

**OAKVALE ROAD REALIGNMENT AND  
IMPROVEMENT PROJECT**

**Final Initial Study and Mitigated Negative Declaration**

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## **SECTION 1: PROJECT DESCRIPTION**

### **1.1 Introduction**

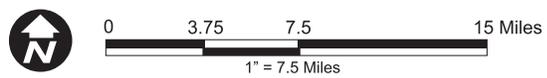
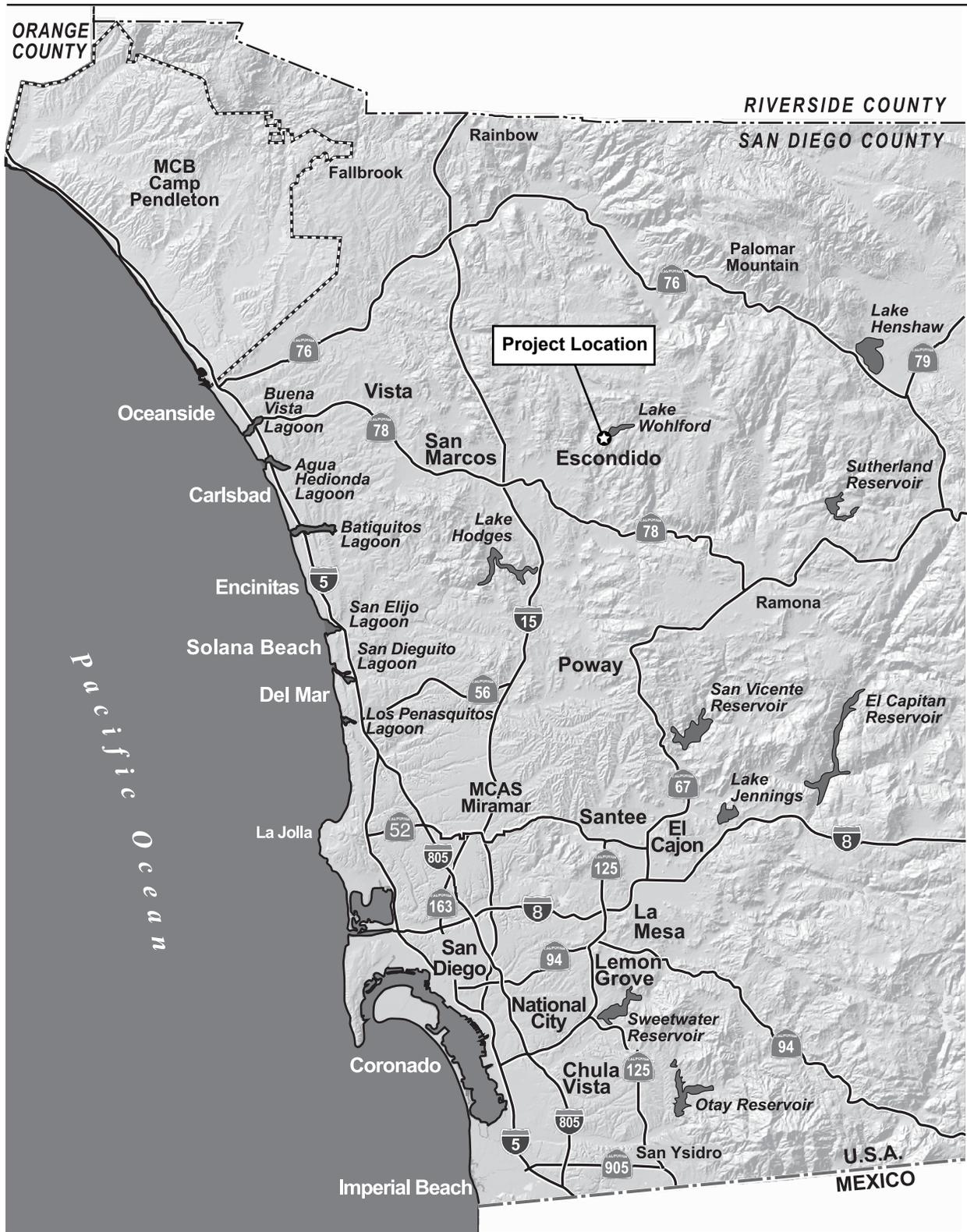
The City of Escondido (City) plans to realign an approximately 1,200-foot stretch of Oakvale Road near the Lake Wohlford Dam, straightening the road and moving it toward the south. The realignment will be accomplished by excavating into the adjacent slope to remove approximately 56,000 cubic yards (cy) of rock and earth and create space for realigning the road, which would be shifted a maximum distance of approximately 150 feet to the south of the existing alignment. The existing roadway would remain in service during construction of the new roadway.

### **1.2 Project Location and Setting**

The project is located on Oakvale Road, approximately 750 feet east of its intersection with Lake Wohlford Road and immediately south of the Lake Wohlford Dam, in an unincorporated area of the County of San Diego east of the City of Escondido (see Figures 1 and 2). Oakvale Road is a County of San Diego roadway. The surrounding land, including the Lake Wohlford Dam and Reservoir, is owned by the City of Escondido. In addition to the Lake Wohlford Reservoir, the project setting is characterized by undeveloped open space dominated by dense chaparral and oak trees, interspersed with rural residential development. The area is characterized by steep and rocky topography. Oakvale Road provides access to a small community of single-family residences located south of the dam, approximately 0.5 mile east of the project site. The Lake Wohlford Marina is located approximately 0.5 mile northeast of the project site, across the reservoir, and a small commercial area is beyond the marina on the opposite side of Lake Wohlford Road.

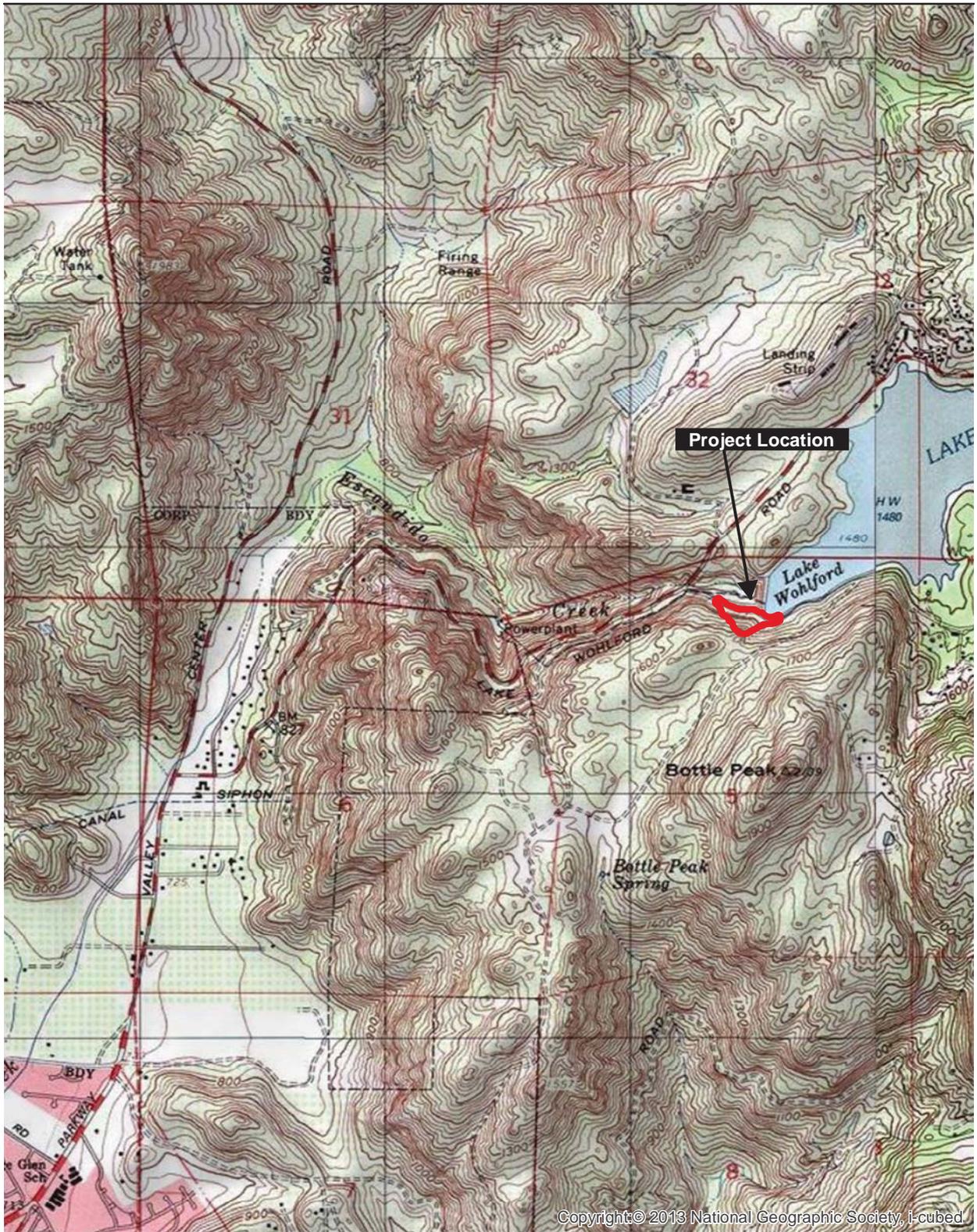
### **1.3 Project Features**

Under current conditions, Oakvale Road skirts a steep rock face just southwest of the left abutment of the Lake Wohlford Dam, resulting in three consecutive curves on the narrow roadway near the City's primary maintenance access to the dam crest. The project proposes realigning approximately 1,200 feet of the road toward the south and straightening the road. To create enough of a surface that would accommodate the realignment, the project requires excavation into the hillside to the south at a slope of 0.75:1 (H:V) and removal of approximately 56,000 cy of rock and earth. The maximum height of the proposed finished slope is 110 feet, although much of the slope would be shorter than that. Figure 3 shows an aerial image with the proposed grading plan for the project and other impact areas. Preliminary design drawings are provided as Figures 4a and 4b. A 30-foot work area is assumed around grading areas to enable equipment access. Project design plans are included in Appendix B. The excess materials would be hauled off site for reuse, with the contractor having the option of selling the excess material to a nearby quarry for processing and reuse as aggregate. Due to the quality of the rock that would be removed, it is anticipated the rock would be reused and it is unlikely the material



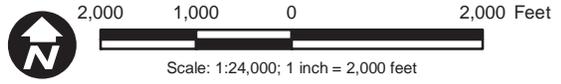
**Figure 1**  
**Regional Map**

Oakvale Road Realignment and Improvement Project  
Final IS/MND



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Source: USGS 7.5' Quadrangle Rodriguez Mtn. Calif 1988, Valley Center Calif 1975



**Figure 2**  
**Vicinity Map**

Draft Oakvale Road Realignment and Improvement Project  
Final IS/MND

Path: \\ussdg\lfp001.na.aecomnet.com\data\projects\2012\60278081\_Lk\_Wohlford\06GIS\6.3\_Layout\vicinity\_USGS\_topo\_Oakvale.mxd, 3/16/2015, SorensenJ

would be disposed of at a landfill. Accordingly, for purposes of assessing environmental impacts pursuant to CEQA, this report assumes the material would be sold and hauled to a nearby quarry.

The excavation process would first entail vegetation removal, then rock scaling and earth movement using backhoes, loaders, and dozers staged from the toe of the slope. In areas of large rocks that cannot be easily moved by a backhoe or dozer, the project would entail blasting and hydraulic splitting to loosen rock for off-hauling. The specific methods of work, including use of any heavy equipment, would be specified in a detailed work plan prepared by the contractor and approved by the City prior to project implementation. The contractor's work plan would identify potential hazard areas due to steep slopes and would specify appropriate protective actions to ensure safe conditions throughout this work. The work plan would identify areas where temporary protective fences would be installed to safely collect falling debris and prevent impacts to the road, the dam, and the reservoir. Where blasting and/or hydraulic splitting is required, the contractor's work plan would specify a detailed plan for this work.

As the rock and earth is removed from the hillside, it would be stockpiled on site and loaded into 10-cy dump trucks for hauling down the mountain to a nearby quarry. A limited amount of rock splitting may be required to break the rocks into manageable pieces for hauling purposes, but an on-site rock crushing operation would not be allowed. Based on current estimates of the excavation area, the amount of rock to be removed and exported would be 56,000 cy, equating to 5,600 10-cy truckloads. For planning purposes, project engineers have indicated that the hauling phase would entail approximately 70 trips per day over a 4-month period. The destination of excavated material would ultimately be determined by the contractor; however, for purposes of planning and environmental analysis, this MND assumes haul trucks would travel from the project site through Escondido to Interstate 15 (I-15). A portion of the excavated rock may be hauled to the north shore of Lake Wohlford and deposited at the water's edge to create recreational fishing features. If this alternate materials placement occurs, a very small percentage of haul traffic would travel up Lake Wohlford Road to the marina rather than down the mountain and to the freeway.

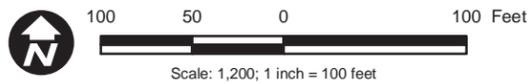
After completion of excavation, the project would entail slope stabilization using a combination of rock bolts and wire netting to keep the rock in place. Rock bolts are long metal rods drilled into the rock face to stabilize the rock mass and prevent toppling or sliding along existing tension cracks. Preliminary geotechnical engineering conducted for the slope stabilization indicates that the bolts used to anchor the rock in place would be approximately 30 to 40 feet long, and would be spaced about every 10 to 12 feet. The bolts would also be used to anchor wire mesh to the rock surface.

A brow ditch would be constructed at the top of the slope that would divert storm flows down the slope. The brow ditch on the western side would carry water to an existing ditch situated at the toe of the slope along the road's southern edge and into a storm drain that flows beneath the road. This storm drain is located at the far western end of the roadway



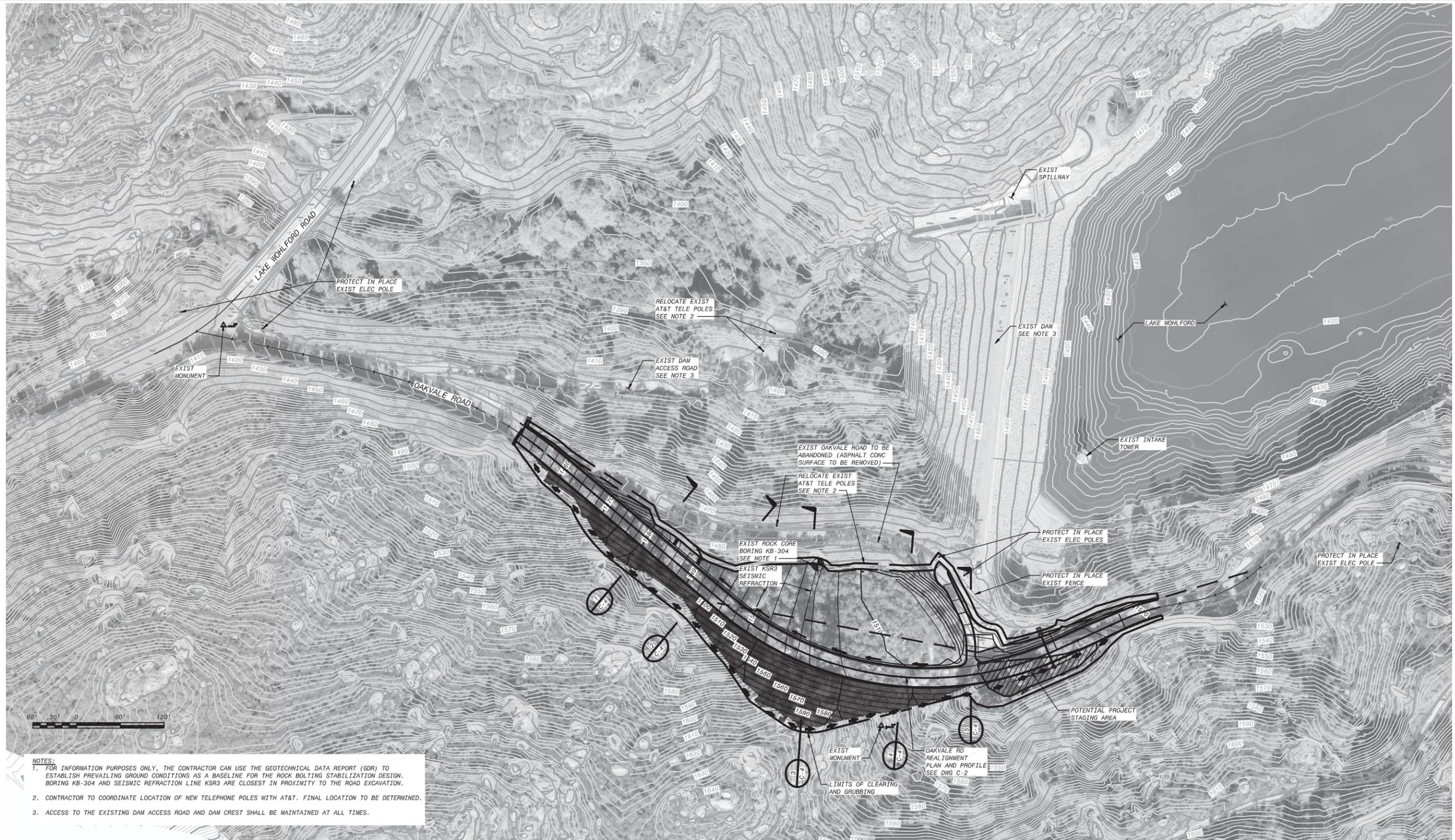
-  Grading Plan
-  30-foot Work Area Buffer
-  Road Realignment
-  Downslope Grading Area
-  Staging Area

Source: SanGIS 2012; Black & Veatch 2014



**Figure 3**  
Project Plan

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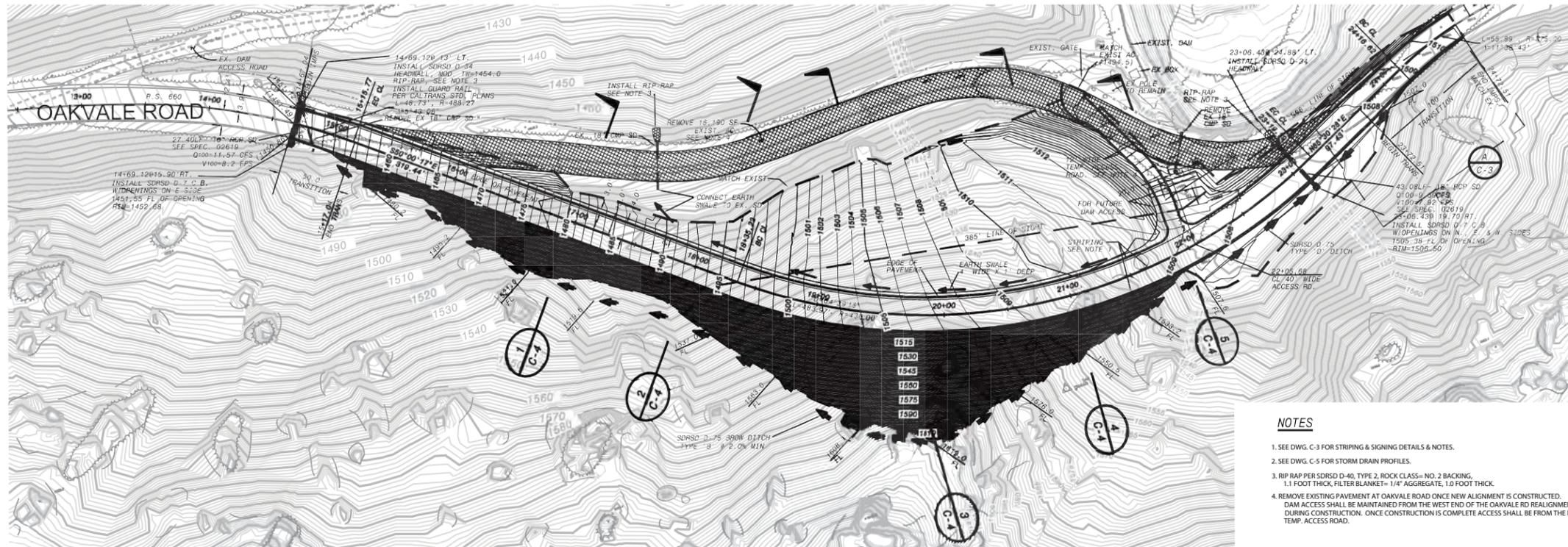


Source: Black and Veatch Inc.

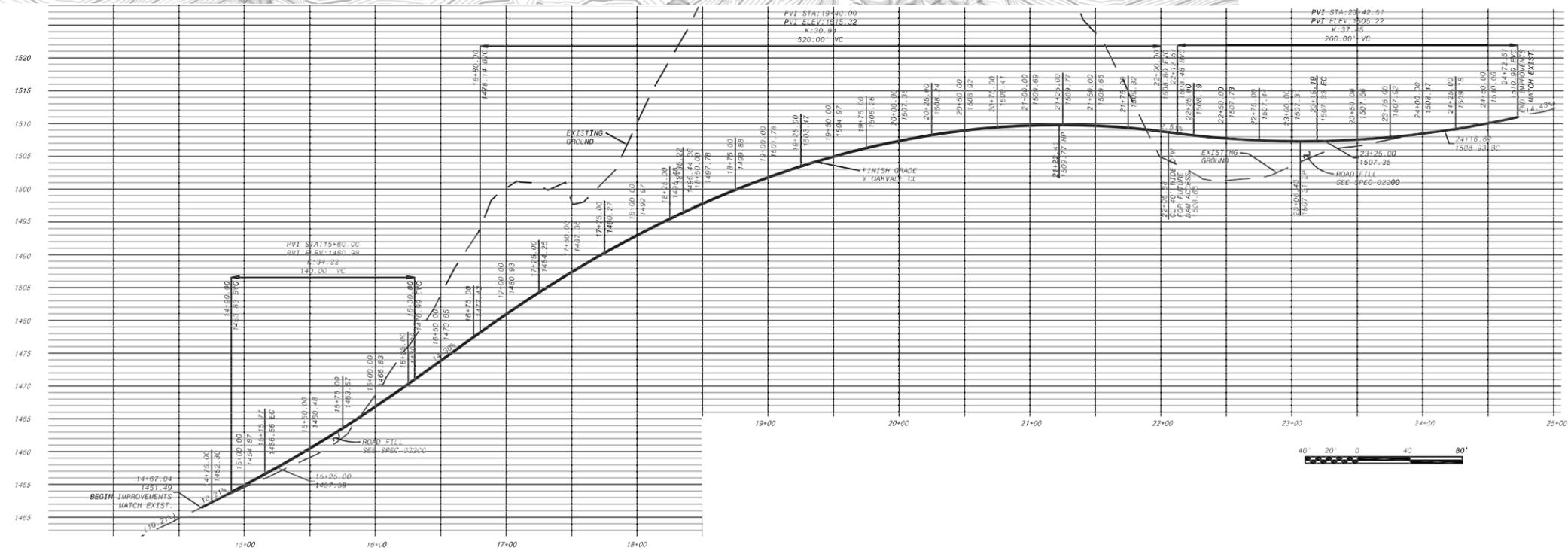


**Figure 4a**  
**Project Drawings 1**

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- NOTES**
1. SEE DWG. C-3 FOR STRIPING & SIGNING DETAILS & NOTES.
  2. SEE DWG. C-5 FOR STORM DRAIN PROFILES.
  3. RIP-RAP PER SDRSD D-40, TYPE 2, ROCK CLASS= NO. 2 BACKING, 1.1 FOOT THICK, FILTER BLANKET= 1/4" AGGREGATE, 1.0 FOOT THICK.
  4. REMOVE EXISTING PAVEMENT AT OAKVALE ROAD ONCE NEW ALIGNMENT IS CONSTRUCTED. DAM ACCESS SHALL BE MAINTAINED FROM THE WEST END OF THE OAKVALE RD REALIGNMENT DURING CONSTRUCTION. ONCE CONSTRUCTION IS COMPLETE ACCESS SHALL BE FROM THE NEW TEMP. ACCESS ROAD.



Source: Black and Veatch Inc.



**Figure 4b**  
**Project Drawings 2**

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improvements and would be reconstructed as part of the project. The brow ditch on the eastern side would carry water to a proposed storm drain that would be constructed beneath the road and empty into an earthen swale on the northern side of the road.

The new road would be constructed to County standards and would be 28 feet wide, including two 12-foot lanes with a 3-foot bench constructed on the downhill (northern) side. A fill slope would be constructed on the northern side of the road, near the eastern end of the realignment, to support the proposed improvements. This slope would have a maximum height of approximately 24 feet. Drainage improvements would include reconstruction of a storm drain beneath the western end of the roadway improvements and a new 18-inch-diameter storm drain beneath the road on the eastern side of the project limits.

A temporary staging area would be developed and used on the eastern side of the proposed slope and south of the proposed road. Oakvale Road would remain open to traffic during project construction, though the eastbound lane could be periodically closed to enable more room for construction vehicle access or construction staging. A traffic control plan would be prepared that would identify measures to maintain traffic safety and ensure maintenance of adequate emergency access throughout the project construction period.

## SECTION 2: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

An Environmental Checklist (Appendix A) was prepared as a preliminary assessment to determine whether the project would have the potential to result in significant environmental impacts. Based on this initial assessment, it was determined that the proposed project would not have a significant impact on the following resource areas: Aesthetics, Agriculture and Forestry, Air Quality, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use/Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation/Traffic, and Utilities and Service Systems. These resources are further addressed in Appendix A of this document.

The Environmental Checklist identified potentially significant impacts requiring mitigation for Biological Resources and Cultural Resources, which are addressed in Sections 4 and 5 of the Environmental Checklist, respectively. For these resource areas, implementation of the identified mitigation measures would reduce impacts to less-than-significant levels. The significant impacts and mitigation measures for these three issue areas are summarized in the following sections.

### 2.1 Biological Resources

No federal- or state-listed species were observed within the biological study area. One individual bald eagle (*Haliaeetus leucocephalus*), which is listed as endangered under the California Endangered Species Act (CESA), was observed along the edge of the reservoir approximately 0.6 mile northeast of the project area. No bird nests were observed in the project's study area. However, the potential exists for bird nests to become established and breeding activity to occur prior to the start of construction. Accordingly, the project has the potential to result in significant direct and indirect impacts on nests or breeding activity of listed bird species, including the state endangered bald eagle, which is also protected under the federal Bald and Golden Eagle Protection Act (BGEPA), and other bird species protected by the federal Migratory Bird Treaty Act (MBTA). Direct impacts would potentially result from destruction of nests; indirect impacts would potentially result from construction noise affecting breeding activity. Mitigation Measure BIO-1 would be employed to ensure that the project's direct and indirect impacts would be reduced to less-than-significant levels.

**BIO-1** If vegetation clearing or earthwork is proposed to commence within the bird breeding season (February 15 through September 15), a qualified biologist will conduct pre-construction nest surveys of the project site and a 500-foot buffer to identify any listed species or bird breeding activity in the vicinity. The pre-construction survey will be performed within 2 weeks of the start of construction activity. If the pre-construction surveys identify active nests or bird-breeding activity within the 500-foot buffer, a qualified biologist will prepare a nest avoidance plan and, if necessary, a noise attenuation plan to identify site-specific measures that will be incorporated into the project to reduce construction-related impacts on the applicable bird species.

In addition to these construction-related impacts on bird species, the project would result in removal of two sensitive habitat types, coast live oak woodland and chaparral, as shown in Figure 5, which depicts an impact boundary that includes areas that are anticipated to be cleared for project construction. The project is anticipated to remove approximately 1.72 acres of coast live oak woodland and approximately 1.52 acres of chaparral. Impacts on these sensitive habitat types in unincorporated County lands would be mitigated pursuant to the County's Biological Mitigation Ordinance (BMO).<sup>1</sup>

Under the BMO, oak woodland is a Tier I vegetation community and chaparral is a Tier III habitat. For areas outside the biological resource core area, such as the project site, the BMO requires mitigation for impacts to Tier I habitats at a ratio 1:1 if the mitigation occurs within the biological resource core area, or at 2:1 if the mitigation occurs outside the core area. For Tier III habitat, the mitigation ratio is 0.5:1 if mitigation occurs within the biological resource conservation area, or 1:1 if the mitigation occurs outside the core area. Mitigation Measures BIO-2 and BIO-3 would be incorporated into the project to reduce the project's impact on sensitive habitat.

**BIO-2** The City will mitigate for impacts to 1.72 acres of coast live oak woodland through creation and enhancement of suitable habitat or acquisition of suitable habitat credits at an approved mitigation bank. Mitigation acreage will occur at a 1:1 ratio if the mitigation area is within a biological resource core area, or at a 2:1 ratio if the mitigation area is outside a biological resource core area.

**BIO-3** The City will mitigate for impacts to 1.52 acres of chaparral through creation and enhancement of suitable habitat or acquisition of suitable habitat credits at an approved mitigation bank. Mitigation acreage will occur at a 0.5:1 ratio if the mitigation area is within a biological resource core area, or at a 1:1 ratio if the mitigation area is outside a biological resource core area.

Where vegetation is removed from work areas that do not include permanent project features, such as work areas surrounding the graded slopes, revegetation would occur on site, as conditions allow. Otherwise, the City plans to mitigate for project impacts by purchasing credits at the City's Daley Ranch Conservation Bank, which would be considered a biological resource core area and would qualify for mitigation at a 1:1 ratio for coast live oak woodland and 0.5:1 for chaparral.

## 2.2 Cultural Resources

A records search for previously recorded cultural resources identified one archaeological resource in the vicinity of the project site. This resource, a portion of a clay vessel located

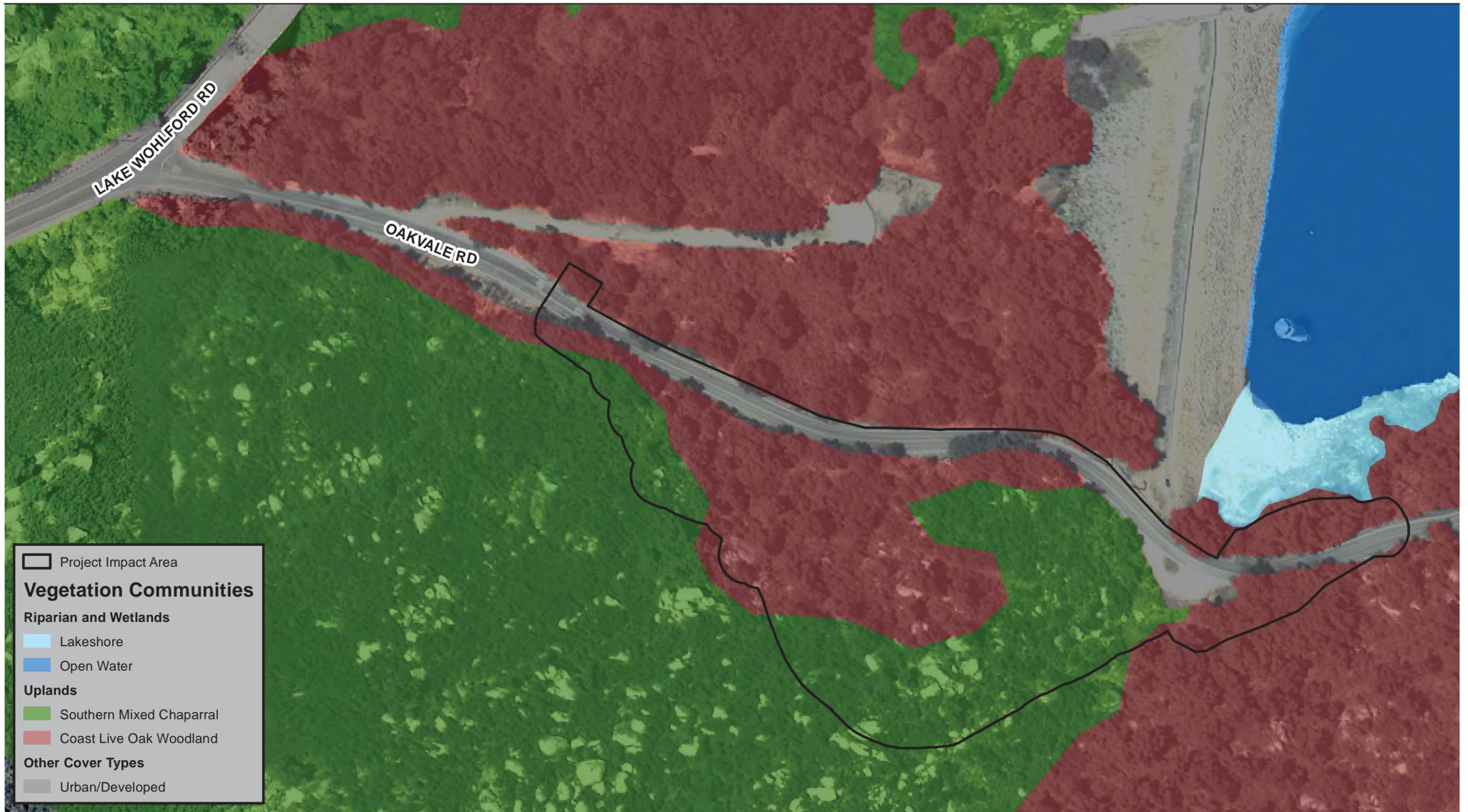
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<sup>1</sup> The project is within the boundaries of the Draft North County Multiple Species Conservation Program Subarea Plan and the Draft City of Escondido Multiple Habitat Conservation Program Subarea Plan. However, because both of these plans are in draft form, mitigation for impacts would not be covered by these plans.

west of the project site, was not observed during pedestrian surveys because it had been collected and curated during a prior investigation unrelated to this project. No additional resources were identified during the pedestrian surveys. Therefore, the project would not result in any impacts on known archaeological resources. However, the past discovery of resources in the vicinity of the project impact area indicates sensitivity for the potential presence of archaeological resources. Additionally, extensive vegetation cover led to limited ground visibility during project surveys, and there is potential that archaeological resources could exist within the project site. Resources that may be present in the project area could be affected by project-related earth disturbance. The project would incorporate Mitigation Measure CUL-1, as stated below, to ensure impacts would be reduced to less than significant.

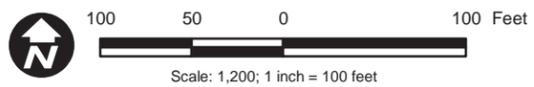
**CUL-1:** An archaeologist and Native American monitors shall be on-site during all brushing and clearing, as well as during grading, trenching, and other ground-disturbing activities that occur within the first 3 feet below grade, unless otherwise agreed upon by the archaeological monitor, the Native American representatives, and City staff. During the initial monitoring phase, the archaeological monitor shall reevaluate earthwork plans and identify those disturbance areas that are less likely to contain cultural resources. Decisions will be made in the field as to which areas do not require monitoring by an archaeologist. If cultural resources are encountered, the monitors shall have the authority to temporarily halt or redirect grading while the cultural resources are documented and assessed. If significant resources are encountered, appropriate measures must be developed and implemented. Recovered artifactual materials shall be cataloged and analyzed. Artifacts collected (if any) shall be curated with accompanying catalog to current professional repository standards; alternatively, the collection will be curated at a Tribal repository.

With incorporation of this mitigation measure, the project's temporary impacts would be reduced to less-than-significant levels.



Project Impact Area  
**Vegetation Communities**  
**Riparian and Wetlands**  
 Lakeshore  
 Open Water  
**Uplands**  
 Southern Mixed Chaparral  
 Coast Live Oak Woodland  
**Other Cover Types**  
 Urban/Developed

Source: SanGIS 2012; Black & Veatch 2014



**Figure 5**  
**Vegetation Community Impacts**

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**Appendix A**  
**Initial Study Checklist**



ENVIRONMENTAL CHECKLIST FORM

I. PROJECT INFORMATION

1. Project Title: Oakvale Road Improvement Project
2. Lead Agency Name: City of Escondido
3. Contact Person and Phone Number: Mr. Bill Martin, Senior Planner  
(760) 839-4671
4. Project Location: Unincorporated San Diego County, northeast of City of Escondido
5. Project Sponsor's Name: Same as lead agency
6. General Plan Designation: Public/Semi-Public Facilities (County of San Diego) Public Land/Open Space (City of Escondido)
7. Zoning: A72, General Agriculture (County of San Diego)
8. Description of project: Realignment of a segment of Oakvale Road southwest of the Lake Wohlford Dam. This realignment would require excavation into a rocky slope on the south side of the existing road.
9. Surrounding land uses and setting: The project-related segment of Oakvale Road abuts steep, rocky slopes on the southwestern side of the City's Lake Wohlford Reservoir, immediately southwest of the dam. The site is surrounded by undeveloped land on the west, south, and east, with scattered rural residences located approximately 0.5 mile southwest of the site, on the opposite side of Bottle Peak, and additional rural residences located approximately 0.5 mile east of the site, along Oakvale Road.
10. Other public agencies whose approval is required: County of San Diego (grading permit and approval of roadway design)

## II. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The summary of environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Less Than Significant With Mitigation Incorporated” as indicated by the checklist on the following pages.

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

### III. DETERMINATION

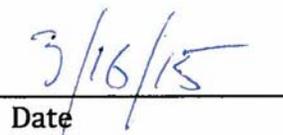
On the basis of the initial evaluation that follows:

- The proposed project is exempt from CEQA pursuant to the general exemption (CEQA Guidelines, 15061 (b)(3)), a statutory exemption, and/or a categorical exemption, and that if a categorical exemption, none of the exceptions to the exemption apply. A NOTICE OF EXEMPTION will be prepared.
- 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 revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental document is required. FINDINGS consistent with this determination will be prepared.



Signature

Bill Martin, Deputy Planning Director



Date

#### **IV. EVALUATION OF ENVIRONMENTAL IMPACTS**

This section evaluates the potential environmental effects of the proposed project using the environmental checklist from the State CEQA Guidelines as amended. The definitions of the response column headings include:

- A. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- B. “Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level (mitigation measures from earlier analyses may be cross-referenced).
- C. “Less Than Significant Impact” applies where the project creates no significant impacts, only less than significant impacts.
- D. “No Impact” applies where a project does not create an impact in that category. “No Impact” answers do not require an explanation if they are adequately supported by the information sources cited by the lead agency, which show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

**1. Aesthetics**

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

**Discussion**

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

**Less Than Significant Impact.**

The project site’s visibility under existing conditions is very limited due to topography and intervening vegetation, so the project-related modifications would also be visible from a limited area. Views from the roadway would be limited to motorists and cyclists passing directly in front of the project site, as the winding and narrow nature of the road focuses attention on the road. The project would also be visible from certain parts of Lake Wohlford, and recreational users would see the project as a very small part of a scenic vista that is dominated by Bottle Peak and other steep hills south and east of the project site. The project would result in landform modification, removal of mature trees and dense vegetation, and removal of rock outcrops, which would be replaced by a modified slope with exposed rock. Due to the steep slopes and exposed rock face, revegetation of the slope is not possible. Due to the limited visibility of the project site, this impact would be less than significant.

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

**No Impact.** The project is not along or visible from any officially designated scenic highways; therefore, no impact would occur.

***c. Substantially degrade the existing visual character or quality of the site and its surroundings?***

**Less Than Significant Impact.** See the discussion of impact 1.a above with respect to the project's effect on a scenic vista. The visible project-related changes discussed above would not substantially affect the area's visual character, as the project site is a small component of a larger visible area surrounding Lake Wohlford that would remain unaffected. Therefore, this impact is less than significant.

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

**No Impact.** Nighttime work is not anticipated on the project. Furthermore, there are no sensitive receptors in the immediate area to receive light in the case that nighttime lighting would be used for early morning work. No permanent lighting is proposed as part of the project. Therefore, there would be no impact.

## 2. Agricultural Resources

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>b. Conflict with existing zoning for agricultural use or a Williamson Act contract?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>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))?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>d. Result in the loss of forest land or conversion of forest land to non-forest use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion

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

**No Impact.** The proposed project would not have an impact on agricultural resources as none are present in the vicinity of the project. The project site is a steep slope covered by dense chaparral, trees, and many rock outcrops. The project site is mapped as “Other Land” by the California Department of Conservation Farmland Mapping and Monitoring Program. Therefore, no impact would occur.

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

**No Impact.** The proposed is not subject to a Williamson Act contract. The site is zoned A72 (General Agriculture), but there are no agricultural uses on or near the site. Therefore, the project would not conflict with existing zoning for agricultural use or a Williamson Act contract and there would be no impact.

***c. Conflict with existing zoning for, or cause rezoning of, forest land or timberland?***

**No Impact.** The project site is not in or near lands zoned for forest land or timberland. Therefore, no impact would occur.

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

**No Impact.** The project site is not in or near lands used for forest land. Therefore, no impact would occur.

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

**No Impact.** The proposed project would not change the existing environment such that it would result in the conversion of Farmland to non-agricultural uses. Therefore no impact in the form of conversion of farmland to non-agricultural use is anticipated.

### 3. Air Quality

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

#### **Discussion**

The proposed project is located within the San Diego Air Basin (SDAB), the boundaries of which are coincident with San Diego County. The agency responsible for administering state and federal air quality laws and regulating sources of air pollution in the county is the San Diego Air Pollution Control District (SDAPCD).

As required by the federal Clean Air Act, the U.S. Environmental Protection Agency (USEPA) sets and maintains federal standards for air pollutants, known as the National Ambient Air Quality Standards (NAAQS). The state of California sets and maintains California Ambient Air Quality Standards (CAAQS) that are equal to or more restrictive than the NAAQS and include pollutants not included in the NAAQS.

Areas are classified as either “attainment” or “nonattainment” areas for each pollutant based on whether the NAAQS and CAAQS are being achieved. Areas redesignated from

nonattainment to attainment, are designated as attainment – maintenance, and are under a maintenance plan for at least 10 years. Current attainment classifications for the SDAB are shown in Table 1.

**Table 1**  
**Attainment Status for the San Diego Air Basin**

Pollutant	Attainment Status	
	Federal	State
O <sub>3</sub> – 1-Hour	-- <sup>1</sup>	Nonattainment – Serious <sup>2</sup>
O <sub>3</sub> – 8-hour	Nonattainment – Marginal <sup>2</sup>	
PM <sub>10</sub>	Attainment	Nonattainment
PM <sub>2.5</sub>	Attainment	Nonattainment
CO	Attainment – Maintenance	Attainment
NO <sub>2</sub>	Attainment	Attainment
SO <sub>2</sub>	Attainment	Attainment
Pb	Attainment	Attainment

Sources: USEPA 2013; CARB 2013

<sup>1</sup> Repealed by law in June 2005.

<sup>2</sup> Degree of nonattainment, if applicable.

O<sub>3</sub> – ozone; PM<sub>10</sub> – particulate material equal to or less than 10 microns in diameter; PM<sub>2.5</sub> – particulate material equal to or less than 2.5 microns in diameter; CO – carbon monoxide; NO<sub>2</sub> – nitrogen dioxide; SO<sub>2</sub> – sulfur dioxide; Pb – lead.

As shown in Table 3, the SDAB currently meets the NAAQS for all criteria air pollutants except O<sub>3</sub>, and meets the CAAQS for all criteria air pollutants except O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>.

Air quality plans are required to bring an area that does not attain the NAAQS or CAAQS into compliance with those standards pursuant to the requirements of the Clean Air Act and California Clean Air Act. The applicable air quality plan for the SDAB is the Regional Air Quality Strategy (RAQS), which is prepared by the SDAPCD. The RAQS establishes the plans and control measures designed to attain the CAAQS for ozone. The RAQS is part of the California State Implementation Plan (SIP) for attaining the NAAQS for ozone. There are no air quality plans for particulate pollutants; plans are not required for pollutants for which the SDAB is in federal attainment. The SDAB currently falls under a federal “maintenance plan” for carbon monoxide (CO), following a 1998 redesignation as a CO attainment area.

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

**No Impact.** The applicable air quality plan for the SDAB is the RAQS, which establishes the plans and control measures designed to attain the CAAQS for ozone. The RAQS is part of the California SIP for attaining the NAAQS for ozone. The RAQS contains pollutant emission budgets that are based upon existing and planned development in the region. Projects that conflict with the RAQS are those that would change land uses or take other actions resulting in pollutant emissions that are greater than anticipated by the RAQS.

Air pollutant emissions related to the proposed project would be limited to construction activities, which are short term and temporary. The use of construction equipment in the RAQS is estimated for the region on an annual basis, and the proposed project would not increase the assumptions for off-road equipment use. Therefore, the construction activities of the project roadway improvements would not conflict with or obstruct implementation of the applicable air quality plan (i.e., the RAQS and/or any applicable portion of the SIP); the impact would be less than significant.

***b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?***

**Less Than Significant Impact.** Project construction would generate temporary emissions of volatile organic compounds (VOC) and nitrogen oxides (NO<sub>x</sub>), CO, sulfur oxides (SO<sub>x</sub>), particulate material equal to or less than 10 microns in diameter (PM<sub>10</sub>), and particulate material equal to or less than 2.5 microns in diameter (PM<sub>2.5</sub>). VOC, NO<sub>x</sub>, and CO emissions are associated primarily with mobile equipment exhaust, including off-road construction equipment and on-road motor vehicles. Fugitive dust emissions (PM<sub>10</sub> and PM<sub>2.5</sub>) are associated primarily with site preparation and fill removal and vary as a function of parameters such as soil silt content, soil moisture, wind speed, acreage of disturbance area, and miles traveled by construction vehicles.

Construction of the proposed project is expected to begin in April 2015 and would be completed by December 2015. The estimated construction workforce is a maximum of 35 workers per day, resulting in approximately 70 average daily trips. The proposed project would also generate approximately 140 one-way truck trips per day for material transport including asphalt/concrete, and the hauling of excavated rock and soil. The proposed project would result in temporary dust generation due to excavation and backfill activities, and construction vehicles traveling unpaved roads (e.g., right-of-way) to transport materials and equipment. However, design features and standard dust-control practices, such as application of water to unpaved roads, that would reduce fugitive dust emissions are included in the project description. To conservatively estimate maximum daily emissions, the proposed project's construction emissions were modeled based on a conservative scenario representing an intensive day of construction.

Total construction emissions for the proposed project were estimated using the California Air Resources Board (ARB)-approved Urban Emissions Model (URBEMIS) 2007, version 9.2.4 (Rimpo and Associates 2008). URBEMIS is a computer model designed to estimate air emissions from land use development projects, and quantifies emissions from construction, operational, and area sources. URBEMIS allows the user to enter project-specific construction information, such as the types, number, and horsepower of construction equipment, and the number and length of off-site motor vehicle trips. Emission factors and calculation methodologies contained in the URBEMIS model are specific to many California counties and air basins. San Diego County data are not included in URBEMIS, but testing has indicated that Riverside County and Orange

County data can be representative of San Diego County. Therefore, for this analysis, Orange County data are used due to its proximity to San Diego County.

Project construction emissions were estimated for construction worker commutes, haul trucks, and the use of off-road equipment for demolition and construction of the proposed road realignment. Project inputs data to URBEMIS were either provided by the project client, based on standard construction procedures, or industry standard defaults included in the URBEMIS model. The URBEMIS modeling results are presented in Appendix D.

The SDAPCD has not established CEQA thresholds of significance for regional pollutant emissions. To provide guidance for project analysis under CEQA, San Diego County developed screening level thresholds of significance, as shown in Table 2 (County of San Diego 2007). A project with emission rates below these thresholds is considered to have a less-than-significant effect on regional and local air quality throughout the SDAB.

Estimated construction-related emissions, based on a conservative scenario representing an intensive day of construction, are shown in Table 2. Additional modeling assumptions and details are provided in Appendix D.

**Table 2  
Unmitigated Maximum Daily Construction Emissions**

	<b>VOC (lbs/day)</b>	<b>NO<sub>x</sub> (lbs/day)</b>	<b>CO (lbs/day)</b>	<b>SO<sub>x</sub> (lbs/day)</b>	<b>PM<sub>10</sub> (lbs/day)</b>	<b>PM<sub>2.5</sub> (lbs/day)</b>
2015 Emissions	4.72	33.66	24.29	0.01	7.42	2.32
<b>Threshold of Significance</b>	75	250	550	250	100	55
<i>Significant Impact?</i>	No	No	No	No	No	No

**Source:** Modeled by AECOM in 2014

**Notes:** VOC = volatile organic compounds; NO<sub>x</sub> = nitrogen oxides; CO = carbon monoxide; SO<sub>2</sub> = sulfur dioxide; PM<sub>10</sub> = suspended particulate matter; PM<sub>2.5</sub> = fine particulate matter; lbs/day = pounds per day

As shown in Table 2, estimated maximum daily project construction emissions of VOC, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> would not exceed significance thresholds. Therefore, the construction activities of the roadway improvements would not violate any air quality standard nor contribute substantially to an existing or projected air quality violation; the impact would be less than significant.

- 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 that exceed quantitative thresholds for ozone precursors)?***

**Less Than Significant Impact.** The SDAB is in nonattainment under federal or state designation for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub>. Project emissions of these pollutants would be

temporary short-term pollutant increases that are less than the maximum daily thresholds of significance.

By its very nature, air pollution is largely a cumulative impact. A project's emissions may be individually limited, but cumulatively considerable when taken in combination with past, present, and future development projects. For projects to be determined to not have a significant cumulative air quality impact, consistency with the applicable air quality plans and mitigation requirements must also be shown.

As stated earlier, construction of the proposed project would involve the use of off-road equipment, heavy-duty trucks, and worker commute trips on a temporary basis. The proposed project would not permanently increase the assumptions for off-road equipment or vehicle miles traveled estimated in the RAQS. Therefore, implementation of the proposed project would not exceed the assumptions used to develop the current plan and would not obstruct or conflict with the air quality plan. Therefore, the quantities of emissions would not be cumulatively considerable and this impact would be less than significant.

*d. Expose sensitive receptors to substantial pollutant concentrations?*

**Less Than Significant Impact.** Sensitive receptors to air pollutants include residences, schools, playgrounds, child care centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The nearest sensitive receptors to the proposed project are single-family residential properties located approximately 0.5 mile east of the construction site and residences and schools along the potential haul routes.

Localized emissions that would be generated by project activities include concentrations of diesel exhaust, which include particulate matter (diesel PM) and CO. Diesel PM is classified as a toxic air contaminant (TAC). Project TAC emissions would be most likely related to emissions of diesel PM by construction equipment and on-road vehicles.

In addition to regional CO emissions, discussed above in Section 3.b, localized CO emissions can result from congested vehicle traffic in proximity to sensitive receptors. Severe vehicle congestion at major signalized intersections can generate elevated CO levels, called "CO hotspots," that can be hazardous to human receptors adjacent to the intersection. Severe vehicle congestion is determined by traffic LOS analysis for roadways and intersections. Localized CO impacts are typically of concern at signalized intersections where LOS is unacceptable (i.e., LOS E or F, according to the Transportation Project-level Carbon Monoxide Protocol) (UCD ITS 1997).

The CO hotspot assessment for this project relies on information provided in the TIA prepared in July 2014 by LLG (LLG 2014; included as Appendix C to this MND). As described in the TIA and summarized below in Section 16, all studied intersections currently operate at acceptable LOS during peak traffic conditions. Project construction

traffic would contribute a small amount of delay at these intersections during the materials hauling phase, but the addition of project traffic would not cause these intersections to operate at unacceptable levels. Therefore, the project's temporary impacts with respect to CO hotspots would be less than significant.

The project's construction area is remote and off-road equipment would not operate in the immediate vicinity of any sensitive receptor for an extended period of time. Localized construction emissions of diesel PM and fugitive dust (PM<sub>10</sub> and PM<sub>2.5</sub>) would occur intermittently throughout the day and would not occur near any sensitive receptors. Therefore, the proposed project would not expose sensitive receptors to substantial construction pollutant concentrations. The impact would be less than significant.

*e. Create objectionable odors affecting a substantial number of people?*

**Less Than Significant Impact.** Construction activities associated with the roadway improvements may generate temporary odors from asphalt installation, painting, or other typical construction tasks. While these odors may not be desirable, they would not occur in an intensity or duration to be considered substantially objectionable and would not occur near sensitive receptors. Heavy-duty trucks and off-road equipment would emit diesel exhaust odors. However, because of the amount and types of equipment, the temporary nature of these emissions, and the highly diffusive properties of diesel exhaust, nearby receptors would not be affected by odors associated with project construction. Therefore impacts are considered less than significant.

#### 4. Biological Resources

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## ***Discussion***

AECOM conducted biological resources surveys at the project site during winter through fall of 2013 in conjunction with surveys performed for the Lake Wohlford Dam Replacement project. Surveys included vegetation mapping, a jurisdictional wetlands delineation, rare plant surveys, general wildlife reconnaissance surveys, and focused protocol surveys for coastal California gnatcatcher, least Bell's vireo, and southwestern willow flycatcher. Protocol bird surveys did not include the Oakvale Road project site due to a lack of suitable habitat for these listed species.

### Vegetation Communities

A vegetation map of the project site is provided in Figure 5, which depicts an impact boundary that includes areas that are anticipated to be cleared for project construction. The project site is composed of southern mixed chaparral and coast live oak woodland situated on steep north-facing slopes, with vegetation intermixed with areas of large rock outcroppings. No wetlands or riparian habitat occurs within the project site.

Southern mixed chaparral is a highly diverse community of shrubs with thick evergreen leaves that occupy the steep, rocky slopes and ridges. This chaparral vegetation type is restricted mostly to San Diego County and northern Baja California, Mexico. This habitat occurs mostly in the inland foothills of San Diego County, replacing Diegan coastal sage scrub except on lower slopes with deeper soils. Dominant plants in the project study area include Ramona lilac (*Ceanothus tomentosus*), chaparral whitethorn (*C. leucodermis*), buck brush (*C. crassifolius*), chamise (*Adenostoma fasciculatum*), chaparral candle (*Hesperoyucca whipplei*), and California bricklebrush (*Brickellia californica*).

In Southern California, coast live oak woodland exists on the outer fringes of riparian habitats, and on steep mesic north-facing slopes. The project site along Oakvale Road is a north-facing slope on the south side of Lake Wohlford. Along this steep north-facing slope the coast live oak woodland has an herbaceous understory of a highly diverse native flora. Typical understory plants include heart-leaf penstemon (*Keckiella cordifolia*); virgin's bower (*Clematis lasiantha*); giant wild-rye (*Leymus condensatus*); California blackberry (*Rubus ursinus*); milk maids (*Cardamine californica*); and multiple fern species including California polypody (*Polypodium californicum*), silverback fern (*Pentachaeta triangularis*), California lace fern (*Aspidotis californica*), coastal wood fern (*Dryopteris arguta*), California saxifrage (*Saxifraga californica*), and southern maidenhair (*Adiantum capillus-veneris*).

### Sensitive Species

Prior to conducting the biological resources surveys, AECOM conducted a query of the California Natural Diversity Database (CNDDDB) to obtain a list of special-status plant and wildlife species that may occur in the project area, based on past observations within the region. The initial CNDDDB search identified 28 special-status wildlife species with potential to occur in the region. Based on the habitat types and other observed conditions in the

Oakvale Road project area, 13 of these species were noted as having potential to occur on the site. These species and their respective listing statuses are presented in Table 3. Of these 13 species, only the bald eagle (state endangered) is listed as threatened or endangered under the Federal Endangered Species Act (FESA) or CESA. The others are listed by the California Department of Fish and Wildlife (CDFW) as Species of Special Concern or are on the CDFW Watch List. For informational purposes, this list also shows species covered by the County Multiple Species Conservation Plan (MSCP) Subarea Plan, although the project site is not within the boundaries of that plan.

**Table 3  
Sensitive Wildlife Species with Potential to Occur in the Project Area**

Common Name <i>Scientific Name</i>	Sensitivity Status <sup>1</sup>
<b>Reptiles</b>	
northern red-diamond rattlesnake <i>(Crotalus ruber ruber)</i>	CDFW Species of Special Concern County MSCP Covered
San Diego coast horned lizard <i>(Phrynosoma coronatum (blainvillei))</i>	CDFW Species of Special Concern County MSCP Covered
coast patch-nosed snake <i>(Salvadora hexalepis virgultea)</i>	CDFW Species of Special Concern
Coronado skink <i>(Eumeces skitonianus interparietalis)</i>	CDFW Species of Special Concern
orange-throated whiptail <i>(Aspidoscelis hyperythra beldingi)</i>	CDFW Species of Special Concern County MSCP Covered
<b>Birds</b>	
bald eagle <i>(Haliaeetus leucocephalus)</i>	CDFW Endangered
Cooper's hawk <i>(Accipiter cooperii)</i>	CDFW Watch List
Bell's sage sparrow <i>(Amphispiza belli belli)</i>	CDFW Watch List County MSCP Covered
<b>Mammals</b>	
San Diego black-tailed jackrabbit <i>(Lepus californicus bennettii)</i>	CDFW Species of Special Concern County MSCP Covered
San Diego desert woodrat <i>(Neotoma lepida intermedia)</i>	CDFW Species of Special Concern
American badger <i>(Taxidea taxus)</i>	CDFW Species of Special Concern County MSCP Covered
Dulzura California pocket mouse <i>(Chaetodipus californicus femoralis)</i>	CDFW Species of Special Concern
California (western) mastiff bat <i>(Eumops perotis californicus)</i>	CDFW Species of Special Concern

None of these wildlife species were observed within the Oakvale Road project site during the general and focused biological surveys. One listed species, bald eagle, was observed along the edge of the reservoir approximately 0.6 mile northeast of the Oakvale Road project area. This observation was a single occurrence of an individual bald eagle. Eagles that nest in Ramona are known to visit Lake Wohlford to fish, but are not known to nest in the vicinity of Lake Wohlford.

There is no designated critical habitat for any species located in the vicinity of the project.

The initial CNDDDB search identified 49 special-status plant species with potential to occur in the region. Special-status plant species are those listed under FESA or CESA and those listed as rare, threatened, or endangered by the California Native Plant Society. Based on the habitat types and other observed conditions in the Oakvale Road project area, 33 of these species were noted as potentially occurring on the site. These species and their respective listing statuses are included below in Table 4. This list also identifies species covered by the County MSCP Subarea Plan, although the project site is not within the boundaries of that plan.

**Table 4**  
**Sensitive Plant Species with Potential to Occur in the Project Area**

Common Name <i>Scientific Name</i>	Sensitivity Status <sup>1</sup>
California adolphia ( <i>Adolphia californica</i> )	CNPS: 2.1
San Diego ambrosia ( <i>Ambrosia pumila</i> )	FESA: Endangered CNPS 1B.1 MSCP: Covered
Rainbow manzanita ( <i>Arctostaphylos rainbowensis</i> )	CNPS:1B.1
San Diego sagewort ( <i>Artemisia palmeri</i> )	CNPS: 4.2
Encinitas baccharis ( <i>Baccharis vanessae</i> )	FESA: Threatened CESA: Endangered CNPS: 1B.1
Nevin's barberry ( <i>Berberis nevinii</i> )	FESA: Endangered CESA: Endangered CNPS:1B.1 MSCP: Covered
San Diego goldenstar ( <i>Bloomeria clevelandii</i> )	CNPS: 1B.1 MSCP: Covered
Orcutt's brodiaea ( <i>Brodiaea orcuttii</i> )	CNPS: 1B.1 MSCP: Covered
Dunn's mariposa-lily ( <i>Calochortus dunnii</i> )	CESA: Rare CNPS:1B.2 MSCP: Covered
wart-stemmed ceanothus ( <i>Ceanothus verrucosus</i> )	CNPS: 2.2 MSCP: Covered
delicate clarkia ( <i>Clarkia delicate</i> )	CNPS:1B.2
San Miguel savory ( <i>Clinopodium chandleri</i> ; <i>Satureja chandleri</i> )	CNPS 1B.2 MSCP: Covered

Common Name Scientific Name	Sensitivity Status <sup>1</sup>
summer holly ( <i>Comarostaphylis diversifolia</i> ssp. <i>Diversifolia</i> )	CNPS:1B.2
variegated dudleya ( <i>Dudleya variegata</i> )	CNPS: 1B.2 MSCP: Covered
Palmer's goldenbush ( <i>Ericameria palmeri</i> var. <i>palmeri</i> )	CNPS: 1B.1 MSCP: Covered
San Diego barrel cactus ( <i>Ferocactus viridescens</i> )	CNPS: 2.1 MSCP: Covered
Mission canyon bluecup ( <i>Githopsis diffusa</i> ssp. <i>filicaulis</i> )	CNPS: 3.1
Palmer's grapplinghook ( <i>Harpagonella palmeri</i> )	CNPS: 4.2
beach goldenaster ( <i>Heterotheca sessiliflora</i> ssp. <i>sessiliflora</i> )	CNPS 1B.1
mesa horkelia ( <i>Horkelia cuneata</i> ssp. <i>puberula</i> )	CNPS: 2.2
Ramona horkelia ( <i>Horkelia truncate</i> )	CNPS: 1B.3
heart leaved pitcher sage ( <i>Lepechinia cardiophylla</i> )	CNPS: 1B.2 MSCP: Covered
Robinson's pepper-grass ( <i>Lepidium virginicum</i> ssp. <i>menziesii</i> [L.v. var. <i>robinsonii</i> ])	CNPS: 1B.2
Orcutt's linanthus ( <i>Linanthus orcuttii</i> )	CNPS: 1B.3
felt-leaved monardella ( <i>Monardella hypoleuca</i> ssp. <i>lanata</i> )	CNPS: 1B.2
Hall's monardella ( <i>Monardella macrantha</i> ssp. <i>hallii</i> )	CNPS: 1B.3
chaparral nolina ( <i>Nolina cismontane</i> )	CNPS 1B.2
Gander's ragwort ( <i>Packera gander</i> )	FESA:Species of Concern CESA: Rare CNPS: 1B.2 MSCP: Covered
Engelmann oak ( <i>Quercus engelmannii</i> )	CNPS: 4.2
southern mountains skullcap ( <i>Scutellaria bolanderi</i> ssp. <i>Austromontana</i> )	CNPS: 1B.2
chaparral ragwort ( <i>Senecio aphanactis</i> )	CNPS: 2.2
Laguna Mountains jewel-flower ( <i>Streptanthus bernardinus</i> )	CNPS: 4.3
Parry's tetracoccus ( <i>Tetracoccus dioicus</i> )	CNPS: 1B.2 MSCP: Covered

1. Listing Key:

Federal

FE: Federal Endangered Species Act (FESA), Listed as Endangered

FT: Federal Endangered Species Act (FESA), Listed as Threatened

State

SE: State of California Endangered Species Act (CESA), Listed as Endangered

ST: State of California Endangered Species Act (CESA), Listed as Threatened

ST: State of California, Listed as Rare

CNPS Lists

1B: Considered rare, threatened, or endangered in California and elsewhere

2: Plants rare, threatened, or endangered in California, but more common elsewhere

3: Plants for which we need more information – review list

4: Plants of limited distribution a watch list

Decimal notations: .1 - Seriously endangered in California, .2 – Fairly endangered in California,

3 – Not very endangered in California

None of these sensitive plant species were observed within the Oakvale Road project site during the general and rare plant surveys.

- 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?***

**Less Than Significant Impact With Mitigation.** No federal- or state-listed species were observed within the biological study area. One individual bald eagle, which is state listed as endangered, was observed flying overhead approximately 0.6 mile northeast of the project area. No bird nests were observed in the Oakvale Road project area.

Significant direct and indirect impacts on listed bird species, including the state endangered bald eagle, which is also protected under the federal Bald and Golden Eagle Protection Act (BGEPA), and other bird species protected by the federal Migratory Bird Treaty Act (MBTA) could occur if active nests or breeding activity is disturbed by project construction. Direct impacts would potentially result from destruction of nests by construction-related vegetation removal; indirect impacts would potentially result from construction noise affecting breeding activity. Mitigation Measure BIO-1 would be employed to ensure the project's direct and indirect impacts would be reduced to less-than-significant levels. Direct impacts on the sensitive reptiles and mammals listed in Table 4 are not anticipated because none were observed during project surveys.

**BIO-1** If vegetation clearing or earthwork is proposed to commence within the bird breeding season (February 15 through September 15), a qualified biologist will conduct pre-construction nest surveys of the project site and a 500-foot buffer to identify any listed species or bird breeding activity in the vicinity. The pre-construction survey will be performed within 2 weeks of the start of construction activity. If the pre-construction surveys identify active nests or bird-breeding activity within the 500-foot buffer, a qualified biologist will prepare a nest avoidance plan and, if necessary, a noise attenuation plan to identify site-specific measures that will be incorporated into the project to reduce construction-related impacts on the applicable bird species.

Other than the potential bird breeding-season impacts discussed above and addressed by Mitigation Measure BIO-1, the project is not anticipated to result in significant impacts on the state endangered and BGEPA-protected bald eagle. Project-related construction activity may occur when bald eagles are present at the reservoir, but construction would be limited to the isolated area southwest of the dam, leaving the vast majority of fishing territory around the reservoir available for eagle use.

In addition to these construction-related impacts on bird species, the project has the potential to affect habitat that may support the sensitive wildlife species identified in Table 2 above, and that may support the listed plant species identified in Table 1 above. Figure 5 shows the project's impacts on vegetation communities. The project is anticipated to remove approximately 1.72 acres of coast live oak woodland and approximately 1.52 acres of chaparral, which are considered sensitive habitat types.

**Table 5  
Vegetation Community Impacts**

Vegetation Community or Land Cover Type	Impact Acreage
Coast Live Oak Woodland	1.71
Chaparral	1.52
Developed	0.64
TOTAL	3.87

The project is within the boundaries of the Draft North County MSCP Subarea Plan and the Draft City of Escondido Multiple Habitat Conservation Program (MHCP) Subarea Plan. However, because both of these plans are in draft form and have not been adopted and implemented, mitigation for impacts would not be covered by these plans. Because the project is in unincorporated County land and there is no approved subarea plan governing the project's impacts, the City proposes to mitigate for this project's habitat impacts pursuant to the County's BMO. Under the BMO, oak woodland is a Tier I vegetation community and chaparral is a Tier III habitat. For areas outside the biological resource core area, such as the project site, the BMO requires mitigation for impacts to Tier I habitats at a ratio 1:1 if the mitigation occurs within the biological resource core area, or at 2:1 if the mitigation occurs outside the core area. For Tier III habitat, the mitigation ratio is 0.5:1 if mitigation occurs within the biological resource conservation area, or 1:1 if the mitigation occurs outside the core area. Mitigation Measures BIO-2 and BIO-3 would be incorporated into the project to reduce the project's impact on sensitive habitat.

**BIO-2** The City will mitigate for impacts to 1.72 acres of coast live oak woodland through creation and enhancement of suitable habitat or acquisition of suitable habitat credits at an approved mitigation bank. Mitigation acreage will occur at a 1:1 ratio if the mitigation area is within a biological resource core area, or at a 2:1 ratio if the mitigation area is outside a biological resource core area.

**BIO-3** The City will mitigate for impacts to 1.52 acres of chaparral through creation and enhancement of suitable habitat or acquisition of suitable habitat credits at an approved mitigation bank. Mitigation acreage will occur at a 0.5:1 ratio if the mitigation area is within a biological resource core area, or at a 1:1 ratio if the mitigation area is outside a biological resource core area.

Where vegetation is removed from work areas that do not include permanent project features, such as work areas surrounding the graded slopes, revegetation would occur on site, as conditions allow. Otherwise, the City plans to mitigate for project impacts by purchasing credits at the City's Daley Ranch Conservation Bank, which would be considered a biological resource core area and would qualify for mitigation at a 1:1 ratio for coast live oak woodland and 0.5:1 for chaparral.

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

**Less Than Significant Impact With Mitigation.** No riparian habitat is present within the project site. Therefore, there is no impact on riparian habitat. See Section 4.a for a discussion of the project's impacts on other sensitive habitat and the mitigation measures applicable to those impacts.

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

**No Impact.** No wetlands, as defined by Section 404 of the Clean Water Act, are present on the project site.

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

**No Impact.** The project site is located along the fringes of Lake Wohlford and does not provide the functions of a wildlife corridor. Therefore, no impact would occur.

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

**Less Than Significant Impact.** The project's relationship to the Draft North County MSCP Subarea Plan and the Draft City of Escondido MHCP Subarea Plan are discussed below. There are no other local policies or ordinances protecting biological resources that apply to the project.

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

**Less Than Significant Impact.** The project is within the boundaries of the Draft North County MSCP Subarea Plan and the Draft City of Escondido MHCP Subarea Plan. However, both of these plans are in draft form and have not been adopted or implemented, and do not govern project activities or mitigation. The 2003 MHCP Subregional Plan requires each of the seven jurisdictions within the planning area, including the City, to implement their respective portion of the MHCP via citywide subarea plans. The City circulated its Draft Subarea Plan for public review in June 2001. The Subarea Plan addressed the City's plans for conservation of natural biotic communities and sensitive plant and wildlife species and represented the City's contribution to the MHCP and to regional Natural Community Conservation Planning (NCCP) conservation goals. Further progress on the Escondido Subarea Plan has been

deferred until issues pertaining to regional funding and management and monitoring responsibilities have been resolved. In the absence of an approved subarea plan or Habitat Loss Permit process in the City of Escondido, this project's impacts on sensitive habitat and its relationship to the City's habitat conservation planning efforts are addressed through the CEQA process.

The proposed project would not preclude or prevent continued preparation of the subregional NCCP, should the City decide to renew its NCCP efforts. Future progress and planning, approval, and adoption of the Draft Escondido Subarea Plan by the City would result in the issuance of federal and state authorizations for the take of listed rare, threatened or endangered species, as well as the preservation and/or restoration of habitat in some areas of Escondido. This would enable the City to authorize impacts to natural habitats or associated species by public or private projects within its jurisdiction. In the meantime, adequate mitigation for impacts must occur in the form of preservation or restoration/creation of biological resources within designated habitat preserve areas, as would be provided for this project by Mitigation Measures BIO-1, BIO-2, and BIO-3. Therefore, the project would not conflict with local policies or habitat conservation plans, and this impact is less than significant.

## 5. Cultural and Paleontological Resources

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

### ***Environmental Setting***

Cultural resources research and surveys of the project area were conducted by Affinis (archaeological resources) and AECOM (historical resources) as part of the survey work for the Lake Wohlford Dam Replacement project. Results of those research and survey efforts are presented in the Cultural Resources Inventory for the Lake Wohlford Dam Replacement Project, prepared by Affinis in October 2013 (Affinis 2013), and the Historic Resources Survey Report for the Lake Wohlford Dam Replacement Project, prepared by AECOM in April 2014 (AECOM 2014).

The literature search conducted at the South Coastal Information Center identified several previously recorded archaeological resources, including one in the vicinity of the Oakvale Road project site. This resource was identified as a part of a clay vessel located west of the project site, which was collected and curated as part of a prior effort unrelated to the proposed project; accordingly, the resource was not identified during the archaeological survey. No additional artifacts or resources were identified in the vicinity of the Oakvale Road project during these surveys.

Affinis contacted the Native American Heritage Commission (NAHC) in June 2013 for a search of their Sacred Lands Files and a list of Native American contacts for the Lake Wohlford project. The Sacred Lands File search did not indicate the presence of Native American traditional cultural places in the project site. Affinis sent letters to Native

American contacts identified by the NAHC in September 2013. To date, one written response was received from the Pala Tribal Historic Preservation Office, which indicated that the project is beyond the Tribe's Traditional Use Area, but requested to be notified of any project progress. Follow-up phone calls to the Native American contacts were made in September 2013. No specific concerns regarding the project were articulated, but Carmen Lucas of the Kwaaymii Band of Laguna Mission Indians suggested that qualified Native American monitors should be present for all ground-disturbing activity. She recommended that the nearest reservation be contacted to discuss Native American monitoring of construction work. Bernice Paipa of the Kumeyaay Cultural Repatriation Committee expressed disappointment that Native American monitors had not been included on the survey. These responding tribal representatives will be included in the distribution list for the MND.

### ***Discussion***

***a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?***

**No Impact.** With the exception of the Lake Wohlford Dam, no historical resources were identified in the vicinity of the Oakvale Road project site during literature search and pedestrian surveys. The Oakvale Road realignment would not affect the Lake Wohlford Dam or make any changes that would affect the dam's historical integrity. Therefore, no impact would occur.

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

**Less Than Significant Impact with Mitigation Incorporated.** As stated above, one archaeological resource was identified in the vicinity of the project site during the literature review. This resource was not observed during pedestrian surveys because it had been collected and curated during prior investigations, and no additional resources were identified during the pedestrian surveys. Therefore, the project would not result in any impacts on known archaeological resources. However, the past discovery of resources in the vicinity of the project impact area indicates sensitivity for the potential presence of archaeological resources. Additionally, extensive vegetation led to limited ground visibility observed during project surveys, and archaeological resources could potentially exist on the project site. Resources that may be present in the project area could be affected by project-related earth disturbance. Due to the project location, representatives of both the Kumeyaay and Luiseño tribes would likely be interested in any resources that are uncovered during project construction.

The Rincon Band of Luiseño Indians submitted a letter during the MND public review period indicating they were not opposed to the project, but requesting continued consultation as the project progressed and requesting the opportunity to be involved with Native American monitoring of project construction.

The project would incorporate Mitigation Measure CUL-1, as stated below, to ensure that impacts would be reduced to less than significant.

**CUL-1:** An archaeologist and Native American monitors shall be on-site during all brushing and clearing, as well as during grading, trenching, and other ground-disturbing activities that occur within the first 3 feet below grade, unless otherwise agreed upon by the archaeological monitor, the Native American representatives, and City staff. During the initial monitoring phase, the archaeological monitor shall reevaluate earthwork plans and identify those disturbance areas that are less likely to contain cultural resources. Decisions will be made in the field as to which areas do not require monitoring by an archaeologist. If cultural resources are encountered, the monitors shall have the authority to temporarily halt or redirect grading while the cultural resources are documented and assessed. If significant resources are encountered, appropriate measures must be developed and implemented. Recovered artifactual materials shall be cataloged and analyzed. Artifacts collected (if any) shall be curated with accompanying catalog to current professional repository standards; alternatively, the collection will be curated at a Tribal repository.

*c. Disturb any human remains, including those interred outside of formal cemeteries?*

**Less Than Significant Impact.** Based on the steep slopes and solid rock formations on the project site, the likelihood of encountering human remains during project work is extremely remote, and this impact would be less than significant. In the event of an unexpected discovery of human remains during any phase of construction, the project contractor would adhere to California Health and Safety Code Section 7050(b). Project activities in the vicinity of the discovery would be temporarily halted and the San Diego County Coroner would be contacted. If the remains were determined to be of Native American origin, the Most Likely Descendent, as identified by the NAHC, would be contacted to determine proper treatment and disposition of the remains. Adhering to these requirements would ensure this impact would be less than significant.

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

**No Impact.** According to the Rock Stability Calculations included as Appendix B to the 2014 Black & Veatch Oakvale Road Realignment 30% Design Memo (see Appendix B of this MND), the project site is composed entirely of granite. Figure 4.5-2 of the City's General Plan Environmental Impact Report (EIR) (City of Escondido 2012b) maps the project as "granitic and other intrusive crystalline rock." Section 4.5 of the General Plan EIR states that these rock types have no resource potential for paleontological resources. Therefore, the project would not result in impacts on paleontological resources.

## 6. Geology and Soils

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

## **Discussion**

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

**No Impact.** The project site is not located within an Alquist-Priolo Earthquake Fault Zone, and the Elsinore fault is located approximately 11 miles to the north (CDC 2007). Therefore, the project site would not be subject to ground rupture and there would be no impact.

- a.ii** *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?*

**Less Than Significant Impact.** Strong seismic activity along nearby faults could result in ground shaking conditions that are a common hazard in much of Southern California. Under existing conditions, seismic activity has the potential to dislodge rocks from the slope above Oakvale Road, causing rock slides that can present hazards to the roadway below. The potential for these conditions would persist under project conditions, so the project proposes ample slope protection by driving rock bolts into the slope and installing wire netting to secure the proposed surface. Preliminary geotechnical engineering conducted for the slope stabilization indicates that the bolts used to anchor the rock in place would be approximately 30 to 40 feet long, and would be spaced about every 10 to 12 feet (Black & Veatch 2014). The bolts would also be used to anchor wire mesh to the rock surface. Therefore, the project is being designed with consideration for potential seismic hazards, and this impact would be less than significant.

- a.iii** *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?*

**No Impact.** Granitic rock such as occurs on the project site is not subject to liquefaction conditions; therefore, no impact would occur.

- a.iv** *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death from landslides?*

**Less Than Significant Impact.** The project area is characterized by solid rock that is not subject to traditional landslide conditions, but the potential exists for rock to become dislodged from the slope and create a hazard to the roadway below. The project is being designed with rock bolts to anchor rocks in place and enhance the slope's shear strength and with wire netting to catch any falling rock. Therefore, this impact is less than significant.

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

**Less Than Significant Impact.** Erosion potential of the proposed project is limited due to the predominance of solid rock on the site and the general absence of topsoil. The project would feature over 1 acre of ground disturbance, so grading and construction activities would be subject to compliance with National Pollutant Discharge Elimination System (NPDES) requirements and with the State Water Resources Control Board's Construction General Permit (Order 2009-0009-DWQ). Compliance with the Construction General Permit would include the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP), which incorporates project-specific best management practices (BMPs) to ensure that erosion is minimized. Therefore, impacts in relation to erosion or loss of topsoil would be less than significant.

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

**Less Than Significant Impact.** See the discussion of 6.a.ii above. The project proposes slope protection in the form of rock bolts and wire netting to limit the potential for rock fall or rock slide incidents from affecting the roadway below. Excavation, including blasting, splitting, and scaling, would be conducted under the supervision of a geotechnical engineer pursuant to a site-specific work plan, which would identify methods for safe removal and stockpiling of rock to ensure worker safety throughout the construction process. Proper engineering design and installation of the rock bolts and netting, and adherence to the work plan during excavation, would ensure this project's impacts with respect to geological instability would be less than significant.

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

**No Impact.** Expansive soils are generally high in clays or silts that shrink or swell with variation in moisture. The project site is dominated by hard granite that is not subject to soil expansion. Therefore, no impact would occur.

**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?***

**No Impact.** No wastewater disposal systems involving the use of septic tanks, leach fields, or alternative sewage disposal systems that depend upon appropriate soil regimes are proposed. Therefore, no impact would occur.

## 7. Greenhouse Gas/Climate Change

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

### *Discussion*

Global climate change is defined as a change in the climate that is attributed directly or indirectly to human activity that alters the composition of the global atmosphere, and that is in addition to natural climate variability observed over comparable time periods. Global climate change refers to changes in average climatic conditions on the earth as a whole, including temperature, wind patterns, precipitation, and storms.

Certain gases in the earth's atmosphere, classified as greenhouse gases (GHGs), play a critical role in determining the earth's surface temperature. GHGs are present in the atmosphere naturally, are released by natural sources, and are formed from secondary reactions taking place in the atmosphere. Human-caused emissions of GHGs exceeding natural ambient concentrations are responsible for intensifying the greenhouse effect and have led to a trend of unnatural warming of Earth's climate.

Human-related emissions of GHGs contributing to global climate change are attributable in large part to activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. If viewed apart from the GHG emissions produced by activities elsewhere in the world, the mass of GHG emissions generated by an individual project, such as the proposed project, would be so minute that the concentration of GHGs in the atmosphere would essentially remain the same.

GHGs are global pollutants, unlike criteria air pollutants and TACs, which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about 1 day), GHGs have long atmospheric lifetimes (1 year to several thousand years). GHGs persist in the atmosphere long enough to be dispersed around the globe. Similarly, impacts of GHGs are borne globally, as opposed to localized air quality effects of criteria air pollutants and TACs. Therefore, GHG emissions have the potential to adversely affect the environment since such emissions contribute, on a cumulative basis, to the significant cumulative impact of global climate change.

Carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>) are the principal GHG contributors to global climate change. Global warming potential (GWP) is a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to CO<sub>2</sub>. The GWP of a GHG is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and length of time (i.e., lifetime) that the gas remains in the atmosphere (“atmospheric lifetime”). The concept of CO<sub>2</sub>-equivalents (CO<sub>2</sub>e) is used to account for the different GWP potentials of GHGs to absorb infrared radiation.

The state of California Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and a cap on statewide GHG emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. This reduction will be accomplished through an enforceable statewide cap on GHG emissions that began in 2012. In December 2008, ARB adopted its *Climate Change Scoping Plan* (Scoping Plan), which contains the main strategies California will implement to achieve the required GHG reductions required by AB 32 (CARB 2008). ARB’s Scoping Plan states that local governments are “essential partners” in the effort to reduce GHG emissions (CARB 2008). ARB’s Scoping Plan includes measures that would indirectly address GHG emissions levels associated with construction activity, including the phasing in of cleaner technology for diesel engine fleets (including construction equipment) and the development of a Low Carbon Fuel Standard.

This analysis compares the construction-related emissions associated with the proposed project to the GHG threshold developed by the County. The County has established a threshold of 2,500 metric tons (MT) CO<sub>2</sub>e per year as a project-level GHG significance threshold that would apply to construction and operational emissions from land use development projects.

Construction-related GHG exhaust emissions associated with the proposed project would be generated by sources such as off-road equipment, trucks hauling materials to the project site, and worker commute vehicles. This analysis includes a quantification of total modeled construction-related GHG emissions, which were estimated using the same model for quantifying criteria pollutants (URBEMIS), as discussed earlier in Section 3, Air Quality.

## ***Discussion***

### ***a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?***

**Less than significant Impact.** Total GHG emissions associated with construction of the proposed project were estimated to be 5,598 pounds per day of CO<sub>2</sub>, which equates to 2 MT per day of CO<sub>2</sub>e. The proposed project is not anticipated to generate new vehicle trips and would not generate any additional activities related to maintenance or operations that would exceed existing levels. The total project-related CO<sub>2</sub>e emissions of 2 MT per day of CO<sub>2</sub>e are less than the County’s GHG

significance threshold. Construction emissions would be finite and temporary and would not hinder California's ability to attain the GHG reductions outlined in AB 32. Therefore, the proposed project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. This impact would be less than significant.

***b. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?***

**Less than significant Impact.** Construction emissions associated with the proposed roadway improvements would be finite and temporary and would not hinder California's ability to attain the GHG reductions outlined in AB 32. Policies formulated under the mandate of AB 32 applicable to construction-related activity, either directly or indirectly, are assumed to be implemented during construction of the proposed project if those policies and laws are developed before construction begins (ARB 2008).

ARB is required to update the Scoping Plan at least once every 5 years to evaluate progress and develop future inventories that may guide this process. ARB is currently in the process of updating the Scoping Plan, and a revision is expected to be adopted in 2014. Since ARB has not completed the update to the Scoping Plan, it is unknown at this time what impact any additional measures may have on the proposed project. Therefore, it is assumed that the proposed project construction would not conflict with ARB's Scoping Plan; or any other plans, policies, or regulations for the purpose of reducing GHG emissions. As discussed earlier, the proposed project would also not generate GHG emissions that would have a significant impact on the environment. Therefore, the project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. The impact would be less than significant.

## 8. Hazards and Hazardous Materials

Issues	Less Than Significant			
	Potentially Significant Impact	With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issues	Less Than Significant			
	Potentially Significant Impact	With Mitigation Incorporated	Less Than Significant Impact	No Impact
h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

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

**Less Than Significant Impact.** The proposed project would involve the short-term use of construction equipment and trucks involving limited transport, storage, use, and disposal of fuels, solvents, and other fluids typical of construction projects. Construction would be short term and the handling of hazardous materials would comply with all local, state, and federal health and safety requirements. The contractor would be required to prepare a contingency plan to prevent and contain accidental release of hazardous products. Additionally, the project would implement project-specific BMPs stated in the SWPPP to prevent on-site use of these materials from resulting in a hazard to the public or environment. Therefore, impacts would be less than significant.

The long-term use of the improved Oakvale Road would not involve the routine use, transport, and/or disposal of hazardous materials. Therefore, no long-term operational impacts related to hazardous materials are anticipated.

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

**Less Than Significant Impact.** See the discussion of 8.a above.

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

**No Impact.** No schools are located within 0.25 mile of the project site, and the project would not entail hazardous emissions or handle significant quantities of hazardous materials. Therefore, no impact would occur.

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

**No Impact.** The project site is undeveloped open space adjacent to an existing rural roadway. There is no evidence of past disposal of hazardous materials on the project site. A review of the California Department of Toxic Substance Control's Envirostor database conducted in May 2014 did not identify any listed hazards sites on or in the vicinity of the project site (DTSC 2014). Therefore, no impact would occur.

- 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 site is not located within an airport land use plan area nor is it within 2 miles of a public airport. Therefore, there is no impact.

- 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 Lake Wohlford Resort Airport is a small private airstrip located on a ridge north of Lake Wohlford, approximately 0.5 mile north of the project site. Oakvale Road is not within the flight path for airport operations. Therefore, construction and operation of the proposed roadway improvements would not expose people to safety risks associated with private airport operations and there would be no impact.

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

**Less Than Significant Impact.** Oakvale Road would remain open to traffic during project construction, though the eastbound lane may be periodically closed to enable more room for construction vehicle access or construction staging. Emergency access will be maintained at all times on Oakvale Road throughout the duration of construction. As a standard practice, the City will require preparation of and adherence to a traffic control plan that would identify measures to maintain traffic safety and emergency access. Therefore, the project's impact on emergency access would be less than significant.

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

**Less Than Significant Impact.** The project would entail construction work in the vicinity of dry brush, which could result in a temporary increase in the potential for accidental wildfires. As a standard practice, the City will require the contractor to prepare a Fire Prevention and Response Plan specific to the project, and all construction crewmembers would be trained in the requirements of the plan. Implementation of and adherence to this plan would reduce this potential for wildfire ignition and ensure that this impact would be less than significant.

## 9. Hydrology and Water Quality

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

Issues	Less Than Significant			
	Potentially Significant Impact	With Mitigation Incorporated	Less Than Significant Impact	No Impact
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year flood hazard area, structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion

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

**Less Than Significant Impact.** Potential water quality impacts associated with the proposed roadway improvements would include short-term construction-related erosion/sedimentation and storm water runoff. The short-term water quality impacts related to erosion/sedimentation would be less than significant based on conformance with existing regulatory requirements (i.e., acquisition of an NPDES General Construction Activity Storm Water Permit (State Water Resources Control Board permit 2009-0009-DWQ) and implementation of a SWPPP). The project would comply with NPDES guidelines for municipal storm water runoff in accordance with the San Diego RWQCB Order No. R9-2007-0001 (Municipal Stormwater Permit), which requires that pollutant discharges and runoff from development are reduced to the maximum extent practicable. Compliance with these construction permit requirements will ensure the project would not result in a significant water quality impact.

With respect to long-term impacts, realignment of the road would not change conditions on the site, as the project would construct similar features as currently exist and would not result in an addition of impervious surface. The project is not a Priority Development Project as defined in Section D.1.d of the 2007 Municipal Stormwater Permit. Therefore, the project is not required to implement treatment control BMPs for storm water to comply with the permit. Because the project would not result in a permanent change in current conditions, the project's long-term impact on water quality 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?***

**No Impact.** The project would not substantially deplete groundwater supplies or interfere with groundwater recharge. The new roadway alignment would replace an existing roadway alignment with little or no increase in impervious surface area. Therefore, no impact would occur.

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

**Less Than Significant Impact.** The proposed project would not substantially alter the existing drainage pattern of the project site and would not alter the course of a stream or river. The project includes installing a brow ditch at the top of the proposed slope that would divert storm flows down the slope. The ditch on the western side would carry water to an existing ditch situated at the toe of the slope along the road's southern edge, draining into a storm drain that would be reconstructed as part of the project. The ditch on the eastern side would carry water to a proposed storm drain that would be constructed beneath the road and empty into an earthen swale on the northern side of the road. A Drainage Study was prepared for the project in March 2014 (O'Day Consultants 2014), which is included as Appendix C to the Oakvale Road 30% Design Memorandum (Appendix B of the MND). The Drainage Study concludes that the maximum capacity of the proposed brow ditches exceeds the maximum flow rate of the 100-year storm, confirming that the ditch has been adequately sized to handle storm flows. Therefore, the project's impact on drainage would be less than significant.

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

**Less Than Significant Impact.** See the discussion of 9.c above.

- 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.** See the discussion of 9.a and 9.c above. The project would not result in a substantial net increase in impervious surfaces, so the project would not result in a substantial increase in the amount of storm water runoff. Storm flows from the site would be carried to a swale proposed on the north side of the realigned road, which would detain flows and remove pollutants prior to flowing into the reservoir. This would result in an improvement compared to existing conditions, where storm flows from the existing site are not detained. Therefore, the project would result in less than significant impact on storm water runoff.

*f. Otherwise substantially degrade water quality?*

**Less Than Significant Impact.** Mandatory compliance with the Construction General Permit would ensure the project would not substantially degrade water quality during construction. Implementation of standard BMPs during construction, and adequate post-construction BMPs, would reduce potential water quality impacts to less than significant. Typical BMPs would include the prevention of erosion and sedimentation; provide comprehensive employee training at the construction site; and implement proper waste management, vehicle maintenance, and material use and storage. See the discussion of 9.e above regarding the project's storm water detention design. The project's water quality impacts would be less than significant.

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

**No Impact.** The project site is not within a 100-year flood zone and the project does not involve construction of housing; therefore, no impact would occur.

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

**No Impact.** The project site is not within a 100-year flood zone and the project does not involve placing structures that would affect flood flows; therefore, no impact would occur.

*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?*

**No Impact.** The project is located upslope from the Lake Wohlford Dam; therefore, any failure of this dam would not affect the project and there would be no impact.

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

**No Impact.** The project site is located at a distance from the coast and an elevation that make inundation by seiche or tsunami impossible. Lake Wohlford is located downslope of the project site, and any unforeseen seiche occurring on the reservoir would not inundate the project site. Therefore, no impact would occur.

The project site may be subject to impacts related to inundation by mudflow based on the location and topography in the project area. Mudflows are the most common disaster in San Diego and forest fires may contribute to the potential for mudflows. The path of a mudflow is determined by local topography and will typically follow existing drainage patterns. Drainage patterns will be addressed through project design, including benches, brow ditches, and detention basins. Therefore, the proposed project would not result in impacts related to inundation by seiche, tsunami, or mudflow.

## 10. Land Use and Planning

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

### Discussion

The project site is immediately south of Lake Wohlford on unincorporated land owned by the City. The Escondido General Plan (City 2012a) identifies the proposed project site as Public Land/Open Space. The County's North County Metro Village Community Plan shows the site mapped as Public/Semi-Public Facilities.

CDFW's NCCP Program identifies and provides for the regional protection of plants, animals, and their habitats throughout the entire state with a focused conservation effort on the coastal sage scrub communities in Southern California (CDFW 2010). The project site is surrounded by lands within the planning area of the North County Subregion of the County of San Diego's MSCP, which remains in draft form. The project site is included within the City of Escondido's MHCP Subarea. The Escondido MHCP Subarea Plan, which is also in draft form, includes the incorporated city limits plus approximately 3,000 acres owned by the City in the unincorporated areas, such as Lake Wohlford.

#### a. *Physically divide an established community?*

**No Impact.** Construction of the proposed roadway improvements would not change existing land uses. Approximately 1,200 feet of existing roadway would be moved up to 150 feet to the south. There is no development in the vicinity of the project, other than the Lake Wohlford Dam, which is located immediately to the north of the project site.

The proposed project would not divide or separate neighborhoods or physically divide an established community. Therefore, no associated land use impacts would occur.

- 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?*

**No Impact.** The project does not propose change in land use or zoning and does not propose changes that would be incompatible with the existing land use or zoning on the project site or the surrounding area. Oakvale Road is not identified as a “Mobility Element Road” in the County of San Diego General Plan (County of San Diego 2011). The realigned road would be built to County standards and with a width that is consistent with the existing road. Therefore, no impact would occur.

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

**Less Than Significant Impact.** The proposed project is within and adjacent to conservation and natural community planning areas, including the North County Subregion of the MSCP and the City’s MHCP Subarea planning areas, which identify areas for open space and habitat conservation. These plans are in draft form and do not govern project activities or mitigation. Implementation of Mitigation Measures BIO-2 and BIO-3 states the project will mitigate for removal of sensitive habitats with replacement at ratios consistent with the County BMO. Therefore, the proposed project would not conflict with policies of the MSCP or MHCP. In addition, the project does not conflict with the conservation goals of the CDFW’s NCCP. As such, impacts related to conflict with an adopted habitat conservation plan would be less than significant.

## 11. Mineral Resources

Issues	Less Than Significant			
	Potentially Significant Impact	With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Discussion

- 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?***

**Less Than Significant Impact.** The San Diego County General Plan does not designate the proposed project area as a Mineral Resource Zone (County 2009). The project would require the excavation and disposal of approximately 56,000 cy of material, much of which is granite. The excavated material would be hauled to a local quarry for processing and reuse. Therefore, approval of the proposed project would result in less than significant impacts on mineral resources.

- 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?***

**Less Than Significant Impact.** As stated above, the site is not located in a mineral resource zone. Project improvements do not include land use changes or placement of structures in a manner that would preclude future resource extraction from the surrounding area. Therefore, impacts related to locally important mineral resource recovery sites would be less than significant.

## 12. Noise

Issues	Less Than Significant		Less Than Significant Impact	No Impact
	Potentially Significant Impact	With Mitigation Incorporated		
Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or where such a plan has not been adopted within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### **Discussion**

The project site is located in a rural area in which sensitive noise receptors are limited to scattered residences. The closest residences include a residential community located approximately 0.5 mile east of the site, situated around a bend in Oakvale Road, and scattered residences located approximately 0.5 mile southeast of the project site, on the

opposite side of a large peak. All residences in the vicinity of the site are separated from the project site by topography.

The project would generate noise on a temporary basis at the excavation and construction site, as well as along the haul route. Noise would be generated by operation of heavy equipment and by blasting, which would entail discharge of small amounts of explosives drilled inside boreholes in the rock. A limited amount of rock splitting may be required for hauling purposes, but the project would not entail on-site rock crushing operations. Noise along the haul route would be generated by trucks operating on public roadways.

*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?*

**Less Than Significant Impact.** The Escondido Noise Ordinance is contained in Chapter 17, Article 12, Noise Abatement and Control, of the City Municipal Code (Code). General construction noise is governed by Section 17-234 of the Code, which limits construction operations to 7:00 a.m. through 6:00 p.m., Monday through Friday, and on Saturdays between the hours of 9:00 a.m. through 5:00 p.m. and prohibits construction on Sundays and City holidays. Noise generated by grading activities is governed by Section 17-238 of the Code, which limits grading operations to 7:00 a.m. to 6:00 p.m., Monday through Friday and prohibits grading on Saturdays, Sundays, and City holidays. A variance for grading may be issued by the City Manager to allow grading operations on Saturdays between 10:00 a.m. to 5:00 p.m., if it can be demonstrated that it would serve the community good. Both Code Sections 17-234 and 17-238 limit noise generated by construction equipment to a maximum of 75 A-weighted decibels (dBA) for a 1-hour noise level equivalence ( $L_{eq}$ ) at the property line of any property developed for residential purposes, unless a variance is obtained from the City Manager (pursuant to Code Sections 17-249 through 17-257).

Project construction and grading operations are anticipated to occur between 7:00 a.m. to 6:00 p.m. Monday through Friday, as allowed by the City Noise Ordinance. If work outside those periods is necessary to expedite project construction, then the appropriate variance would be obtained from the City Manager. There are no sensitive receptors within 0.5 mile of the project site, and the residences nearest to the project site are blocked by intervening topography that would eliminate exposure to any construction-related noise. Noise along the haul route would be intermittent, with one truck traveling the route approximately every 10 minutes, which would not be significantly distinguishable from existing vehicle traffic that travels the proposed haul routes. The project would not expose residents to noise levels exceeding 75 dBA for a 1-hour  $L_{eq}$ . Therefore, the project would comply with the City Noise Ordinance and the project's construction impact would be less than significant.

Noise levels associated with operation of the improved section of roadway would be indistinguishable from levels associated with the existing operation of the roadway alignment, and there would be no permanent noise impact.

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

**No Impact.** There are no buildings or other occupied areas in proximity to the project site that would receive vibration generated by project construction. Therefore, the project would have no impact.

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

**No Impact.** There would be no long-term changes in ambient noise levels as a result of the road realignment, and there would be no permanent impact.

- d. *A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

**Less Than Significant Impact.** See the discussion of project-related noise generation in 12.a above. Ambient noise levels in the vicinity of proposed excavation and roadway improvements are low and primarily result from intermittent vehicle traffic traveling along Oakvale Road. The project would result in short-term increases in ambient noise during construction, but the absence of sensitive receptors means this impact would be less than significant. Along the haul routes, noise levels are characterized by regular vehicular traffic, and the intermittent project-related truck noise would not be substantial enough to result in a significant increase in ambient noise. Therefore, the project's construction impact would be less than significant.

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

**No Impact.** The project site is not located within an airport land use plan area nor is it within 2 miles of a public airport. Therefore, there will be no impact.

- 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.** Lake Wohlford is the closest private airport, at a distance of approximately 0.5 mile to the north. As a roadway improvement project, no people would reside or work in the project area. Furthermore, there is very limited air traffic at the Lake Wohlford Airstrip and the planes do not typically fly over or near the project site, which is within a steep and narrow canyon area adjacent to the Lake Wohlford Dam. Therefore, no impacts are anticipated.

### 13. Population and Housing

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Discussion

- 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)?***

**No Impact.** The proposed project does not propose development of housing and would not induce population growth. The proposed project also does not provide substantial new employment that would foster migration. No impacts related to population growth inducement would occur.

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

**No Impact.** The project would not affect existing housing or displace any residents. No impacts would occur.

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

**No Impact.** See the discussion of 13.b above.

## 14. Public Services

Issues	Less Than Significant			
	Potentially Significant Impact	With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion

The Valley Center Fire Protection District would provide any fire and/or emergency medical service from Fire Station 73, located on North Lake Wohlford Road approximately 4.5 miles northeast of the project site. The closest Sheriff's Substation to the project site is the Valley Center Substation, located on North Lake Wohlford Road, adjacent to Fire Station 73.

The improvements to Oakvale Road would not increase the demand for public services, including fire and police protection, schools, parks, or other public services; therefore, no impacts related to the provision of adequate public services would occur.

- a. ***Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities related to fire protection, police protection, schools, parks, or other public facilities?***

**No Impact.** The project proposes improvement to existing road infrastructure, which would not generate population growth or result in other changes that would increase demand on public services. Therefore, no impact would occur.

## 15. Recreation

Issues	Less Than Significant			
	Potentially Significant Impact	With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion

The project site is located adjacent to Lake Wohlford, which is a regional recreational fishing destination. The lake is stocked with game fish. Boat rental is available, but private vessels are prohibited. Boat access is prohibited near the dam, as delineated by a buoy line approximately 0.25 mile east of the dam. Oakvale Road provides access to southern shoreline fishing areas, including an unimproved parking area next to the lake that is approximately 0.5 mile east of the project site. The City of Escondido's Lake Wohlford Fishing Map (City [n.d.]) shows that various trails exist around Lake Wohlford, including the Oakvale Trail and the Kumeyaay Trail. These trails are not in the vicinity of the proposed project and would not be impacted by construction or operation of the proposed project. Figure VII-4 of the City General Plan (City 2012a) shows a designated Primary Local Rural Trail surrounding the lake and connecting to a trail near the project site that heads south toward Bottle Peak. However, this figure does not reflect existing access, as there is no public access in the vicinity of the dam and no trails along Oakvale Road. While a trail toward Bottle Peak is located approximately 300 feet south the project site, this trail is not open to the public. The County of San Diego Regional and Park Trails Map does not show any trails in the vicinity of the project (County 2010).

- 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?***

**No Impact.** The project would not induce population growth. In addition, the project does not propose any residential uses that could increase the use of existing neighborhood and regional parks or other recreational facilities in the vicinity. Therefore, the proposed project would not result in the substantial physical

deterioration of existing parks and recreational facilities. The proposed project would have no impact related to the increased use of recreational facilities and resources.

- 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 proposed project does not include or require the construction of recreational facilities. Public access at Lake Wohlford is not available on the western side of the reservoir, so there would be no boat activity or fishing access in the vicinity of the project site. No public trails would be affected by project construction. Therefore, no impact would occur.

## 16. Transportation/Traffic

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

## ***Discussion***

A TIA was prepared for the proposed project by LLG in July 2014 (LLG 2014; the report is included as Appendix C to this MND) to assess the potential for the project's construction traffic to have an impact on the local circulation system, including traffic generated by worker trips and hauling excavated material. Analysis was based on guidelines and thresholds set forth by the City in their Traffic Impact Analysis Guidelines. This section provides a summary of the environmental impact analysis provided in the TIA. For additional detail, see Appendix C.

LLG's analysis considered the existing and with-project conditions at the following intersections and roadway segments, based on potential haul routes that could be used by the contractor:

### **Intersections**

1. Lake Wohlford Road/Oakvale Road
2. Lake Wohlford Road/Valley Center Road
3. Valley Parkway/El Norte Parkway
4. Valley Parkway/Bear Valley Parkway

### **Segments**

#### *Lake Wohlford Road*

1. Valley Center Road to Oakvale Road

#### *Valley Parkway*

2. El Norte Parkway to Bear Valley Parkway

Because project construction is anticipated to begin in 2015, analysis in the TIA included scenarios comparing project traffic to existing conditions, as well as comparing project traffic with anticipated conditions in 2015, with the near-term conditions determined by projecting a growth factor for 1 year.

As shown in Table 6-1 of the TIA, all of the study area intersections are calculated to currently operate at service levels of LOS C or better during both the AM and PM peak hours. As shown in Table 6-2 of the TIA, all studied segments also operate at acceptable levels under existing conditions.

For analysis purposes, project engineers indicated that the project's hauling phase would entail approximately 70 roundtrips per day over a 4-month period, and that the project would entail 35 employees per day, reflecting conservative conditions. Haul trips were assigned a passenger car equivalent rate of 3 to account for the differing speed, acceleration, and maneuverability of heavy trucks compared to typical passenger vehicles. A trip rate of 2.2 per employee was used for those trips to account for daily commuting to

and from the site and occasional extra trips taken by employees during the workday, as well as trips by other miscellaneous staff that may be on-site on an intermittent basis.

The destination of excavated material would ultimately be determined by the contractor, but, for the purposes of planning and environmental analysis, the TIA assumes that most haul trucks and worker trips (90%) would travel from the project site through Escondido to I-15, with 5% of trips travelling Valley Center Road north of Lake Wohlford Road and the remaining 5% of trips travelling Lake Wohlford Road east of the project site. The TIA distributed the trips heading through Escondido along the City's identified truck routes based on orientation to northbound or southbound destinations and roadway characteristics such as size, existing congestion patterns, surrounding land uses, and spacing of signalized intersections. Impact conclusions from the TIA are summarized below in the discussion of 16.a.

*a. Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system?*

**Less Than Significant Impact.** The project would add traffic to the local roadway system on a temporary basis during project construction, including worker trips and excavated material hauling. Using City thresholds presented in its Traffic Impact Assessment Guidelines, the TIA concluded that adding project-related traffic would not result in significant impacts at any of the studied intersections or roadway segments. As shown in Table 9-1 and 9-2 of the TIA, addition of project-related traffic would only affect the LOS of one studied location, the intersection of Lake Wohlford Road and Valley Center Road, which is estimated to downgrade from LOS B to LOS C in the morning peak period. This is not considered a significant impact because it does not cause the intersection to operate at LOS D or lower. Therefore, the project's impacts would be less than significant.

*b. Conflict with applicable congestion management program?*

**No Impact.** The project would have no permanent impact on traffic congestion; therefore, the project would not conflict with any applicable congestion management program and there would be no impact. See the discussion under 16.a regarding the project's temporary impacts on the circulation system.

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

**No Impact.** The proposed project does not include any aviation components and, therefore, would not affect air traffic patterns. No associated traffic impacts would occur.

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

**Less Than Significant Impact.** The proposed project would decrease an existing traffic hazard on Oakvale Road by eliminating sharp curves. The project would generate

construction traffic that would mix with general traffic on the local roadway system. This primarily would be a concern at the point where hauling traffic exits the site and moves onto Oakvale Road. As a standard practice, the City requires preparation of and adherence to a traffic control plan for the project that will identify measures to ensure that potential conflicts between project-related construction traffic and general vehicle, pedestrian, and bicycle traffic would be minimized. With implementation of adherence to the traffic control plan, this impact would be less than significant.

*e. Result in inadequate emergency access?*

**Less Than Significant Impact.** Oakvale Road would remain open to traffic during project construction, though the eastbound lane may be periodically closed to enable more room for construction vehicle access or construction staging. Emergency access would be maintained at all times on Oakvale Road throughout the duration of construction. As a standard practice, the City requires preparation of and adherence to a traffic control plan that would identify measures to maintain traffic safety and emergency access. Therefore, the project's impact on emergency access would be less than significant.

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

**No Impact.** There would be no effect to alternative forms of transportation along Oakvale Road. The existing alignment of Oakvale Road, including the project-related segment and segments immediately west and east of the project site, does not currently include trails, bike lanes, or other facilities specific to non-motorized traffic. In response to comments on the Draft MND submitted by the San Diego County Planning and Development Services Department and the Escondido Creek Conservancy, design of the project-related segment of Oakvale Road will include a 10-foot lane for non-motorized traffic, to be located within the road's westbound shoulder. The proposed project would not conflict with adopted policies, plans, or programs regarding alternate transportation and would not decrease the safety of any of these facilities. No associated impacts to non-motorized traffic would occur.

## 17. Utilities and Service Systems

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

## ***Environmental Setting***

The proposed project site is along a rural roadway surrounded by natural open space. The proposed roadway improvements would not affect the demand for utilities and service systems.

### ***Discussion***

***a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?***

**No Impact.** The proposed roadway improvements would not generate wastewater, require any alteration of existing sewer systems or septic tanks, or affect wastewater treatment facilities. Therefore, no exceedance of the wastewater treatment requirements of the Regional Water Quality Control Board (RWQCB) could occur.

***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?***

**No Impact.** No water delivery or wastewater collection and treatment facilities would be required to serve the proposed roadway improvements. The project would not create a need for additional water or wastewater services. Minimal water use would be required during construction of proposed roadway improvements. This minimal demand for water during construction would not result in a significant increased demand for water. The minimal demand for water service would not require any new or expanded facilities. There would be no impact to existing water or wastewater facilities.

***c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?***

**Less Than Significant Impact.** The proposed roadway improvements would not substantially alter existing drainage patterns. On-site surface runoff would be collected in brow ditches at the top of the slope and in gutters along the road's southern curb, and would be carried to a swale for detention. This system would not connect to or otherwise affect any existing storm water system in the vicinity of the project. Therefore, impacts related to construction of new storm water drainage facilities or expansion of existing facilities are considered less than significant.

***d. 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.** The approval of the proposed project would not result in the need for new or expanded entitlements as the project would not result in a need for additional water resources. Minimal water use would be required during construction of proposed roadway improvements. This construction is not expected to

result in a significant increased demand for water. Therefore, impacts related to water supply are considered less than significant.

- 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?*

**No Impact.** The proposed roadway improvements would not generate wastewater and therefore would not affect the applicable wastewater treatment provider. No impact related to wastewater treatment capacity would occur.

- f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

**No Impact.** There would be minimal waste related to construction of the proposed roadway improvements. The approximately 56,000 cy of material to be removed from the project site would be transported to a local quarry for processing and resale. Due to the quality of the rock, it is not expected to be disposed of in a landfill. Therefore the proposed project would not impact regional landfills. No impact related to landfill capacity or solid waste would occur.

- g. Comply with federal, state, and local statutes and regulations related to solid waste?*

**No Impact.** As stated in Item 17.f, impacts related to solid waste are limited to the anticipated disposal of very small quantities of solid waste generated during construction. The selected contractor would be required to comply with all applicable federal, state, and local statutes and regulations related to solid waste disposal during construction. Therefore, no associated impacts would occur.

## 18. Mandatory Findings of Significance

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

### 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, substantially reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?*

**Less Than Significant Impact.** These topics have been addressed above, including issues of biological resources (Section 4) and cultural resources (Section 5). The proposed project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, or threaten to

eliminate a plant or animal community. The project proposes a small amount of habitat removal, which will be mitigated by creation and enhancement of suitable habitat or acquisition of suitable habitat credits, consistent with local planning policies. The proposed project would not eliminate important examples of the major periods of California history or prehistory. Ground clearing would be monitored by qualified archeologists and Native American monitors to ensure any unexpected discovery of cultural resources during project construction would be properly addressed.

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

**Less than Significant Impact.** The project site is remote and there are no cumulative projects in the vicinity of the excavation and road improvement site whose construction period would overlap with construction of the Oakvale Road improvements. However, one cumulative project along the potential southern haul route (Bear Valley Parkway) is likely to occur concurrently with the Oakvale Road materials hauling. The County’s Bear Valley Parkway North Widening Project started in spring of 2014 and is anticipated to be completed in summer 2016. This project proposes to widen a stretch of Bear Valley Parkway between Boyle Avenue in the north to San Pasqual Valley Road in the south, expanding the existing 2-lane road to a 4-lane road.

If the Oakvale Road project occurs concurrently with the County’s Bear Valley Parkway North Widening Project, and the Oakvale Road contractor elects to use Bear Valley Parkway for construction hauling, then haul traffic could encounter traffic delays along Bear Valley Parkway due to lane closures and reduced lane widths during the road widening project, and haul trucks could encounter equipment and construction trucks related to the County’s widening project. As a result, it is unlikely the contractor would elect to send a large amount of haul traffic past the Bear Valley Parkway construction activity, and there would be no significant cumulative impact. If the Oakvale Road contractor elects to use Bear Valley Parkway, then the contractor’s traffic control plan would specify measures to maintain traffic safety in the vicinity of the Bear Valley Parkway widening project.

The Oakvale Road Realignment project is related to the City’s Lake Wohlford Dam Replacement Project, which is currently in the planning phase. Realigning the road will provide sufficient room for placement of the dam’s left abutment while keeping the road open to traffic during and after dam construction. However, the City has identified Oakvale Road as an independent project from the dam replacement project for purposes of CEQA analysis because it has independent benefits of improving roadway safety and because constructing the Oakvale Road project does not commit the City to implementing the dam project. The Lake Wohlford Dam Replacement Project will be the subject of a future EIR that will incorporate the Oakvale Road Realignment Project impacts into the comprehensive environmental analysis and project disclosure, as required by CEQA.

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

**No Impact.** The project's potential to result in impacts on human health have been addressed above, including air quality (Section 3), hazards and hazardous materials (Section 8), and noise (Section 12). As discussed in those sections, the project would not have environmental effects that would cause substantial direct or indirect adverse effects on human beings. Therefore, this impact would be less than significant.

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