area. Growth within this area was anticipated and included in the General Plan when adopted, and is consistent with the City of Escondido planning goals. Implementation of the project may increase the rate of development on nearby underdeveloped land and sewer would be available. Annexation to the City of Escondido would be required along with the approval of a development agreement to address any existing deficiencies within the North Broadway Region of Influence in conformance with the City's Growth Management Ordinance. Therefore, the proposed project does not present a significant growth inducing impact.

The City of Escondido General Plan is the applicable land use plan for the Project Area. The Suburban land use designation of the General allows a maximum density of 3.3 dwelling units per acre with a minimum lot size of 10,000 square feet (sf). The Development's TTM (Appendix A, Figure 3) shows all lots larger than 10,000 sf, and therefore the Development is consistent with the lot size requirement.

The Development also proposes to construct such other improvements required by the Conditions of Approval and the Development Agreement. The terms of the Development Agreement would allow the developer to proceed with construction of 40 residences in return for the construction of public improvements and the payment of funds (deficiency fees) for upgrades to existing water, street and drainage infrastructure in the North Broadway area. As described in the Development Agreement, compensation for these upgrades includes payment of a Community Benefit Fee of $12,500 per unit, and a fair share contribution to the future signalization of the Ash Street/Vista Avenue intersection. Improvements include construction of dedicated turn lanes and transitions at the Ash Street/Lehner Avenue and Ash Street/Vista Avenue intersections. The Development Agreement would ensure consistency with the City's Growth Management Ordinance requirements for new residential development within the North Broadway Region of influence; therefore, Development impacts to applicable land use plans, policies and regulations would be less than significant. A proposed development of the 4 homes on the Additional Annexation Area would also require a Development Agreement that would require consistency with the Growth Management Ordinance and therefore, Annexation impacts to applicable land use plans, policies and regulations would be less than significant.

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

Less Than Significant Impact. As described in Section IV(f), this Project is not in conflict with the applicable habitat conservation plan.

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

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XI. Mineral Resources

Would the Project:

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

XI. Mineral Resources Discussion

a) ***Would the Project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?***

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

b) ***Would the Project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?***

No Impact. See answer XI.a above.

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

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XII. Noise

Would the Project:

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

XII. Noise Discussion

A Noise Technical Report (NTR) was prepared by ESA (May 2014) to analyze the Development's potential impacts on noise based on City and County standards (Appendix H). The NTR's analysis prepared for the Development Site also can be used to evaluate the potential noise impacts for the Additional Annexation Area of the street segments. Given the proximity of the Additional Annexation Area to the Development, it is reasonable to extrapolate the data to address impacts to this area in addition to the Development. Therefore, the discussion and conclusions in this section pertain to the Project as a whole.

The Development's potential construction-related and operational-related noise impacts were evaluated based on City standards for exterior sound levels and per the City's General Plan and Noise Policy 5.3 of the Community Protection Element; and per County significance standards. The City and County significance criteria thresholds are shown in Table 8 below.

TABLE 8: CITY AND COUNTY EXTERIOR SOUND LEVEL LIMITS

CITY THRESHOLDS		
Zone	**Time**	**Applicable Limit One-hour Average Sound Level (A-weighted Decibels)**
Residential zones	7:00 A.M. to 10:00 P.M.	50
	10:00 P.M. to 7:00 A.M.	45
COUNTY THRESHOLDS		
Zone	**Time**	**One-hour Average Sound Level Limits (dBA)**
(1) R-S, R-D, R-R, R-MH, A-70, A-72, S-80, S-81, S-87, S-90, S-92, and R-V and R-U with a density of less than 11 dwelling units per acre	7:00 A.M. to 10:00 P.M.	50
	10:00 P.M. to 7:00 A.M.	45

With regards to traffic noise, the significance of the proposed Development's noise impacts were determined by comparing estimated Development-related noise levels to existing no-Development noise levels. The traffic noise significance criteria thresholds are shown in Table 8 below.

TABLE 9: EXTERIOR INCREMENTAL ENVIRONMENTAL NOISE IMPACT STANDARDS FOR NOISE-SENSITIVE USES (DB)

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

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

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

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

a) ***Would the Project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

Less Than Significant Impact.

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

Table 10 shows the hourly noise levels (L_{max}) produced by various types of construction equipment based on a distance of 50 feet between the equipment and noise receptor for the Development. It should be noted that L_{max} noise levels associated with the construction equipment would only be generated when the equipment are operated at full power. Typically, the operating cycle for a piece of construction equipment would involve one or two minutes of full power operation followed by three or four minutes at lower power settings. As such, the L_{max} noise levels shown in Table 10 would only occur occasionally throughout the construction day.

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

TABLE 10: MAXIMUM NOISE LEVELS FROM CONSTRUCTION EQUIPMENT

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

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

During construction of the Project, the nearest and most notable offsite sensitive receptors to the Project Area would be the adjacent residential uses that surround the Development Site. Due to the use of construction equipment during the construction phases, the Project would expose these surrounding off-site sensitive receptors to increased exterior noise levels. According to Section 36.409 of the County's Noise Abatement and Noise Control Ordinance, with the exception of emergency work the County has deemed it unlawful for any person to operate construction equipment, or cause construction equipment to be operated, that exceeds an average sound level of 75 dB for an eight-hour period, between 7:00 A.M. and 7:00 P.M., when measured at the boundary line of the property where the noise source is located or on any occupied property where the noise is being received. In addition, with respect to the City's construction noise regulations, Section 17-234 of the City Municipal Code stipulates that construction equipment or a combination of equipment are not allowed to operate so as to cause noise in excess of a one-hour average sound level limit of 75 dB at any time, unless a variance has been obtained in advance from the City Manager.

During Project construction, the noise levels experienced at the nearest off-site receptors would vary depending on the distance of the construction equipment within the site to the receptor. For instance, the construction noise levels experienced at the off-site receptors to the north would be the greatest when construction equipment are operating in the northern portion of the Project Area, while noise levels at these receptors would be the lowest when construction equipment are operating in the southern portion of the Project Area. Thus, the noise levels would fluctuate over the course of a construction day as equipment moves back and forth across the Project Area. Because the Development's specific construction equipment roster and schedule have not been finalized at this time, an approximate estimate of construction noise levels is conducted for the purpose of this analysis using the general assessment approach recommended by the Federal Transit Administration (FTA). Table 11 shows the estimated construction noise levels that would occur at the nearest off-site sensitive uses during construction at the Project Area. The estimated noise levels at the off-site sensitive receptors were calculated using the Federal Highway Administration (FHWA)'s Roadway Construction Noise Model (RCNM), and were based on the concurrent operation of the two noisiest pieces of equipment (i.e., grader and tractor) at the center of the Development.

TABLE 11: EXTERIOR NOISE AT OFF-SITE SENSITIVE USES FROM Development CONSTRUCTION*

Off-site Sensitive Land Uses	Location	Approximate Distance to Project Site Center (ft.)[a]	Estimated Noise Levels (dB L_{eq})[b]	Applicable County 8-hour and City 1-hour Averaged Noise Standard (dB L_{eq})
Residences	Directly north of the Project site boundary.	416	69	75
Residences	Directly east of the Project site boundary.	367	71	75
Residences	South of the Project site, across Vista Avenue.	467	68	75
Residences	Directly west of the Project site boundary.	305	72	75

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

[b] For the purpose of conducting a conservative analysis and to be consistent with the Project's air quality analysis, it is assumed that seven pieces of construction equipment used during the grading phase at the Project site would be operating concurrently.

As shown in Table 11, the estimated construction noise levels generated by the Development would range from 68 dB Leq at the nearest residential use property line located south of the Project Site, across Vista Avenue, to 72 dB L_{eq} at the nearest residential use located directly west of the Project Site. Overall, none of the identified nearest off-site sensitive receptors would be exposed to noise levels that exceed 75 dB L_{eq}. Thus, under the scenario where the construction noise levels shown in Table 11 at the off-site sensitive receptors would occur for a full hour, the City's 1-hour average noise standard of 75 dB for construction activities would not be exceeded. Furthermore, since the 1-hour average construction noise levels would not exceed 75 dB, then an 8-hour average of those noise levels (i.e., County construction noise standard) would also not exceed 75 dB. Therefore, the Development's construction activities would not violate the construction noise standards of the County's Noise Abatement and Control Ordinance or the City's municipal code.

Operation Noise: The Project would add additional vehicles on surrounding roadways and therefore potentially impact ambient noise levels with increased traffic noise. The proposed Project would increase local noise levels by a maximum of 2.1 dB L_{dn} at the roadway segment of Vista Avenue, west of North Ash Street. As this noise increase would not exceed the City's allowable noise increment, this impact would be less than significant. In addition, as the other roadway segments that are located even farther away from the Project Area would experience less traffic increases due to the Development, the increase in local noise levels at these roadway segments would also not exceed the County's allowable noise increments, and impacts would be less than significant.

Cumulative mobile source noise impacts would occur primarily as a result of increased traffic on local roadways due to the proposed Development and related projects within the study area. Therefore, cumulative traffic-generated noise impacts have been assessed based on the contribution of the proposed Development to the future cumulative base traffic volumes on the roadway segments in the Development vicinity. The Development's maximum contribution to cumulative traffic noise levels would be 0.3 dB L_{dn} at the segment of N. Ash Street, north of Vista Avenue. As the increase in roadway noise at this roadway segment would not exceed the allowable incremental noise increase of 3.0 dB L_{dn}, the noise increase associated with the Development would not be substantial based on the City's noise standards for allowable incremental noise increases[1]. Aside from this roadway segment, all of the remaining roadways in the Project Area would not be exposed to incremental noise increases from the Development that would exceed the City's noise standards for allowable incremental noise increases.

[1] Because the project site is anticipated to be annexed into the City prior to development of the project, the applicable noise criteria from the City, instead of the County, is used for this analysis. Since the City's allowable noise increase criteria is more stringent than the County's criteria, even under a scenario where the project site is not annexed by the City prior to development of the Project, the use of the City's criteria in this report provides an analysis that is more conservative in nature.

Therefore, the Development's contribution to cumulative traffic noise impacts would be less than significant (ESA, Noise Technical Report, 2014).

Furthermore, the Development's maximum contribution to cumulative peak hour traffic noise levels would be 0.1 dB Leq at the segment of Vista Avenue, east of North Broadway. As this noise increase would not exceed the allowable incremental noise increase of 3.0 dB Leq, the noise increase would not be substantial. As the remaining roadways analyzed would not be exposed to any noise level increases attributable to the Development, the peak hour noise increases at these roadway segments would also not be substantial. Therefore, the Project's contribution to cumulative peak hour traffic noise impacts at institutional land uses would be less than significant (ESA, Noise Technical Report, 2014). Impacts associated with the Additional Annexation Area are also considered less than significant as no additional traffic would result from this aspect of the Project.

It should be noted that existing conditions currently experience noise levels higher than 60 dB at various roadway segments in the Project Area based on assumed traffic speeds identified in the Project's Traffic Impact Analysis and based on the corresponding analysis provided in the Project's NTR. Per Noise Policy 5.2 in the General Plan, 60 dB is the City's goal for single family residents in areas where outdoor use is a major consideration, such as back yards. Policy 5.2 acknowledges that such levels may not necessarily be achievable in all residential areas. An increase of 0.1 dB Ldn is not audible and does not exceed the thresholds set by the City or the County. Therefore, the *de minimus* increase in noise levels attributable to the proposed project does not constitute a significant impact under CEQA. Nonetheless, the General Plan noise goal would require the development to construct appropriate masonry block noise walls of appropriate height, typically 6 feet in height, to bring the outdoor noise level down to 60 dBA for the homes, to the extent feasible. The project would be conditioned accordingly. The Project would not contribute to a significant or audible increase in traffic noise above existing conditions. Therefore, the operational noise impacts would be less than significant.

Despite not exceeding the County's or the City's construction noise standards, when the Development's estimated construction noise levels are compared with the ambient daytime noise levels that were measured at the nearby off-site sensitive uses to the Project Area, the exterior noise levels at these off-site sensitive receptors would experience an increase in noise levels during construction of the Development. It should be noted, however, that the construction-related noise levels would be temporary in nature, and would not generate continuously high noise levels, although occasional single-event disturbances from grading and construction are possible. In addition, construction equipment engines would also likely be intermittently turned on and off over the course of a construction day. Although construction noise levels would only be temporary in nature, measures N-1 through N-7, which would require the implementation of noise reduction devices and techniques during project construction, are included to reduce the construction-related noise levels at nearby receptors to the maximum extent feasible. With the implementation of N-1 through N-7, the temporary construction noise impacts would be minimized and impacts would be less than significant.

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

Less than Significant Impact.

Operation Noise: The Project would not involve the use of heavy machinery or generate heavy-duty truck trips that are often associated with large commercial or industrial uses. As such, no sources of "excessive" groundborne vibration or noise levels would occur during Project operations (ESA, Noise Technical Report, 2014).

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

The various peak particle velocity (PPV) and root mean square (RMS) velocity in Decibel (VdB) levels for the types of construction equipment that would operate during the construction of the proposed Development are identified in Table 12. Based on the information presented in Table 12, vibration velocities could reach as high as approximately 0.089 inch-per-second PPV at 25 feet from the source activity, depending on the type of construction equipment in use. This corresponds to a RMS velocity level (in VdB) of 87 VdB at 25 feet from the source activity.

TABLE 12: VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT

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

SOURCE: FTA, 2006.

Construction activities associated with the proposed Development would have the potential to impact the nearest surrounding off-site sensitive receptors to the Project Area, which include the surrounding residential uses to the surrounding residential uses to the north, east, south, and west. Table 13 shows the construction-related groundborne vibration levels that would occur at the identified off-site sensitive uses during construction at the Project Area.

TABLE 13: GROUNDBORNE VIBRATION LEVELS AT OFF-SITE SENSITIVE USES*

Off-site Sensitive Land Use	Approximate Distance to Project Area (ft.)[a]	Estimated PPV (in/sec)
Residences located directly north of the Project site boundary.	30	0.07
Residences located directly east of the Project site boundary.	22	0.11
Residences located south of the Project site, across Vista Avenue.	60	0.02
Residences located directly west of the Project site boundary.	65	0.02

ft. = feet
in/sec = inches per second

[a] For the groundborne vibration analysis, approximate distances are measured from the nearest project site boundary to the nearest sensitive-receptor structure located offsite.

As shown in Table 13, the vibration velocities forecasted to occur at the off-site sensitive receptors could potentially range from 0.02 in/sec PPV at the off-site residences located to the south and west of the Project Area, to 0.11 in/sec PPV at the residences located directly east of the Project Area. None of the buildings at the identified off-site sensitive use locations are considered to be fragile structures that are extremely susceptible to vibration damage. For the purpose of this analysis, the identified off-site residential structures surrounding the Project Area are considered to be "older residential structures," based on the structure descriptions provided under Caltrans vibration criteria. With respect to the vibration sources associated with project construction, it is not anticipated that any continuous/frequent intermittent sources of vibration would occur as no pile-driving or compaction activities would be required at the Project Area. As such, only transient sources of vibration are anticipated to be generated at the Project Area during construction. Based on the information shown in Table 13, none of the existing off-site residential structures would be exposed to PPV groundborne vibration levels that exceed the 0.5 inches per second criteria for transient sources. In addition, the highest vibration level of 0.11 in/sec PPV at the residences located directly east of the Project would still be less than distinctly perceptible with respect to Caltrans vibration annoyance potential criteria. As such, groundborne vibration impacts at off-site sensitive receptors during project construction with respect to building damage and human annoyance would be less than significant (ESA, Noise Technical Report, 2014).

c) ***Would the Project result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?***

Less Than Significant Impact.

Construction Noise: According to the NTR for the project (ESA, 2013, Appendix H), a temporary increase in ambient noise levels would occur during the demolition, grading and construction

project phases. The potential impacts for temporary demolition, grading and construction activities are discussed in answers XII.a and XII.b above.

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

HVAC units and exhaust fans may be installed on the proposed single-family residential units in the Project Area. Due to their proximity, the noise levels generated by the new HVAC units and exhaust fans for the proposed Project could potentially disturb the existing residential uses surrounding the Project Area. However, it should be noted that as an industry practice, the design of the onsite HVAC units and other noise-generating mechanical equipment associated with the new residential units at the Project Area would typically be equipped with noise muffling devices or shielding (e.g., enclosures) to reduce noise levels that may affect nearby noise-sensitive uses. In addition, for the proposed Development, all HVAC units would be located in either the rear or side of the new residences where they would be shielded from neighboring uses. Furthermore, the HVAC units for the Development installed would be typical of those used at other existing residences in the Project vicinity, and generally would not represent a substantial source of noise. Thus, impacts from HVAC-related noise levels associated with the proposed Project would be less than significant.

Furthermore, in order to ensure that onsite operational noise would not adversely affect the future residents at the Project Area, measure N-8 would be implemented to ensure that all exterior windows associated with the proposed residential uses would be constructed such that sufficient sound insulation is provided to ensure that interior noise levels would be below a L_{dn} or CNEL of 45 dB in any residential unit.

Potential impacts to ambient noise levels associated with traffic noise are discussed in Section X.II.a above. Per Noise Policy 5.2 in the General Plan, the Project would be conditioned on the construction of masonry block noise walls of appropriate height to bring the outdoor noise level down to 60 dBA for the homes, to the extent feasible.

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

Less than Significant Impact with Mitigation. A temporary increase in ambient noise levels would occur during the grading and construction project phases. The potential impacts for temporary grading and construction activities are discussed in answers XII.a and XII.b above. Implementation of N-1 through N-7 described below would reduce the potential impacts to a level below significance.

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

No Impact. The Project Area is not located within an airport land use plan and is located outside the sphere of influence for the McClellan-Palomar Airport, which is the nearest public airport. The site is not located within the vicinity of a private airstrip. The nearest private airstrip is located approximately 4.6 miles to the northeast at Lake Wohlford Resort.

f) ***For a project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels?***

No Impact. See answer XII.e above.

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

Noise Avoidance, Minimization, and Mitigation Measures. The following mitigation measures would be implemented to minimize potential impacts from the Development and future construction on the Additional Annexation Area:

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

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

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

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

N-5: If the Project is under the jurisdiction of the County at the time of development, the Applicant and/ or Contractor shall notify all construction workers prior to the commencement of construction that activities generating impulsive noise levels at the Project Area must be limited to no more than 15 minutes in a given hour when such activities are located adjacent to an off-site sensitive receptor (residence). Impulsive noise is defined by the County as a single noise event or a series of single noise events that causes a high peak noise level of short duration (one second or less) measured at a specific location (Section 36.410 of the County's Noise Abatement and Control Ordinance).

N-6: The Applicant shall designate a construction relations officer to serve as a liaison with surrounding residents and property owners who is responsible for responding to any concerns regarding construction noise and vibration. The liaison's telephone number(s) shall be prominently displayed at the Project Area. Signs shall also be posted at the Project Area that include permitted construction days and hours.

N-7: Construction activities shall be limited to permitted construction hours designated by the applicable jurisdiction for the project at the time of development. If the project is under the jurisdiction of the County at the time of development, construction activities shall be limited to between the hours of 7:00 A.M. and 7:00 P.M. from Monday through Saturday. Further, no construction activity shall be undertaken on Sundays and recognized County holidays (Section 36.408 of the County's Noise Abatement and Control Ordinance). If the project is under the jurisdiction of the City at the time of development, construction activities shall be limited to between the hours of 7:00 A.M. and 6:00 P.M. from Monday through Friday, and between the hours of 9:00 A.M. and 5:00 P.M. on Saturdays. Further, no construction activity shall be undertaken on Sundays and recognized City holidays (Section 17-234 of the City's Municipal Code).

N-8: Prior to the issuance of building permits for the homes, the Applicant shall submit an interior noise analysis (INA) to ensure that the homes are constructed to provide the appropriate construction features to conform to interior noise levels below an L_{dn} or CNEL of 45 dB in any room.

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XIII. Population and Housing

Would the Project:

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

XIII. Population and Housing Discussion:

a) *Would the Project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

Less Than Significant Impact. The Project would build 40 single-family residences which would incrementally increase the population in the immediate area. The Project could also potentially add 4 additional homes if future development of the Additional Annexation Area were to occur. These additional units would support the City's Regional Share Housing Requirements and the General Plan Housing Policy 1.1 to expand the stock of all housing while preserving the health, safety, and welfare of residents, and maintaining the fiscal stability of the City. While population growth is anticipated, it is consistent with City planning efforts and County expectations for de-annexation. According to the City's General Plan Housing Element, each household in the City has an average of 3.12 persons. By applying 3.12 persons per household to the additional 40 residences from the Development and 4 residences in the Additional Annexation Area, the Project is anticipated to increase the population of the City by 138 persons. Compared to an estimated population in 2010 of 143,911 residents, the increase in population of 0.08% by the Project would not cause a significant population impact. Off-site intersection improvements identified in the TIA (Appendix G) and required by the Development would be constructed. No other infrastructure is proposed aside from utility improvements on the property that would tie into existing offsite municipal infrastructure.

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

Less Than Significant Impact. The Project Area currently contains 4 single-family residences that would be demolished. The Project would construct 40 single-family units. Therefore, adequate replacement housing is part of the Project design and impacts would be less than significant.

There is one housing unit on the Additional Annexation Area. If the Additional Annexation Area were to be later developed, the pre-zone change would allow for 4 residences to be constructed, which would be an adequate replacement.

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

No Impact. See answer XIII.b above.

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

XIV. Public Services	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐

XIV. Public Services Discussion:

a) ***Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services?***

i) ***Fire protection***

Less Than Significant Impact. The Project Area is within the Rincon Del Diablo Fire Protection District with services provided by the Escondido Fire Department. Fire Station #7 is the closest station, approximately 1.5 miles from the site and located at 1220 North Ash. The Project would incrementally increase the need for service in the area by adding 40 single-family residences (and an additional 4 residences with future Development of the Additional Annexation Area). Consistent with the Citywide Facilities Plan, this increase would be offset by the payment of Public Facilities Fees paid at the time of building permit issuance. In addition, the Project would be subject to fire building plan fees and review to ensure the Project is in compliance with access and safety standards. Based on information provided by the City, upon request for service, one engine and two ambulances would respond from station #7 within the response time mandated by the General Plan.

ii) ***Police protection***

Less Than Significant Impact. The Project would incrementally increase the need for additional police service with the development of 40 residential units (and an additional 4 residences with future Development of the Additional Annexation Area). Consistent with the Citywide Facilities

Plan, this incremental increase would be offset by the payment of Public Facilities Fees paid at the time of building permit issuance. Based on information provided by the City, the Escondido Police Department would provide services from the new police and fire headquarters building located at 1161 North Centre City Parkway. Therefore, no impacts to service level are anticipated to result from the proposed Development.

iii) *Schools*

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

iv) *Parks*

Less Than Significant Impact. The Project would not occur on or require the conversion of park space. The nearest parks within an approximate half-mile to one-mile radius that would service the Project include Jesmond Dene Park (35 acres), Reidy Creek Golf Course (65 acres), Rod McLeod Park (18 acres), El Norte Park (2.5 acres), and Daley Ranch (3,058 acres). The addition of 44 residential units would create an incremental increase in use of these existing park locations. According to the Citywide Facilities Plan, park services in Escondido are meeting threshold levels of service and the Project would not significantly impact park services. In addition, the Project would be required to pay a Park Fee upon issuance of building permits consistent with the growth management element of the General Plan and Quality of Life Goals.

v) *Other public facilities*

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

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

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XV. Recreation	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

XV. Recreation Discussion:

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

Less Than Significant Impact. The Project proposes the development of 40 single-family residences that would lead to an incremental increase on the use of public parks and recreational facilities (and an additional 4 residences with future Development of the Additional Annexation Area). Impacts to these facilities would not be substantial and potential impacts would be offset by the payment of Park and Facilities Impact Fees paid upon issuance of building permits.

b) ***Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?***

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

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

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XVI. Transportation and Traffic

Would the Project:

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

XVI. <u>Transportation and Traffic Discussion:</u>

A Traffic Impact Analysis (TIA) was performed by LLG Engineers (April 18, 2014) to analyze the potential impacts on existing and future Transportation and Traffic conditions in the Project Area from a 40-unit residential development. The study area includes the following five (5) existing intersections and five (5) street segments.

Intersections:

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

Segments:

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

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

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

Level of service (LOS) is the term used to denote the different operating conditions which occur on a given roadway segment or intersection under various traffic volume loads. Level of service designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. LOS is used to determine whether or not a project would have a significant impact on an existing roadway or intersection based on local and/or regional thresholds called significance criteria. Per City standards, thresholds of significance are not triggered at intersections or roadway segments that continue to operate at a level of LOS A, B or C after project implementation. Per County standards, thresholds of significance are not triggered at intersections or roadway segments that continue to operate at a level of LOS A, B, C or D after project implementation. Because the City thresholds are more restrictive than the County's, the City's thresholds would be used for this analysis.

The Project study area includes locations that lay both within the City of Escondido and County of San Diego jurisdictions. The City thresholds regarding intersections are analyzed in Tables 15, 17, 19 and 20 below; City and County thresholds are different regarding roadway segments and are therefore analyzed under separate criteria in Tables 16 and 18 below (LLG, 2014). The following is a summary of the significance criteria from each jurisdiction that was utilized in the TIA. The table below summarizes the amount of traffic which can be added to a (LOS D/E/F location before a significant impact is calculated for the Project.

TABLE 14: PROPOSED THRESHOLDS TO IDENTIFY PROJECTS SIGNIFICANT TRAFFIC IMPACT (CITY OF ESCONDIDO)

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

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

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

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

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

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

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

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

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

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

Project Impacts to Existing Traffic

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

The Development is calculated to generate 400 daily trips with 32 trips (10 inbound/22 outbound) in AM peak hour, 30 trips (22 inbound/8 outbound) in the Mid-Afternoon peak hour and 40 trips (28 inbound/12 outbound) during PM peak hour. The Development traffic was distributed to the local street system based on the Development's proximity to I-15, local roadway network, employment centers, commercial areas, local schools and traffic circulation. In addition, future immediate area cumulative development potential was taken into consideration in the traffic analysis, as well as several specific cumulative development projects to analyze the impacts of the Development with and without future development. Tables 15 and 16 on the following pages show the existing conditions and expected post-Development operational conditions for affected intersections and road segments.

Table 15: NEAR-TERM INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing		Existing + Project			Significant?	Existing + Project + "Adjacent" Residential Projects			Significant?
			Delay[a]	LOS[b]	Delay	LOS	Δ[c]		Delay	LOS	Δ	
1. N. Broadway / Stanley Ave	MSSC[d]	AM	21.1	C	21.9	C	0.8	No	26.1	D	3.8	No
		PM	11.4	B	11.5	B	0.1	No	11.7	B	0.3	No
2. N. Ash St / Stanley Ave	AWSC[e]	AM	12	B	12.2	B	0.2	No	13	B	0.7	No
		PM	9	A	9.1	A	0.1	No	9.6	A	0.4	No
3. N. Ash St / Lehner Ave	AWSC	AM	30.5	D	22.1	C	(8.4)	No	23.4	C	(8.0) [f]	No
		PM	11.1	B	11.2	B	0.1	No	11.6	B	0.4	No
4. N. Broadway / Vista Ave	Signal	AM	13	B	13.4	B	0.4	No	14.2	B	1.1	No
		PM	8.7	A	8.8	A	0.1	No	8.9	A	0.2	No
5. N. Ash St / Vista Ave	AWSC	AM	47	E	75.5	**F**	28.5	**Yes**	**75.8**	**F**	**28.8**	**Yes**
Mitigated		*AM*			28.5			–	*29.2*	*C*		–
		PM	10.9	B	13.4	B	2.5	No	13.5	B	2.5	No

Footnotes:

a. Average delay expressed in seconds per vehicle.
b. Level of Service.
c. Δ denotes an increase in delay due to Development.
d. MSSC – Minor street Stop Controlled intersection. Minor street left turn delay is reported.
e. AWSC – All-Way Stop Controlled intersection.
f. Intersection delay improved with rerouting of existing traffic due to closure of Lehner Avenue east of Vista Avenue.

General Notes: BOLD typeface indicates a potentially significant impact.

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

Table 16: NEAR-TERM STREET SEGMENT OPERATIONS

Street Segment	Jurisdiction	Capacity (LOS E)	Existing			Existing + Project				Significant?	Existing + Project + "Adjacent" Residential Projects				Significant?
			ADT[a]	LOS[b]	V/C[c]	ADT	LOS	V/C	Δ[d]		ADT	LOS	V/C	Δ	
N. Ash Street															
Stanley Ave to Lehner Ave	City	12,000 [e,f]	4,200	B	0.350	4,450	B	0.371	0.021	No	4,700	B	0.309	0.030	No
	County	12,900 [g,f]	4,200	C	0.326	4,450	C	0.345	0.019	No	4,700	C	0.309	0.030	No
South of Vista Ave	City	12,000 [e,f]	7,040	C	0.587	7,540	C	0.628	0.042	No	7,720	C	0.508	0.038	No
	County	12,900 [g,f]	7,040	D	0.546	7,540	D	0.584	0.039	No	7,720	D	0.309	0.030	No
Stanley Avenue															
East of N. Ash St	City [h]	4,500 [i]	660	C	N/A	660	C	N/A	N/A	No	1,120	C	N/A	N/A	No
Vista Avenue															
N. Broadway to Ash St	City	12,000 [e,f]	4,170	B	0.348	4,730	B	0.394	0.047	No	4,870	B	0.406	0.045	No
	County	12,900 [g,f]	4,170	C	0.323	4,730	C	0.367	0.043	No	4,870	C	0.309	0.030	No
N. Broadway															
South of Vista Ave	City [h]	37,000	10,740	A	0.29	11,410	A	0.308	0.018	No	11,710	A	0.316	0.022	No

Footnotes:

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

General Notes: Data shown in this table for County analysis was provided to VCS by LLG for informational purposes and was not included as part of the original TIA.

As shown in Table 15 above, analysis of the Development's potential impacts to Existing Conditions and to Existing Conditions + Adjacent Residential Projects determined that all study area intersections are calculated to continue operation at LOS C or better during both the AM and PM peak hours except for the intersections of N. Broadway / Stanley Avenue and N. Ash Street / Vista Avenue. The N. Broadway / Stanley Avenue intersection is calculated to continue operation at LOS D during the AM peak hour. The N. Ash Street / Vista Avenue intersection is calculated to continue operation at LOS F, also during the AM peak hour. Potentially significant impacts would be associated with the change in LOS for the N. Ash Street / Vista Avenue intersection only, based on the significance criteria thresholds discussed above and without mitigation. As shown in Table 16 above, all of the study area street segments are calculated to continue operation at LOS D or better on a daily basis. Therefore, the Development would have no significant impacts on street segment operation based on significance criteria thresholds (LLG, Traffic Impact Analysis, 2014, Appendix G). The additional 40 ADT estimated by any future development in the Additional Annexation Area would not contribute sufficient trips to alter the conclusions of the traffic analysis (personal communication, John Boarman, LLG).

Cumulative Project Impacts to Traffic

The analysis of the impacts at intersections from Development implementation to cumulative conditions represents a more robust analysis of the potential long-term impacts associated with this Development plus other reasonably foreseeable projects that would occur in the future in the immediate vicinity of the proposed Development. Additionally, the cumulative analysis takes into account planned future changes to the roadway system. Specifically, the Project's proposed closure of the intersection of Lehner Avenue and Vista Avenue and the change of Lehner Avenue from a through street between Vista Avenue and N. Ash Street to a cul-de-sac with access from N. Ash Street only. Therefore, the cumulative analysis models future traffic conditions, given the proposed Development plus reasonably foreseeable future projects on the road system with the planned changes previously described. Analysis of the Development's potential cumulative impacts is shown on the following pages in Tables 17 and 18. The additional 50 ADT estimated by the future development in the Additional Annexation Area would not contribute sufficient trips to alter the conclusions of the traffic cumulative analysis (personal communication, John Boarman, LLG Engineering).

Table 17: EXISTING + PROJECT + CUMULATIVE PROJECTS INTERSECTION OPERATIONS

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

Footnotes:

a. Average delay expressed in seconds per vehicle.
b. Level of Service.
c. MSSC – Minor street Stop Controlled intersection. Minor street left turn delay is reported. AWSC – All-Way Stop Controlled intersection.
d. Intersection delay improved with rerouting of existing traffic due to closure of Lehner Avenue east of Vista Avenue to through traffic, associated with the Project.

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

General Notes:

BOLD and highlighted typeface indicates a potentially significant impact.

Table 18: EXISTING + PROJECT + CUMULATIVE PROJECTS SEGMENT OPERATIONS

Street Segment	Jurisdiction	Capacity (LOS E)	Existing			Existing + Project + Total Cumulative			Significant ?
			ADT[a]	LOS[b]	V/C[c]	ADT	LOS	V/C	
N. Ash Street									
Stanley Ave to Lehner Ave	City	12,000 [d,e]	4,200	B	0.350	4,860	B	0.320	No
	County	12,900 [f,e]	4,200	C	0.326	4,860	C	0.320	No
South of Vista Ave	City	12,000 [d,e]	7,040	C	0.587	7,820	C	0.514	No
	County	12,900 [f,e]	7,040	D	0.546	7,820	D	0.320	No
Stanley Avenue									
East of N. Ash St	City [g]	4,500 [h]	660	C	N/A	1,200	C	N/A	No
Vista Avenue									
N. Broadway to Ash St	City	12,000 [d,e]	4,170	B	0.348	5,230	B	0.436	No
	County	12,900 [f,e]	4,170	C	0.323	5,230	C	0.320	No
N. Broadway									
South of Vista Ave	City [g]	37,000	10,740	A	0.29	12,420	A	0.336	No
	City	12,000 [d,e]							

Footnotes:

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

General Notes: Data shown in this table for County analysis was provided to VCS by LLG for informational purposes and was not included as part of the original TIA.

The cumulative analysis determined that all the study area intersections are calculated to continue to operate at LOS C or better during both the AM and PM peak hours with the exception of the intersections of N. Broadway / Stanley Avenue and N. Ash Street / Lehner Avenue, which would both continue to operate at LOS D during the AM peak hour; and with the exception of the intersection of N. Ash Street and Vista Avenue, which is forecast to continue to operate at LOS F during the AM peak hour. Based on the significance criteria thresholds, the Project's cumulative impacts on the intersection of N. Ash Street / Vista Avenue would be considered significant without mitigation (LLG, Traffic Impact Analysis, 2014, Appendix G). In addition, without mitigation, significant impacts as defined in Escondido Municipal Code Section 33-924 are triggered by this Project. Street segments are expected to continue operation at levels of D or better.

Mid Afternoon Peak Hour Analysis

A Mid-Afternoon peak hour intersection analysis was conducted for all analysis scenarios to determine the operations at the two intersections during the afternoon school bell. Peak hour counts were conducted between 2:00 PM and 4:00 PM. Analysis of the Development's potential impacts based on mid-afternoon peak hour analysis is shown on the following pages in Tables 19 and 20.

Table 19: NEAR-TERM INTERSECTION OPERATIONS (MID-AFTERNOON TIME FRAME)

Intersection	Control Type	Existing		Existing + Project			Significant?	Existing + Project + "Adjacent" Residential Projects			Significant?
		Delay[a]	LOS[b]	Delay	LOS	Δ[c]		Delay	LOS	Δ	
3. N. Ash St / Lehner Ave	AWSC [d]	37.6	E	30.1	D	(7.5)	No	**39.8**	**E**	**2.2**	**Yes**
Mitigated [e]								*26.6*	*D*		
5. N. Ash St / Vista Ave	AWSC	41.8	E	**64.2**	**F**	**22.4**	**No**	**66.8**	**F**	**25.0**	**Yes**
Mitigated [e]		–	–	*27.6*	*C*	–	–	*28.8*	*C*	–	–

Footnotes:

a. Average delay expressed in seconds per vehicle.
b. Level of Service.
c. Δ denotes an increase in delay.
d. AWSC – All-Way Stop Controlled intersection.

General Notes:

BOLD typeface indicates a potentially significant impact.

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

Table 20: EXISTING + PROJECT + CUMULATIVE PROJECTS INTERSECTION OPERATIONS (MID-AFTERNOON TIME FRAME)

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

Footnotes:

a. Average delay expressed in seconds per vehicle.
b. Level of Service.
c. Δ denotes an increase in delay.
d. AWSC – All-Way Stop Controlled intersection.

General Notes: BOLD typeface indicates a potentially significant impact.

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

The mid-afternoon peak hour analysis determined that the Project would have potentially significant impacts to the intersections of N. Ash Street / Lehner Avenue and N. Ash Street / Vista Avenue under the Existing + Project + Adjacent Residential Project conditions and cumulatively under Existing + Project + Total Cumulative Project Conditions. Potentially significant impacts would be associated with the change in LOS at N. Ash Street / Vista Avenue and with the anticipated delays in service anticipated at both intersections without mitigation (LLG, Traffic Impact Analysis, 2014, Appendix G).

a) Would the Project *conflict with an adopted plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?*

Less Than Significant With Mitigation. The TIA prepared for the Development analyzed the near-term intersection operations, near-term street segment operations, highway capacity, traffic volumes associated with the Project + Adjacent Projects, and traffic volumes associated with the Project + future (cumulative) projects. Under the scenarios analyzed for Existing + Project + "Adjacent" Residential Projects; Existing + Project + Total Cumulative Projects; and for near-term and cumulative operations during the mid-afternoon time-frame; the proposed Development was found to result in potentially significant impacts to the intersections of N. Ash Street / Lehner Avenue and N. Ash Street / Vista Avenue. The potentially significant impacts are associated with the anticipated change in LOS at N. Ash Street / Vista Avenue and with the anticipated delays in service anticipated at both intersections (LLG, Traffic Impact Analysis, 2014,

Appendix G). Mitigation measures T-1 and T-2 discussed below provide for making improvements to both of these intersections, for making associated street improvements, and for paying a fair-share contribution to signalize the intersection of N. Ash Street / Vista Avenue. Implementation of mitigation measures T-1 and T-2 would reduce the potential impacts to below significance per City and County standards. No change in LOS would occur from the Project's Additional Annexation Area.

The Project's Additional Annexation Area includes a change to existing zoning. The zoning change would allow for an increased density from 1 house to 4 houses should these parcels be developed in the future (net increase of 3 units). The parcels' change in density, as a result of the Additional Annexation Area, is consistent with the City's General Plan for area build-out, and consistent with the City's pre-zoning designation. In addition, the additional 3 peak hour trips associated with the Additional Annexation Area would not have the potential to change the LOS of surrounding intersections because those few peak hour trips are less than the day to day fluctuations of traffic in the study area and less than the potential modeling error (LLG, 2014). Furthermore, the traffic modeling of cumulative conditions accounts for the general background growth of traffic in future conditions, which exceeds the minor increase in peak hour trips associated with the Additional Annexation Area.

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

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

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

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

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

No Impact. The Development design is consistent with City street design standards and the 40-unit residential development does not result in hazards related to design features. The Additional Annexation Area proposes no development at this time. If future development of this area is to occur, it could be subject to additional review under CEQA and must be in conformance with City street design standards at the time of review.

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

No Impact. The City has confirmed that the Development design is consistent with City street design and would not impede emergency access to or from the Development. If future development of the Additional Annexation Area occurs, it could be subject to additional review under CEQA and would be required to be in conformance with City street design standards at the time of review.

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

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

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

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

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

The following mitigation measures are included to mitigate the Project's potential impacts to below significance:

T-1: N. Ash Street / Lehner Avenue - The applicant/developer shall improve this intersection within the Lehner / Stanley block (the area bound by N. Ash Street / Conway Drive / Lehner Avenue and Stanley Avenue). Dedicated turn lanes should be provided at the southbound, westbound and northbound approaches. The applicant/developer will be responsible for all widening, transitions, necessary right of way acquisitions and other aspects of the design and construction process to the City Engineer's satisfaction, including frontage improvements to existing curbs, gutters, sidewalks and/or driveways that abut the proposed widened roadway. School related signing and striping should be implemented at the intersection per the Manual on Uniform Traffic Control Devises (MUTCD).

T-2: N. Ash Street / Vista Avenue - The applicant/developer shall improve this intersection with traffic signals, dedicated turn lanes on all approaches within the Lehner / Stanley block (the area bound by N. Ash Street / Conway Drive / Lehner Avenue and Stanley Avenue), and any street realignment necessary. School related signing and striping should be implemented at the intersection per the MUTCD. The applicant/developer will be responsible for all widening, transitions, necessary right of way acquisitions and other aspects of the design and construction process to the City Engineer's satisfaction, including frontage improvements to existing curbs, gutters, sidewalks and/or driveways that abut the proposed widened roadway.

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

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XVII. Utilities and Service Systems

Would the Project:

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

XVII. Utilities and Service Systems Discussion:

In the proposed Development Agreement for the Development, the City acknowledges that it would have sufficient capacity in its infrastructure services and utility systems, including, flood control, sewer collection, sewer treatment, sanitation service and, except for reasons beyond the City's control, water supply, treatment, distribution and service, to accommodate the Development. To the extent that the City renders such services or provides such utilities, the City agrees that it would serve the Development and that there shall be no restriction on connections or service for the Development except for reasons beyond the City's control. However, the City has indicated that it can guarantee sufficient capacity for sewer collection, sewer treatment and sanitation service for the Development for only one year from the Effective Date pursuant to the Development's Development Agreement. As part of the City's standard agreement language, the City would only guarantee one year of service to protect against instances where an approved Development's construction phase is postponed to a future time where capacity has eventually decreased to inadequate levels. Consultation with the City's sewer plant engineer has verified that current capacity is more than adequate to service the Development and is projected to remain adequate for approximately 10 years based on current demand and anticipated growth, including the Additional Annexation Area.

The Project Area properties are currently on septic systems. Serving these County areas with existing City wastewater treatment facilities would eliminate the existing potential for leakage of the septic systems. The County zoning is related to the number of homes that can be accommodated by septic systems, and upon rezoning of the properties, the County's septic requirements are no longer applicable. Therefore, because the wastewater treatment of the residences to be constructed in the Project Area would be substantially improved to be compliant with City regulations, the potential impacts to County requirements for septic systems in this area would not be further discussed.

A new 8-inch sewer line would be installed in Ash Street from Lehner to Vista. In addition, the Development would replace the existing 6-inch water pipeline line in Lehner Avenue with a 12-inch water pipeline from Ash Street to the Development boundary and construct a new 8-inch water pipeline in Vista Avenue along the Project's Vista Avenue Frontage.

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

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

Less Than Significant Impact. The Project would require adequate sewer and treatment services for the proposed 40 single-family residential units (and 4 additional residences with any future development of the Additional Annexation Area). These services would be provided by existing City utility lines with approval by the City Engineer and in accordance with applicable Master Plans. The City has acknowledged that sufficient capacity for sewer collection, sewer treatment and sanitation service for the Development would exist as of the Effective Date per the Development's Development Agreement and would guarantee sufficient capacity for sewer collection, sewer treatment and sanitation service for the Project for one year from the Effective Date. As discussed above, the City has determined that it has more than adequate capacity to support the additional 44 single-family residential units, provided project construction is completed within the next 10 years. The Project would have no additional wastewater treatment elements that could exceed Regional Water Quality Control Board requirements.

b) Would the Project *require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Less Than Significant Impact. As described in the discussion section above, the Project would construct an 8-inch sewer line and an upsized/new 12-inch Lehner water line and 8-inch Vista waterline. Construction of the new sewer and water lines would provide adequate sewer capacity and water supply to support the Development and reduce potential impacts to a level below significance. No significant effects would occur from construction of the new sewer or water lines that would take place within an existing street. The property on the Additional Annexation Area would be given access to tie into the new sewer and water utility lines.

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

Less Than Significant Impact. The Project would incrementally increase the amount of surface runoff as a result of additional pavement and hardscape surfaces. The Development proposes on-site bioretention basins, which would collect and treat the runoff generated by the Development before releasing it. In addition, Implementation of HYD-1 described in the section on Hydrology and Water Quality would ensure adequate drainage improvements are constructed to handle storm water to the City's satisfaction. The existing road drainage facilities are adequate to provide conveyance of increased storm water flows due to the minor road improvements. Furthermore, the Development would contribute to new off-site drainage improvements through payment of a Community Benefit Fee/Infrastructure Deficiency Fee. Future development of the Additional Annexation Area would also require coordination with the City regarding on-site bioretention facilities needed to treat and detain storm water generated by the future development and would need to comply with existing City, state, and federal requirements regarding the treatment and release of storm water. Consequently, potential impacts would be less than significant.

d) *Would the Project have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?*

Less Than Significant Impact. According to the City of Escondido General Plan Figure III-12, the Project is within the City of Escondido Utilities Department Water Service Area. Sufficient water supplies are available to serve the Project from existing entitlements and resources. To ensure adequate supply and service, the Project would comply with all applicable design criteria of the City of Escondido 2012 Water Master Plan. In addition, the Development would pay Development Impact Fees upon issuance of building permits to offset any potential impacts to water supply infrastructure, and it is presumed that the residential development on the Additional Annexation Area would also be required to comply with the applicable design criteria of the Water Master Plan and to pay the impact fees with future development.

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

Less Than Significant Impact. According to the City of Escondido General Plan Figure III-14, the Project is within the Escondido Sewer Service Area boundary and is identified as a future sewer service area in Figure 2-8 of the Escondido Wastewater Master Plan. The Development would create an incremental increased demand on sewer service systems that would be offset by development impact fees including the Wastewater Connection Fee, and it is presumed that the residential development on the Additional Annexation Area would also be required to pay the connection fee.

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

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

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

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

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

XVIII. Mandatory Findings of Significance	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☒	☐	☐
c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

XVIII. Mandatory Findings of Significance Discussion:

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

***Less Than Significant With Mitigation*.** Implementation of City requirements to replace up to 64 mature trees that would be removed by the Development at a 1:1 ratio (at a 2:1 ratio for the protected tree) with a minimum size of 24-inch box would reduce the impacts from loss of this resource (**BIO-1a**). Future development on the Additional Annexation Area that would impact mature or protected trees would also be mitigated at these ratios (**BIO-1b**). The Development and future development on the Additional Annexation Area would result in potential impacts to raptors and nesting birds. Any Project activity that has a potential to directly adversely affect raptors and nesting birds (e.g., removal of a nest) would implement mitigation measures **BIO-2 and BIO-3** to ensure no impact would occur to raptors or nesting birds. The Development Site supports approximately 0.78 acre of NNG and 0.16-acre of NNG within the off-site improvements; impacts to the NNG would be offset by the implementation of **BIO-4** which requires the purchase of credits at a reduced ratio of 0.5:1 from the Daley Ranch Mitigation Bank or other acceptable banking program. Construction of the Development and future development of the Additional Annexation Area would increase the amount of impervious surface. Implementation of **HYD-1** would ensure adequate drainage improvements are constructed to handle storm water to the City's satisfaction.

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

Less Than Significant With Mitigation**.** No impacts were identified as potentially cumulatively significant except for traffic impacts associated with a potential decrease in LOS at the intersections of N. Ash Street / Lehner Avenue and N. Ash Street / Vista Avenue as discussed in the Transportation and Traffic section above (LLG, Traffic Impact Analysis, 2014, Appendix G). Therefore, mitigation measure **T-1 through T-3** would be implemented to ensure this impact is reduced below significance. Incremental increases in impacts to the environment (e.g., air, biological resources, land use, etc.) are within the thresholds set by the City's General Plan and supporting planning documents.

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

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

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