

# **DRAFT**

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

### **CENTRE CITY SHOPPING CENTER PROJECT**

Project Case # ENV 17-0001 (SUB 17-0001 and ADM 17-0008)

Address: 425 & 427 West Mission Avenue

Escondido, CA 92025

Assessor Parcel No. 229-172-38

Prepared for:

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

Prepared by:

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

May 2017



Environmental Checklist Form (Initial Study Part II)

- 1. Project title and case file number: Centre City Shopping Center; ENV 17-0001 (SUB 17-0001 and ADM 17-0008)
2. Lead agency name and address: City of Escondido, 201 N. Broadway, Escondido, CA 92025
3. Lead agency contact person name, title, phone number and email: Adam Finestone, AICP Principal Planner (760) 839-6203 afinestone@escondido.org
4. Project location: 425 and 427 West Mission Avenue, Escondido, California 92025 (APN 229-172-38)
5. Project applicant's name, address, phone number and email: Todd Dwyer, OnPoint Development, 7514 Girard Avenue, Suite 1515, La Jolla, CA 92037; 760-855-3851, todd@onpointdev.com
6. General Plan designation: General Commercial (GC)
7. Zoning: General Commercial (CG)

8. Description of project: (Describe the whole action involved, including, but not limited to, later phases of the project and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)

The Centre City Shopping Center project site is located in the City of Escondido, California (Figure 1), east of Interstate 15 and south of State Route 78. The site is located at the southeastern corner of Mission Avenue and Centre City Parkway. Refer to Figure 2 for the project location on an aerial photograph. The 2.24-acre site is currently developed with a motel (Palm Tree Lodge), a vacant restaurant (former Wagon Wheel restaurant), asphalt paving, and landscaping that would be removed prior to development. The site is flat with an elevation of approximately 648 feet above mean sea level.

The project includes an application for a 4-lot Commercial Tentative Parcel Map and a Plot Plan. The project would demolish the existing uses on-site and construct a commercial development that would consist of three buildings. Building A would consist of 3,500 square feet of general retail and 2,874 square feet of restaurant space with a drive-through (6,374 square feet total). Building B would consist of a 2,004-square-foot restaurant/coffee shop with a drive-through, a 2,400-square-foot restaurant without a drive-through, and 1,000 square feet of retail space (5,404 square feet total). Building C would consist of a 4,308-square-foot SuperStar carwash. The carwash would include a drive-through tunnel and a maximum of 26 vacuum stalls. Figure 3 shows the site plan. Access to the site would be provided from both Centre City Parkway and Mission Avenue. Site access from Centre City Parkway and Mission Avenue would be right-in/right-out only. A northbound right-turn pocket/deceleration lane would be provided at the Centre City Parkway project driveway. The project also includes roadway improvements to create a third northbound through lane on Centre City Parkway. A total of 105 parking stalls would be provided on-site, mostly along the eastern project perimeter.

Two biofiltration basins would be located along the western project perimeter adjacent to Centre City Parkway. The project will include landscaping primarily along the project perimeter and also at parking islands and along some building perimeter areas (Figure 4). The City of Escondido would provide sewer and water service via connections to an existing public sewer and water main along Centre City Parkway and West Mission Avenue, respectively. For water service, the project would construct a 12-inch water main loop that traverses the project site from Mission Avenue to Centre City Parkway.

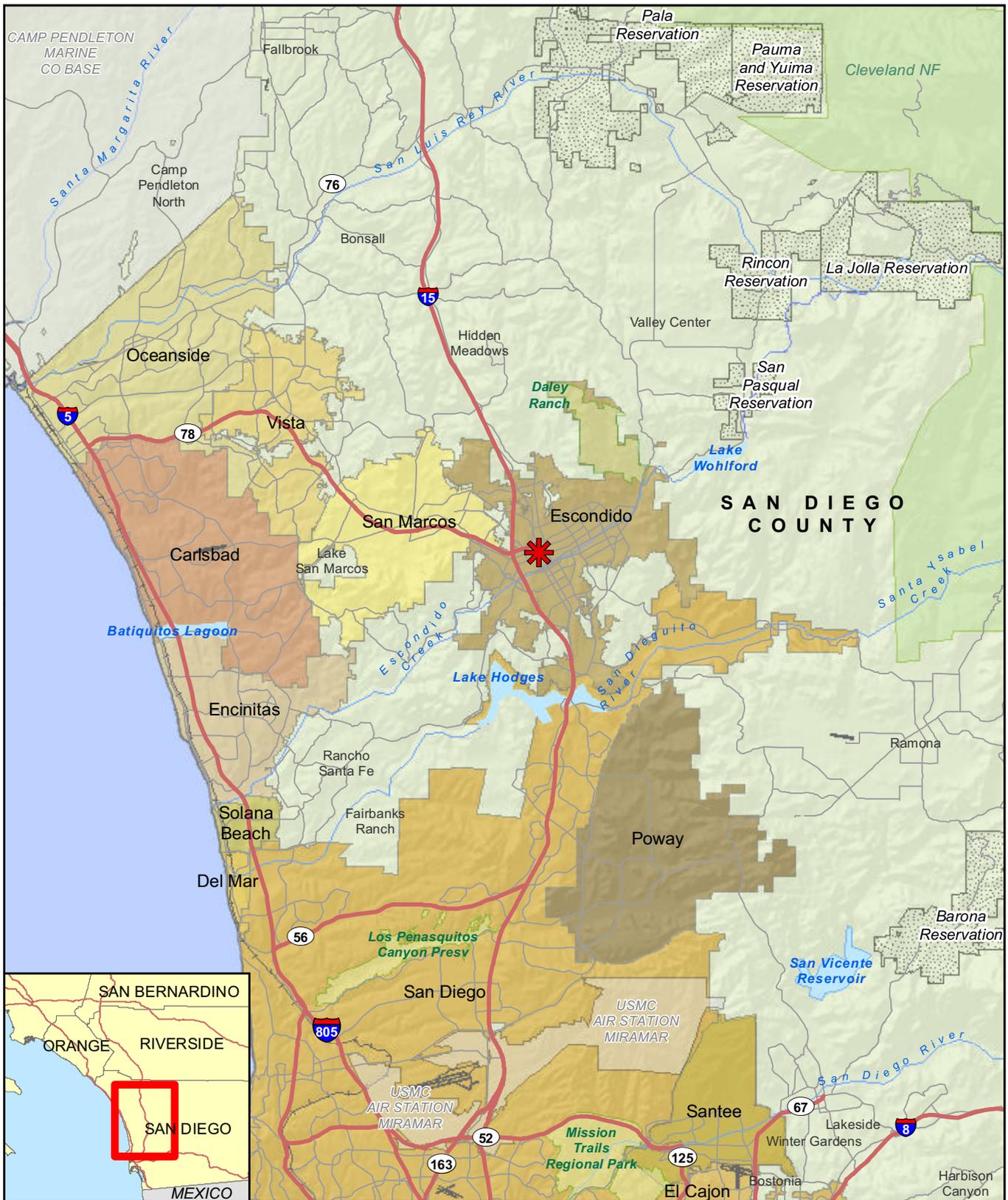
9. Surrounding land uses and setting (briefly describe the project's surroundings):

The area surrounding the project site is primarily developed with commercial land uses with some multi-family residences nearby. The site is accessible to and from Interstate 15 (0.75-mile to the west) and State Route 78 (0.18-mile to the north) with West Mission Avenue and Centre City Parkway bordering the property's respective northern and western frontage. Immediately opposite of West Mission Avenue is the Western Village commercial center consisting of a fast-food restaurant/drive through (McDonald's), sit-down restaurants, miscellaneous retail, and associate parking. Opposite Centre City Parkway mirrors the existing development with a motel (Mt. Vernon Inn) and a sit-down restaurant. Other developments surrounding the property are multi-family residential (southwest). Epiphany Prep Charter School to the east, and commercial centers (northwest and east). Immediately south of the site is a 112-unit multi-family development project that was approved by the City Council on August 19, 2015 that is currently under construction.

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

None

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 Project Location

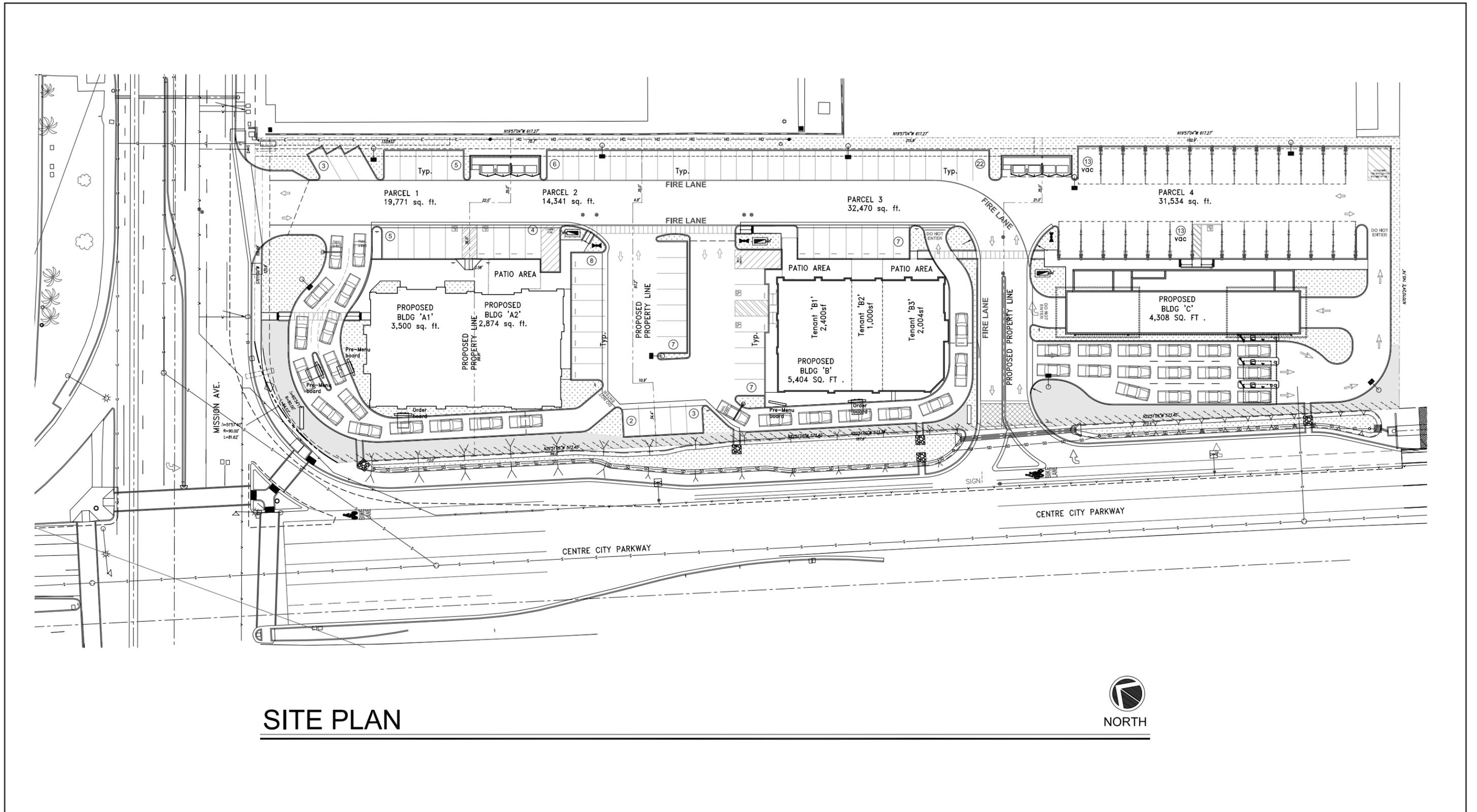
**FIGURE 1**  
Regional Location



 Project Boundary

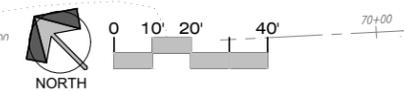
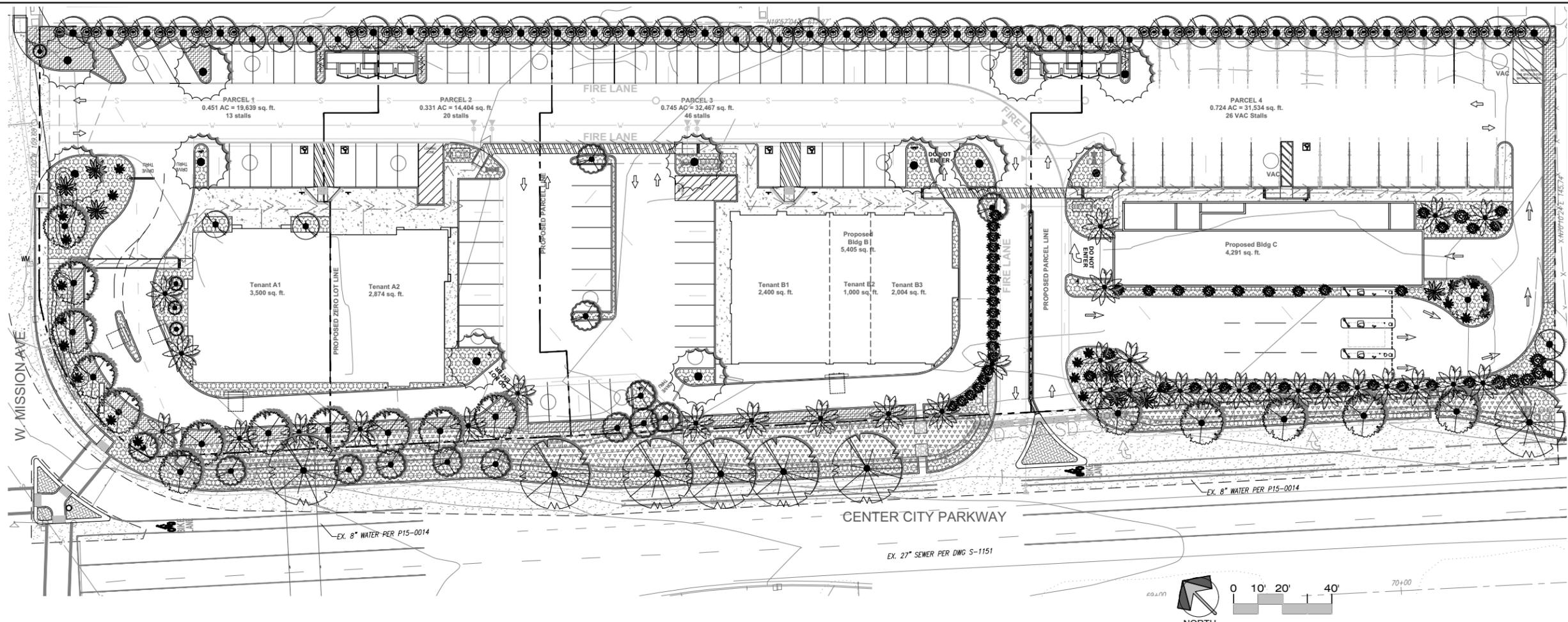
FIGURE 2

Project Location on Aerial Photograph



# SITE PLAN





PLANT LEGED			
BOTANICAL NAME	COMMON NAME	SIZE	QTY
<b>STREET TREES</b>			
	ARBUS UNEDO	STRAWBERRY TREES	24' BOX
	LAGERSTROEMIA	CRAPE MYRTLE	24' BOX
	LAURUS NOBILIS	SWEET BAY	24' BOX
	MAGNOLIA 'LITTLE GEM'	PLANE TREE	24' BOX
<b>SCREEN TREES</b>			
	PITOSPORUM TENUIFOLIUM	KOHUHU	24' BOX
	LEPHOSTEMON CONFERTUS	BRISBANE BOX	24' BOX
	CUPRESSUS SEMPERVIRENS 'TINY TOWERS'	ITALIAN CYPRESS 'TINY TOWERS'	24' BOX
	WASHINGTONIA FILIFERA	CALIFORNIA FAN PALM	24' BOX
<b>ACCENT TREES</b>			
	FOELREUTERIA BIPINNATA	CHINESE FLAME TREE	24' BOX
	PODOCARPUS GLACILIOR	FERN PODOCARPUS	24' BOX
	CASSIA LEPTOPHYLLA	GOLD MEDALLION TREE	24' BOX
	PRUNUS C. 'COMPACTA'	COMPACTA CAOLINA CHERRY LAUREL	24' BOX
<b>PALMS</b>			
	BRAHEA ARMATA	BLUE HESPER PALM	24' BOX
	CHAMAEROPS HUMILIS	MEDITERRANEAN FAN PALM	24' BOX
	WASHINGTONIA FILIFERA	CALIFORNIA FAN PALM	24' BOX

PLANT LEGED			
BOTANICAL NAME	COMMON NAME	SIZE	QTY
<b>SCREEN SHRUBS</b>			
	NANDINA	HEAVENLY BAMBOO	5 GAL.
	MUHLBERGIA 'PINK'	PINK MUHLY	5 GAL.
	RHAPHOLEPIS UMBELLATA	YEDDO HAWTHORN	5 GAL.
<b>PERENNIAL SHRUBS</b>			
	CALANDINIA SPECTABILIS	ROCK PURSLANE	5 GAL.
	CODYLINE 'RED STAR'	RED GRASS PALM	5 GAL.
	WESTRINGIA FRUTICOSA	COAST ROSEMARY	5 GAL.
	LANTANA CAMARA 'DWARF YELLOW'	DWARF YELLOW BUSH LANTANA	5 GAL.
	CALLIANDRA 'SIERRA STARR'	SIERRA STARR RED FAIRY DUSTER	5 GAL.
	STRELITZIA REGINAE	BIRD OF PARADISE	5 GAL.
	RHAPHOLEPIS 'BALLERINA'	BALLERINA INDIAN HASTHORN	5 GAL.
<b>GRASSES</b>			
	JUNCUS 'FOLD STRIKE'	GOLD STRIKE RUSH	5 GAL.
	CAREX SUBFUSCA	RUSTY SEDGE	5 GAL.
<b>SUCCULANTS</b>			
	AGAVE ATTENUATA	FOX TAIL AGAVE	5 GAL.
	SENECIO VITALIS	SERPENTS BLUE CHALK FINGERS	5 GAL.
	SENECIO MANDRALISCAE	BLUE CHALK STICKS	5 GAL.
<b>GROUND COVERS</b>			
	ACACIA REDOLENS 'LOW BOY'	PROSTRATE ACACIA	1 GAL. 24" O.C.
	ROSMARINUS	ROSEMARY	1 GAL. 30" O.C.
<b>VINES</b>			
	FICUS PUMILA	CREeping FIG	5 GAL. 10

- LANDSCAPE CONCEPT NOTES:**
- ALL LANDSCAPE AND IRRIGATION SHALL CONFORM TO THE CITY OF ENCINITAS LANDSCAPE REGULATIONS, THE LAND DEVELOPMENT LANDSCAPE STANDARDS.
  - MAINTENANCE: ALL REQUIRED LANDSCAPE AREAS SHALL BE MAINTAINED BY OWNER. THE LANDSCAPE AREAS SHALL BE MAINTAINED FREE OF DEBRIS AND LITTER AND ALL PLANT MATERIAL SHALL BE MAINTAINED IN A HEALTHY GROWING CONDITION. DISEASED OR DEAD PLANT MATERIAL SHALL BE SATISFACTORILY TREATED OR REPLACED PER THE CONDITIONS OF THE PERMIT.
  - MULCH: ALL REQUIRED PLANTING AREAS SHALL BE COVERED WITH MULCH TO A MIN. DEPTH OF 2 INCHES, EXCLUDING SLOPES REQUIRING REVEGETATION AND AREAS PLANTED WITH GROUND COVER. ALL EXPOSED SOILS AREAS WITHOUT VEGETATION SHALL ALSO BE MULCHED TO THIS MINIMUM DEPTH.
  - ALL CANOPY TREES SHALL BE PROVIDED WITH 40 SQ. FT. OF ROOT ZONE AND PLANTED IN AN AIR AND WATER PERMEABLE LANDSCAPE AREA. THE MIN. DIMENSION (WIDTH) OF THIS AREA SHALL BE 5 FEET.
  - TREE ROOT BARRIERS SHALL BE INSTALLED WHERE TREES ARE PLACED WITHIN 5 FEET OF PUBLIC & PRIVATE IMPROVEMENTS INCLUDING WALKS, CURBS, OR STREET PAVEMENT OR WHERE NEW PUBLIC IMPROVEMENTS ARE PLACED ADJACENT TO EXISTING TREES. ROOT BARRIERS WILL NOT WRAPPED AROUND THE ROOT BALL. ROOT BARRIERS SHALL BE BIO-BARRIER OR EQUAL.
  - OWNER IS RESPONSIBLE FOR MAINTAINING THE LANDSCAPE, INCLUDING THE PUBLIC RIGHT-OF-WAY, IN A HEALTHY, DISEASE FREE CONDITION.
  - ALL LANDSCAPE AREAS SHALL BE FINISH GRADE TO REMOVE ROCKS AND ENSURE SURFACE DRAINAGE AWAY FROM BUILDINGS.
  - IRRIGATION: AN EFFICIENT, AUTOMATIC, ELECTRICALLY CONTROLLED IRRIGATION SYSTEM SHALL BE PROVIDED AS REQUIRED FOR PROPER IRRIGATION, DEVELOPMENT, AND MAINTENANCE OF THE VEGETATION IN A HEALTHY, DISEASE-RESISTANT CONDITION. THE DESIGN OF THE SYSTEM SHALL PROVIDE ADEQUATE SUPPORT FOR THE VEGETATION SELECTED. THE PROPOSED IRRIGATION SYSTEM SHALL BE A COMBINATION OF POP-UP SPRAY HEAD AND DRIP LINE.
  - SITE SHALL BE IRRIGATED WITH RECYCLED WATER, IF AVAILABLE.
  - THE LANDSCAPING SHALL BE IN CONFORMANCE WITH THE STATE OF CALIFORNIA'S WATER EFFICIENCY STANDARDS IN ADDITION TO THE CITY OF ESCONDIDO'S REGULATIONS AND WITH CITY'S CENTRE CITY PARKWAY LANDSCAPE MASTER PLAN.
  - ALL EXISTING LANDSCAPE SHALL BE REMOVED.

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

- |  |   |  |
|--|---|--|
| <input checked="" type="checkbox"/> Aesthetics                         | <input type="checkbox"/> Agricultural Resources                   | <input type="checkbox"/> Air Quality               |
| <input type="checkbox"/> Biological Resources                          | <input checked="" type="checkbox"/> Cultural Resources            | <input type="checkbox"/> Geology and Soils         |
| <input type="checkbox"/> Greenhouse Gas Emissions                      | <input checked="" 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 checked="" type="checkbox"/> Transportation/Traffic             | <input checked="" type="checkbox"/> Tribal Cultural Resources     | <input type="checkbox"/> Utilities/Service Systems |
| <input checked="" type="checkbox"/> Mandatory Findings of Significance |   |  |

**DETERMINATION: (To be completed by the Lead Agency)**

On the basis of this initial evaluation:

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



Signature

Adam Finestone, AICP Principal Planner  
Printed Name and Title

5-8-17

Date

City of Escondido

## EVALUATION OF ENVIRONMENTAL IMPACTS:

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

**ISSUES:**

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

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

Would the project:

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

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

Would the project:

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

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

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

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

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

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

- |  |                          |                          |                                     |                                     |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Expose people or structures to potentially substantial adverse effects, including the risk of loss, injury, or death involving:   |                          |                          |                                     |                                     |
| i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| ii. Strong seismic ground shaking?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| iii. Seismic-related ground failure, including liquefaction?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| iv. Landslides?  | <input type="checkbox"/> | <input type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

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

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

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

**VIII. HAZARDS AND HAZARDOUS MATERIALS.** Would the project:

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

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

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

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**X. LAND USE PLANNING.** 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 checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c. Conflict with any applicable habitat conservation plan or natural community conservation plan?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- |   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input 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"/> |

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

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

**DRAFT**  
**MITIGATED NEGATIVE DECLARATION**  
**ENVIRONMENTAL CHECKLIST**  
**SUPPLEMENTAL COMMENTS**

**Centre City Shopping Center**

(Project Case # ENV 17-0001 (SUB 17-0001 and ADM 17-0008))

An Initial Study Environmental Checklist was prepared for this project and is included as a separate attachment to this Draft Mitigated Negative Declaration (MND). The information contained in the Initial Study and the MND Supplemental Comments will be used by the City of Escondido to determine potential impacts associated with the proposed project.

**INTRODUCTION**

This MND assesses the environmental effects of the proposed Centre City Shopping Center project located at 425 and 427 West Mission Avenue in Escondido, California (Assessor's Parcel Number [APN] 229-172-3800).

As mandated by California Environmental Quality Act (CEQA) Guidelines Section 15105, affected public agencies and the interested public may submit comments on the **Draft MND** in writing before the end of the **30-day** public review period starting on **May 9, 2017** and ending on **June 8, 2017**. Written comments on the Draft MND should be submitted to the following address by **5:00 p.m., June 8, 2017**. Following the close of the public comment review period, the City of Escondido will consider this MND and any received comments in determining the approval of this project.

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

Contact: Adam Finestone, AICP Principal Planner  
Telephone: (760) 839-6203  
Fax: (760) 839-4313  
Email: [afinestone@escondido.org](mailto:afinestone@escondido.org)

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

## ISSUES:

### I. AESTHETICS. Would the project

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

**Less Than Significant Impact.** The project site is generally flat, currently developed, and surrounded by development. The project site is visible from Centre City Parkway, Mission Avenue, and adjacent commercial development. According to the City of Escondido (City) General Plan (City of Escondido 2012), scenic resources include views to and from hillsides and prominent ridgelines, unique landforms, and visual gateways along the edges of the community. Figure VII-5 of the City's General Plan shows that the property is not located within the immediate vicinity of notable ridgelines, and the majority of slopes greater than 25 percent are focused in the northern and eastern portions of the City. Views from surrounding roadways adjacent to the project site do not include any scenic resources that are identified as significant. Intervening buildings and landscaping in the project vicinity affect views through the site. Therefore, public views are limited, and the project would not have an adverse effect on a scenic vista. Based on the project's lack of scenic resources on-site and the lack of visibility from scenic vistas identified in the City's General Plan, the project would result in a less than significant impact on scenic vistas.

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

**No Impact.** State scenic highways are those highways that are either officially designated as State Scenic Highways by the California Department of Transportation (Caltrans) or are eligible for such designation. There are no officially designated or eligible highways within the project area and there are no scenic resources on the project site. Therefore, the project would have no impact on a scenic resource within a state scenic highway corridor.

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

**Less Than Significant Impact.** The project site is presently developed with commercial land uses, asphalt paving, and limited ornamental landscaping. The surrounding area consists of commercial uses with some multi-family residences to the southwest and south (under construction).

Development of the site would not alter the developed character of the property. The proposed restaurants, retail space, and carwash would be consistent with the commercial centers in the surrounding area and would incorporate similar stucco architectural detailing. The proposed building(s) would be a maximum height of 28 feet at the top of the parapet and designed with exterior colors, materials, and architectural features similar to adjacent commercial development. The project would be appropriately screened and buffered from the adjacent properties and roads with landscaping and trees as shown on the Landscape Concept Plan (see Figure 4).

The proposed commercial land uses would not substantially degrade the existing visual character or quality of the site and its surroundings because the project site and the surrounding area is currently developed with commercial land uses. Impacts would be less than significant.

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

**Less Than Significant with Mitigation.** The project would not introduce a new source of lighting to the area because it would replace existing commercial development that includes outdoor lighting. Existing sources of light on the project site and in the surrounding area generally consist of streetlights, security lights, and parking lot lights. The proposed lighting for the project would consist of new parking lot lighting, new area lighting around the buildings and walkways, building security lighting, and, because of the intended drive-through use of the property, the project site will have incidences of focused and directed vehicle headlight. All new lighting would be compatible with existing lighting throughout the project vicinity and would be in compliance with the City's Outdoor Lighting Ordinance (Escondido Municipal Code, Chapter 33, Article 35), which is intended to minimize unnecessary nighttime lighting and glare for the benefit of the citizens of the City and astronomical research at Palomar Mountain Observatory. All proposed lighting would have dark sky compliance certification and be consistent with City requirements. The Outdoor Lighting Ordinance also requires appropriate shielding and automatic timing devices. In addition to stationary light sources, the project would create a new source of directional glare and spillover from vehicles as they enter, maneuver, and exit the proposed drive-throughs or car wash service lanes during the nighttime. This is a temporary condition. Lights from drive-through operations would be directed to the northbound lanes on Centre City Parkway. Lights from car wash service lanes would be directed to the south of the property, and proposed walls in this location would help minimize spillover lighting impacts on adjacent residences. However, potential impacts related to light and glare would remain. Implementation of mitigation measures (MM) AESTH-1 and AESTH-2 would reduce impacts related to light and glare to a level less than significant.

#### Mitigation Measures

**MM-AESTH-1:** The applicant shall develop and implement a landscape concept plan that would include mature trees and shrubs that provide adequate screening along the property boundary to diffuse glare and spillover light. Screening shall be

of such height and density to intercept the line of sight between the directional vehicle light, Centre City Parkway, and the adjacent residential properties.

**MM-AESTH-2:** Operations for the car wash service would be limited to between the hours of 7:30 a.m. and 7:00 p.m. during winter and 7:30 a.m. and 8:00 p.m. during summer. Operation for the drive through restaurants would be limited to between the hours of 6:00 a.m. and 12:00 a.m. Adherence to these limited hours of operation would reduce the duration of spillover lighting impacts on surrounding properties.

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

Would the project:

- a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency or (for annexations only) as defined by the adopted policies of the Local Agency Formation Commission, to non-agricultural use?

**No Impact.** The project site is located in the urbanized central core of the city and is surrounded by commercial, hotel, and residential development. The project site does not contain any active agricultural uses, agricultural resources, or timberland. The site is not zoned for agricultural or forest land uses and is not adjacent to areas zoned for or in agricultural use or forestland. There are no Williamson Act Contract lands on or near the site. The property and surrounding area are classified as Urban and Built-Up Land by the California Department of Conservation Farmland Mapping and Monitoring Program and are not listed as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) (State of California Department of Conservation 2014). Similarly, the project site and surrounding area are not listed as prime Agricultural Lands in the City's General Plan (City of Escondido 2012). Therefore, the project would not result in the conversion of agricultural resources to non-agricultural use, or result in the conversion of forest land to non-forest use.

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

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

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

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

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

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

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

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

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

Would the project:

- a. Conflict with or obstruct implementation of the applicable air quality plan (or applicable air quality thresholds specified in City of Escondido Zoning Code Article 47)?

**Less Than Significant Impact.** The federal Clean Air Act (CAA) was enacted in 1970 and amended in 1977 and 1990 [42 United States Code (USC) 7401] for the purposes of protecting and enhancing the quality of the nation's air resources to benefit public health, welfare, and productivity. In 1971, in order to achieve the purposes of Section 109 of the CAA [42 USC 7409], the U.S. Environmental Protection Agency (EPA) developed primary and secondary National Ambient Air Quality Standards (NAAQS). The San Diego Air Basin (SDAB) is designated nonattainment for the federal 8-hour ozone standard. The California Air Resources Board (CARB) has developed the California Ambient Air Quality Standards (CAAQS) and generally has set more stringent limits on the criteria pollutants than the NAAQS. In addition to the federal criteria pollutants, the CAAQS also specify standards for visibility-reducing particles, sulfates, hydrogen sulfide, and vinyl chloride. The SDAB is a non-attainment area for the state ozone (O<sub>3</sub>) standards, the state 10-micron particulate matter (PM<sub>10</sub>) standard, and the state 2.5-micron particulate matter (PM<sub>2.5</sub>) standard. The California State Implementation Plan (SIP) is a collection of documents that sets forth the state's strategies for attaining the NAAQS. The San Diego Air Pollution Control District (SDAPCD) is the agency responsible for preparing and implementing the portion of the California SIP applicable to the SDAB. The SDAPCD prepared the Regional Air Quality Study (RAQS) to prepare its portion of the SIP and in response to the requirements set forth in the California CAA Assembly Bill (AB) 2595 (SDAPCD 1992) and the federal CAA. As part of the RAQS, the SDAPCD identified transportation control measures (TCM) for the air quality plan

prepared by the San Diego Association of Governments (SANDAG). The RAQS and TCM set forth the steps needed to accomplish attainment of NAAQS and CAAQS. The required triennial updates of the RAQS and corresponding TCM were adopted in 1995, 1998, 2001, 2004, 2009, and most recently in December 2016.

The RAQS is the applicable regional air quality plan that sets forth the SDAPCD's strategies for achieving the NAAQS and CAAQS. The SDAB is designated non-attainment for the federal and state ozone standard. Accordingly, the RAQS was developed to identify feasible emission control measures and provide expeditious progress toward attaining the standards for ozone. The two pollutants addressed in the RAQS are reactive organic gasses (ROG) and nitrogen oxide (NO<sub>x</sub>), which are precursors to the formation of ozone. Projected increases in motor vehicle usage, population, and growth create challenges in controlling emissions and by extension to maintaining and improving air quality. The RAQS, in conjunction with the TCM, were most recently adopted in 2009 as the air quality plan for the region.

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

The project site is designated as GC – General Commercial in the Escondido General Plan. The project would be consistent with the General Plan land use designation and with the growth anticipated by the City General Plan. Additionally, as discussed below in Section III. b), project emissions would not exceed the project-level significance thresholds from the City Municipal Code. These thresholds are intended to both define quality of life standards and implement the Growth Management Element of the City General Plan. The project would therefore not result in an increase in emissions that are not already accounted for in the RAQS. Therefore, the project would not obstruct or conflict with implementation of the RAQS, and impacts would be less than significant.

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

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

An Air Quality Analysis was prepared for the project (Appendix A). The report analyzed emissions due to construction and operation of the project. Emissions were calculated using the California Emissions Estimator Model 2016.3.1 (CalEEMod; California Air Pollution Control Officers Association 2016) and compared to the City's screening thresholds.

Construction

Construction impacts are short-term and result from fugitive dust, equipment exhaust, and indirect effects associated with construction workers and deliveries, as well as construction-related power consumption. Table 1 shows the total projected maximum daily construction emissions for the project.

	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Demolition	3	28	16	0	3	2
Site Preparation	2	27	15	0	3	1
Grading	2	26	11	0	8	5
Building Construction	4	25	18	0	2	2
Paving	2	17	13	0	1	1
Architectural Coatings	9	2	2	0	0	0
<b>Maximum Daily Emissions</b>	<b>9</b>	<b>28</b>	<b>18</b>	<b>0</b>	<b>8</b>	<b>5</b>
<i>Significance Threshold</i>	<i>75</i>	<i>250</i>	<i>550</i>	<i>250</i>	<i>100</i>	<i>55</i>
ROG = reactive organic gases; NO <sub>x</sub> = nitrogen oxide; CO = carbon monoxide; SO <sub>x</sub> = sulfur oxide; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns SOURCE: Escondido Municipal Code Section 33-924(G)						

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

As shown in Table 1, project construction would not exceed the City's thresholds of significance. Therefore, project construction would not result in regional emissions that would exceed the NAAQS or CAAQS or contribute to existing violations, and impacts would be less than significant.

Operation

Long-term emissions of regional air pollutants occur from operational sources. Mobile source emissions would originate from traffic generated by the project. Area source emissions would result from the use of natural gas, fireplaces, consumer products, as well as applying architectural coatings and landscaping activities. Table 2 provides a summary of operational emissions for the project.

Table 2 Summary of Project Operational Emissions (pounds per day)						
	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Sources	0	0	0	0	0	0
Energy Sources	0	0	0	0	0	0
Mobile Sources	8	26	59	0	9	3
<b>Total</b>	<b>8</b>	<b>27</b>	<b>59</b>	<b>0</b>	<b>9</b>	<b>3</b>
<i>Significance Threshold</i>	<i>55</i>	<i>250</i>	<i>550</i>	<i>250</i>	<i>100</i>	<i>55</i>
SOURCE: Escondido Municipal Code Section 33-924(G) ROG = reactive organic gases; NO <sub>x</sub> = nitrogen oxide; CO = carbon monoxide; SO <sub>x</sub> = sulfur oxide; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns <sup>1</sup> Note that reactive organic gases (ROG) and volatile organic compounds are interchangeable in the context of this project analysis.						

As shown in Table 2, operation of the project would not exceed the City's thresholds of significance. Therefore, project operation would not result in regional emissions that would exceed the NAAQS or CAAQS or contribute to existing violations, and impacts 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 region is classified as attainment for all criteria pollutants except ozone, particulate matter less than 10 microns (PM<sub>10</sub>), and particulate matter less than 2.5 microns (PM<sub>2.5</sub>). The SDAB is non-attainment for the 8-hour federal and state ozone standards. Ozone is not emitted directly, but is a result of atmospheric activity on precursors. NO<sub>x</sub> and ROG are known as the chief "precursors" of ozone. These compounds react in the presence of sunlight to produce ozone.

As shown in tables 1 and 2, see III. b), emissions of ozone precursors (ROG and NO<sub>x</sub>), PM<sub>10</sub>, and PM<sub>2.5</sub> from construction and operation would be below the City's thresholds of significance. These thresholds were developed based on the CAA de minimis level, which are designed to provide limits below which project emissions from an individual project would not significantly affect regional air quality or the timely attainment of the NAAQS and CAAQS. Therefore, the project would not result in a cumulatively considerable net increase in emissions of ozone, PM<sub>10</sub>, or PM<sub>2.5</sub>, and impacts would be less than significant.

- d. Expose sensitive receptors to substantial pollutant concentrations?

**Less Than Significant Impact.** Sensitive land uses include schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities (CARB 2005). There are residential uses located southwest of the project site. Residential uses are also being constructed on the lot immediately south of the project site. Additionally, the Epiphany Prep Charter School is located adjacent to the eastern boundary of the project site, and the Escondido Kids Galore Preschool and Escondido Adult School are located approximately 0.15 and 0.25 mile northeast of the project site, respectively. Residential uses and a senior living community located adjacent to the intersection of Centre City Parkway and El Norte Parkway, which was analyzed for impacts related to carbon monoxide (CO) hot spots.

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

Generation of DPM from construction projects typically occurs in a single area for a defined period. Construction of the project is anticipated to occur from May to December 2017. The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the Maximally Exposed Individual. The risks estimated for a Maximally Exposed Individual are higher if a fixed exposure occurs over a longer period of time. According to the Office of Environmental Health Hazard Assessment, health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project (Office of Environmental Health Hazard Assessment 2015). Thus, if the duration of proposed construction activities near any specific sensitive receptor were 9 months, the exposure would be less than 3 percent of the total exposure period used for health risk calculation.

Therefore, DPM generated by project construction is not expected to create conditions where the probability is greater than 10 in 1 million of contracting cancer for the Maximally Exposed Individual or to generate ground-level concentrations of noncarcinogenic toxic air contaminants (TACs) that exceed a Hazard Index greater than 1 for the Maximally Exposed Individual. Additionally, with ongoing implementation of U.S. Environmental Protection Agency and CARB requirements for cleaner fuels; off-road diesel engine retrofits; and new, low-emission diesel engine types, the DPM emissions of individual equipment would be substantially reduced over the years as the project construction continues. Therefore, project construction would not expose sensitive receptors to substantial pollutant concentration.

Localized CO concentration is a direct function of motor vehicle activity at signalized intersections (e.g., idling time and traffic flow conditions), particularly during peak commute hours and meteorological conditions. Under specific meteorological conditions (e.g., stable conditions that result in poor dispersion), CO concentrations may reach unhealthy levels with respect to local sensitive land uses. The SDAB is a CO maintenance area under the federal CAA. This means that SDAB was previously a non-attainment area and is currently implementing a 10-year plan for continuing to meet and maintain air quality standards. As a result, ambient CO levels have declined significantly. CO hot spots have been found to occur only at signalized intersections that operate at or below level of service (LOS) E with peak-hour trips for that intersection exceeding 3,000 trips (County of San Diego 2007). The traffic study prepared for the project includes anticipated traffic volumes at intersections near the project site. Only one intersection, Centre City Parkway at El Norte Parkway, is anticipated to operate at LOS E in the existing plus cumulative plus project condition. Operation at this intersection would improve to LOS D in the year 2035 plus project condition. All other intersections are projected to operate at LOS D or better in the analyzed scenarios. Therefore, only the intersection of Centre City Parkway at El Norte Parkway in the existing plus cumulative plus project condition was included in the CO hot spot calculations. The results of the CO modeling are summarized in Table 3.

Table 3 Maximum Carbon Monoxide Concentrations (parts per million)					
Roadway	Existing + Cumulative + Project			Standard CAAQS/NAAQS	
	Peak Hour Volume	1-Hour Concentration	8-Hour Concentration	1-Hour	8-Hour
Centre City Parkway at El Norte Parkway	4,069	5.2	3.6	20/35	9.0/9
<sup>1</sup> 8-hour concentrations developed based on a 0.7 persistence factor. CAAQS = California Ambient Air Quality Standards; NAAQS = National Ambient Air Quality Standards					

As shown in Table 3, the maximum 1-hour concentration at the intersection of Centre City Parkway at El Norte Parkway would be 5.2 parts per million. This concentration is below the federal and state 1-hour standards. In order to determine the 8-hour concentration, the 1-hour value was multiplied by a persistence factor of 0.7 as recommended in the CO Protocol. Based on this calculation, the maximum 8-hour concentration the intersection of Centre City Parkway at El Norte Parkway would be 3.6 parts per million. Thus, increases of CO due to the project would be below the federal and state 8-hour standards. Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant.

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

**Less Than Significant Impact.** Diesel equipment utilized during construction may generate some nuisance odors. Sensitive receptors near the project site include residential uses to the south, southwest, and east, as well as Mission middle school located approximately 1.2 miles to the east; however, exposure to odors associated with project construction would be short term and temporary in nature. Therefore, construction impacts related to odor would be less than significant.

Operation of the project would not include any uses that are typically associated with odor complaints. The project does include restaurants, which can produce noticeable odors through the preparation of food. However, the odors from general food preparation are not generally considered objectionable. Additionally, restaurant kitchens are required to install ventilation systems that would decrease odor impacts. Therefore, operation of the project is not expected to generate significant objectionable odors affecting a substantial number of people, and impacts would be less than significant.

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

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

**No Impact.** The majority of the project site is developed, and field reconnaissance determined that vegetation is limited to exotic plants used in landscaping. These include palm trees, cycads, bird-of-paradise, pomegranate trees, and box hedges around the motel pool and cabana, and a combination of palm trees, bougainvillea, yucca, and other shrubs on the property perimeter facing Centre City Parkway. Based on review of aerial photographs, most of the existing landscape plants appear to have been planted since 2000. No candidate, sensitive, or special status species were observed during field reconnaissance. Nor would the landscaping on the project site support such species. Therefore, no impact would occur.

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

**No Impact.** The majority of the project site is developed, and vegetation is limited to exotic plants used in landscaping. Therefore, the project would not impact any riparian habitat or other sensitive natural communities. No impact would occur.

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

**No Impact.** The majority of the project site is developed, and vegetation is limited to exotic plants used in landscaping. The project site does not contain any federally protected wetlands. No impact would occur.

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

**No Impact.** The project site is surrounded by developed lands containing urban uses and does not function as a wildlife corridor. No impact would occur.

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

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

- 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.** Escondido is one of seven jurisdictional areas within the northern subregion of San Diego County covered by the Multiple Habitat Conservation Plan (MHCP; SANDAG 2003). The MHCP is intended to protect viable populations of native plant and animal species and their habitats, and each of the participating jurisdictions in the program is required to prepare a subarea plan in order to implement the MHCP within its jurisdictional boundaries. The City has prepared a Draft Subarea Plan (City of Escondido 2001), but the Plan has not been adopted. Avoidance of impacts to biologically sensitive resources, which include wetlands and other sensitive vegetation communities, is emphasized, and projects, which would directly or indirectly impact sensitive resources, are required to minimize or mitigate any impacts that cannot be avoided. The City's Draft Subarea Plan identifies the project site as developed and disturbed land and does not identify it for preservation. Therefore, the project would not conflict with the provisions of an adopted Habitat Conservation Plan, and impacts would be less than significant.

V. **CULTURAL RESOURCES.** Would the project:

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

**Less Than Significant.** According to CEQA Section 15064.5 the term "historic resource" applies to any such resource that is at least 50 years old and is either listed, or determined to be eligible for listing, in the California Register of Historical Resources (CRHR). RECON prepared a Historic Building Evaluation for the Palm Tree Motor Lodge and the Wagon Wheel Restaurant (Appendix B). The evaluation consisted of a field inspection of the buildings and signs and archival research at appropriate institutions to determine their historical significance under CEQA and City criteria. The CRHR establishes the evaluative criteria used by CEQA in defining a historic resource. A historic resource is significant if it meets one or more of the criteria for listing in the CRHR. Resources are eligible for listing on the CRHR if they:

- A. Are associated with events that have made a significant contribution to the broad patterns local or regional history and cultural heritage of California or the United States.
- B. Are associated with the lives of persons important to the nation or to California's past.
- C. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
- D. Have yielded, or may be likely to yield, information important in prehistory or history of the state or nation.

Since resources that are not listed or determined eligible for the CRHR may still be historically significant in a local sense, their significance must be determined if they are affected by a project.

The determination of significance for historic buildings within the City of Escondido is based on age, location, context, association with an important person or event, uniqueness, and integrity under the City's Historic Resources Code (Article 40, sec. 33-794, Escondido Zoning Ordinances). The City has developed a set of 13 criteria to address when evaluating a possible historic resource for inclusion on the list of Landmark Properties or the Escondido Local Register of Historic Places. Of the 13 criteria, the following seven criteria deal with buildings and are potentially applicable to the existing buildings:

1. Resources that are strongly identified with a person or persons who significantly contributed to the culture, history, pre-history, or development of the city of Escondido, region, state, or nation.
2. Building or buildings that embody distinguishing characteristics of architectural type, specimen, or are representative of a recognized architect's work and are not substantially altered.
3. Historical resources that are connected with a business or use that was once common but is now rare.
4. Historical resources that are the site of significant historical events.
5. Historical resources that are 50 years old or have achieved historical significance within the past 50 years.
6. Historical resources that are an important key focal point in the visual quality or character of a neighborhood, street, or district.
7. Historical building that is one of the few remaining examples in the city possessing distinguishing characteristics of an architectural type.

The remaining six criteria deal with signs and landscapes.

8. Sign that is exemplary of technology, craftsmanship or design of the period when it was constructed, uses historical sign materials and is not significantly altered.
9. Sign that is integrated into the architecture of the building, such as the sign pylons on buildings constructed in the Modern style and later styles.
10. Sign that demonstrates extraordinary aesthetic quality, creativity, or innovation.
11. Escondido landscape feature that is associated with an event or person of historical significance to the community or warrants special recognition due to size, condition, uniqueness or aesthetic qualities.
12. Escondido archaeological site that has yielded, or may be likely to yield, information important in prehistory.
13. Escondido significant historical resource that has an outstanding rating of the criteria used to evaluate local register requests.

A historic property must meet at least two of the applicable criteria to be eligible for inclusion on the local register of historic places or be given historic landmark status. As summarized below, the project site qualifies under Criterion 5, but does not qualify under any other criterion. The project site is not located within a designated historic district. The project buildings are not listed in the 2001 Escondido Historic Architecture Update Survey as they were not 50 years old at the

time of the survey. Additionally, a records search conducted at the South Coastal Information Center (SCIC) determined that neither the Palm/Pine Tree Motor Lodge or the Wagon Wheel Restaurant are listed as historic addresses, and California Department of Parks and Recreation site forms had not been filled out and filed for either of them, which can be used as a prerequisite to historic preservation efforts (the California Department of Parks and Recreation site filing system can assist in the management and documentation of registration activities). California Department of Parks and Recreation Primary Site Forms were subsequently submitted to the SCIC and primary site numbers were assigned. The Palm Tree Motor Lodge is P-37-036400 and the Wagon Wheel Restaurant is P-37-036401. A field inspection determined that the project buildings do not possess any qualities that would qualify for protection as historic resources and the project buildings do not qualify for listing on the CRHR under any criteria. The Palm Tree Motor Lodge buildings and the Wagon Wheel Restaurant building qualify under Criterion 5 of the City's Historic Resources Code since they are over 50 years old. However, qualification under only a single criterion is not sufficient to make the Palm Tree Motor Lodge buildings and the Wagon Wheel Restaurant building eligible for inclusion on the Escondido Local Register. The buildings are not designated or recognized as historically significant.

The Palm Tree Motor Lodge and the Wagon Wheel Restaurant freestanding signs do not qualify for listing on the CRHR under any criteria. However, the Palm Tree Motor Lodge and the Wagon Wheel Restaurant wall signs qualify under Criterion 5 of the City of Escondido criteria for listing on the Local Register of Historic Places or as a Landmark property. The wall signs are technically resources that are over 50 years old; however, they do not exemplify the authentic craftsmanship of the time period; use historic sign materials; are not integrated into the architecture of the buildings, and do not exhibit extraordinary creativity or execution in design. Both the Palm Tree Motor Lodge sign and the Wagon Wheel Restaurant sign are composed of technology common for the late 1950s to 1960s; metal frames, metal letters, plastic, and painted designs. The craftsmanship is good, but not exemplary, and the signs do not use historic sign materials. The restaurant sign appears not to be altered, although no information on the sign was found and the translucent panels may not be part of the original design. It is difficult to determine how much the motor lodge sign was altered when the lodge name changed from "Pine Tree" to "Palm Tree." The lettering style and use of dimensional letters may not conform to the original sign design. Additionally, the Palm Tree Motor Lodge sign does not exhibit extraordinary aesthetic quality, creativity, or innovation. The neon is limited to a single, plain arrow on each side. The lettering style is commonplace and use of dimensional letters is not unique or innovative. The sign shape is also commonplace. The Wagon Wheel Restaurant sign does exhibit some aesthetic quality in the design and execution of the wagon/driver design and the use of serif rustic typeface. However, these are not extraordinarily original in design creativity or execution. Additionally, the sign is not extraordinary in its innovation, using established materials and common visual themes. Qualification under only a single criterion is not sufficient to make the Palm Tree Motor Lodge buildings and the Wagon Wheel Restaurant signs eligible for inclusion on the Escondido Local Register. The signs are not designated or recognized as historically significant.

Therefore, implementation of the project would not cause a substantial adverse change in the significance of a historical resource, and impacts would be less than significant.

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

**Less Than Significant with Mitigation.** This section is based on the Archaeological Survey Report completed by RECON Environmental, Inc. (RECON; Appendix C). A records search was completed in November 2016 at the SCIC, which identified 436 previously recorded cultural resources within a one-mile radius of the project site. None of these resources was mapped within or adjacent to the project site. In addition, a Sacred Lands request was sent to the Native American Heritage Commission (NAHC) on November 17, 2016, and a reply was received on November 18, 2016 indicating that the record search of the Sacred Lands File was completed with negative results.

The project site was surveyed by a RECON archaeologist on December 7, 2016. Since the property is developed, the survey concentrated on the dirt or landscaped areas that remain in the center and western perimeter of the property. No prehistoric cultural material or features were observed during the survey.

However, because the ground visibility during the survey was low due to the existing buildings and hardscaping, combined with the sites' proximity to alluvial deposits, ground-disturbing activities, such as grading or excavation have the potential to directly or indirectly impact undiscovered buried prehistoric archaeological deposits, which would represent a significant impact (Impact CUL-1). MM-CUL-1, described below, would require implementation of an archaeological resources monitoring program including Native American monitors (representing the Luiseño community). As described in MM-CUL-1, if archaeological materials are identified during construction activities, work in the immediate area shall cease and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for Archaeology (National Park Service 1983) must evaluate the find. If the discovery proves to be significant under CEQA, a data recovery program shall be implemented. Therefore, with implementation of MM-CUL-1 through MM-CUL-10, impacts to archeological resources would be less than significant.

#### **Mitigation Measures**

**MM-CUL-1:** The City of Escondido Planning Division ("City") recommends the applicant enter into a Tribal Cultural Resource Treatment and Monitoring Agreement (also known as a pre-excavation agreement) with a tribe that is traditionally and culturally affiliated with the Project Location ("TCA Tribe") prior to issuance of a grading permit. The

purposes of the agreement are (1) to provide the applicant with clear expectations regarding tribal cultural resources, and (2) to formalize protocols and procedures between the Applicant/Owner and the TCA Tribe for the protection and treatment of, including but not limited to, Native American human remains, funerary objects, cultural and religious landscapes, ceremonial items, traditional gathering areas and cultural items, located and/or discovered through a monitoring program in conjunction with the construction of the project, including additional archaeological surveys and/or studies, excavations, geotechnical investigations, grading, and all other ground disturbing activities.

**MM-CUL-2:** Prior to issuance of a grading permit, the applicant shall provide written verification to the City that a qualified and a Native American monitor associated with a TCA Tribe have been retained to implement the monitoring program. The archaeologist shall be responsible for coordinating with the Native American monitor. This verification shall be presented to the City in a letter from the project archaeologist that confirms the selected Native American monitor is associated with a TCA Tribe. The City, prior to any pre-construction meeting, shall approve all persons involved in the monitoring program.

**MM-CUL-3:** The qualified archaeologist and a Native American monitor shall attend the pre-grading meeting with the grading contractors to explain and coordinate the requirements of the monitoring program.

**MM-CUL-4:** During the initial grubbing, site grading, excavation or disturbance of the ground surface, the qualified archaeologist and the Native American monitor shall be on site full-time. The frequency of inspections shall depend on the rate of excavation, the materials excavated, and any discoveries of tribal cultural resources as defined in California Public Resources Code Section 21074. Archaeological and Native American monitoring will be discontinued when the depth of grading and soil conditions no longer retain the potential to contain cultural deposits. The qualified archaeologist, in consultation with the Native American monitor, shall be responsible for determining the duration and frequency of monitoring.

**MM-CUL-5:** In the event that previously unidentified tribal cultural resources are discovered, the qualified archaeologist and the Native American monitor shall have the authority to temporarily divert or temporarily halt ground disturbance operation in the area of discovery to allow for the evaluation of potentially significant cultural resources. Isolates and clearly non-significant deposits shall be minimally documented in the field and collected so the monitored grading can proceed.

**MM-CUL-6:** If a potentially significant tribal cultural resource is discovered, the archaeologist shall notify the City of said discovery. The qualified archaeologist, in consultation with the City, the TCA Tribe and the Native American monitor, shall determine the significance of the discovered resource. A recommendation for the tribal cultural resource's treatment and disposition shall be made by the qualified archaeologist in consultation with the TCA Tribe and the Native American monitor and be submitted to the City for review and approval.

**MM-CUL-7:** The avoidance and/or preservation of the significant tribal cultural resource and/or unique archaeological resource must first be considered and evaluated as required by CEQA. Where any significant tribal cultural resources and/or unique archaeological resources have been discovered and avoidance and/or preservation measures are deemed to be infeasible by the City, then a research design and data recovery program to mitigate impacts shall be prepared by the qualified archaeologist (using professional archaeological methods), in consultation with the TCA Tribe and the Native American monitor, and shall be subject to approval by the City. The archaeological monitor, in consultation with the Native American monitor, shall determine the amount of material to be recovered for an adequate artifact sample for analysis. Before construction activities are allowed to resume in the affected area, the research design and data recovery program activities must be concluded to the satisfaction of the City.

**MM-CUL-8:** As specified by California Health and Safety Code Section 7050.5, if human remains are found on the project site during construction or during archaeological work, the person responsible for the excavation, or his or her authorized representative, shall immediately notify the San Diego County Coroner's office. Determination of whether the remains are human shall be conducted onsite and in situ where they were discovered by a forensic anthropologist, unless the forensic anthropologist and the Native American monitor agree to remove the remains to an off-site location for examination. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Coroner has made the necessary findings as to origin and disposition. A temporary construction exclusion zone shall be established surrounding the area of the discovery so that the area would be protected, and consultation and treatment could occur as prescribed by law. In the event that the remains are determined to be of Native American origin, the Most Likely Descendant, as identified by the Native American Heritage Commission, shall be contacted in order to determine proper treatment and disposition of the remains in accordance with California Public Resources Code section 5097.98. The Native American remains shall be kept in situ, or in a secure location in close proximity to where they were found, and the analysis of the remains shall only occur on-site in the presence of a Native American monitor.

**MM-CUL-9:** If the qualified archaeologist elects to collect any tribal cultural resources, the Native American monitor must be present during any testing or cataloging of those resources. Moreover, if the qualified Archaeologist does not collect the cultural resources that are unearthed during the ground disturbing activities, the Native American monitor, may at their discretion, collect said resources and provide them to the TCA Tribe for respectful and dignified treatment in accordance with the Tribe's cultural and spiritual traditions. Any tribal cultural resources collected by the qualified archaeologist shall be repatriated to the TCA Tribe. Should the TCA Tribe or other traditionally and culturally affiliated tribe decline the

collection, the collection shall be curated at the San Diego Archaeological Center. All other resources determined by the qualified archaeologist, in consultation with the Native American monitor, to not be tribal cultural resources, shall be curated at the San Diego Archaeological Center.

**MM-CUL-10:** Prior to the release of the grading bond, a monitoring report and/or evaluation report, if appropriate, which describes the results, analysis and conclusion of the archaeological monitoring program and any data recovery program on the project site shall be submitted by the qualified archaeologist to the City. The Native American monitor shall be responsible for providing any notes or comments to the qualified archaeologist in a timely manner to be submitted with the report. The report will include California Department of Parks and Recreation Primary and Archaeological Site Forms for any newly discovered resources.

With implementation of MM-CUL-1, impacts to archaeological resources would be reduced to less than significant.

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

**Less Than Significant Impact.** The project site is located in the Southern Peninsular Ranges Geomorphic Province. The project site is currently developed and no unique geologic features have been identified on-site. The underlying soils at the project site consist of artificial fill (late Holocene) which do not have the potential to yield paleontological resources. Therefore, the project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, and impacts would be less than significant.

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

**Less Than Significant Impact.** No dedicated cemetery or human remains are known to be present on-site. In the unlikely event that remains are located on-site, the project would be handled in accordance with procedures of the Public Resources Code Section 5097.98, the California Government Code Section 27491, and the Health and Safety Code Section 7050.5. These regulations detail specific procedures to follow in the event of a discovery of human remains. In addition, the above mitigation measure detailed under MM-CUL-1 requires the presence of archaeological monitors during grading that would ensure that any buried human remains inadvertently uncovered during grading operations are identified and handled in compliance with these regulations. Thus, impacts to human remains would be less than significant.

## VI. **GEOLOGY AND SOILS.** Would the project:

- a. Expose people or structures to potentially substantial adverse effects, including the risk of loss, injury, or death involving:

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

**Less Than Significant Impact.** The Geotechnical Engineering Report (Appendix D) review of State Fault Hazards Maps determined that there are no known Alquist–Priolo Earthquake Fault Zones or active faults that traverse the project site. Therefore, the risk of earthquake ground rupture is low. Therefore, impacts related to the exposure of people or structures to rupture of a known earthquake fault would be less than significant.

- ii. Strong seismic ground shaking?

**Less Than Significant Impact.** The project site is located in a seismically active southern California region and is located approximately 15.5 to 16.2 miles from the Elsinore Fault. The most significant seismic hazard at the site is shaking caused by an earthquake occurring on a nearby or distant active fault. However, the project site is not considered to possess a significantly greater seismic risk than that of the surrounding area. Adherence to the recommendations for design and construction outlined in the Geotechnical Engineering Report and conformance with the California Building Code (CBC) guidelines that are currently adopted by the City, would ensure potential impacts related strong seismic shaking are less than significant.

- iii. Seismic-related ground failure, including liquefaction?

**Less Than Significant Impact.** Liquefaction is a mode of ground failure that results from the generation of high pore water pressures during earthquake ground shaking, causing loss of shear strength. Liquefaction is typically a hazard where loose sandy soils exist below groundwater. The project site is located within a liquefaction hazard zone as designated by the County of San Diego. Liquefaction analysis for the site was performed in general accordance with the California Department of Conservation, Division of Mines and Geology Special Publication 117. The Geotechnical Engineering Report determined that liquefiable saturated sands are encountered below the historical high groundwater depth. The Geotechnical Engineering Report provides recommendations for proposed earthwork and site preparation to ensure the site does not pose a risk related to ground failure or liquefaction. Additionally, conformance with the CBC guidelines currently adopted by the City would ensure impacts associated with liquefaction are less than significant.

iv. Landslides?

**Less Than Significant Impact.** The project site is relatively flat. There are no known landslides areas on or near the project site, and the site is not located in the path of any known landslides. Therefore, potential damage to the project due to landslides or slope instability is considered low, and impacts would be less than significant.

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

**Less Than Significant Impact.** The project site is relatively flat. The project would include grading and construction activities as well as landscaping. As indicated below under Section IX, Hydrology and Water Quality, the project would implement Best Management Practices (BMPs) during construction and operation in compliance with regulations. Therefore, implementation of the project would not result in substantial soil erosion or the loss of topsoil, and impacts would be less than significant.

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

**Less Than Significant Impact.** As described in Section VI. a) i. through iv., the project would incorporate the earthwork and design recommendations detailed in the Geotechnical Engineering Report to ensure the site is stable and would not be subject to risk from geologic hazards. Furthermore, conformance with CBC guidelines currently adopted by the City would ensure impacts associated with lateral spreading, subsidence, liquefaction, or collapse are less than significant.

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

**Less Than Significant Impact.** As defined by the 2013 CBC, expansive soil is classified as any soil having an expansion index of 20 or higher. The soils encountered during the field investigation were rated as having an expansion potential ranging between 7 and 34. However, adherence to the recommendations for design and construction outlined in the Geotechnical Engineering Report including overexcavation of the upper soils of building footprints, would ensure impacts related to expansive soils are less than significant.

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

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

**VII. GREENHOUSE GAS EMISSIONS.** Would the project:

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

**Less Than Significant Impact.** Increases in concentrations of greenhouse gas (GHG) emissions generated by human activities result in global climate change impacts. GHGs include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), NO<sub>x</sub>, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Common activities that generate GHGs include vehicular travel, electricity use, natural gas use, water use, and waste generation.

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

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

A GHG Emissions Analysis was prepared for the project (Appendix E) that calculated GHG emissions for sources including construction (off-road vehicles), mobile (on-road vehicles), energy (electricity and natural gas), area (fireplaces, consumer products [cleansers, aerosols, solvents], landscape maintenance equipment, architectural coatings), water and wastewater, and solid waste sources. Table 4 summarizes the total project GHG emissions.

Table 4 Worst-case Project Greenhouse Gas Emissions (MT CO <sub>2</sub> E per Year)	
Emission Source	Project GHG Emissions
Vehicles	1,930
Energy Use	174
Area Sources	0
Water Use	54
Solid Waste Disposal	40
Construction	8
TOTAL	2,204
NOTE: Totals may vary due to independent rounding.	

As shown in Table 4, the project would result in a total emission of 2,204 MT CO<sub>2</sub>E annually, which is a net increase of 1,513 MT CO<sub>2</sub>E annually over the existing use. This is less than the identified 2,500 MT CO<sub>2</sub>E screening threshold adopted by the City. As the project would not exceed the 2,500 MT CO<sub>2</sub>E screening threshold for GHG emissions, GHG impacts associated with the project would be less than significant.

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

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

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

Executive Order (EO) S-3-05 establishes an executive policy of reducing GHG emissions to 80 percent below 1990 levels by 2050. Additionally, EO B-30-15 establishes an interim GHG emission reduction policy by the executive branch for the State of California to reduce GHG emissions 40 percent below 1990 levels by 2030. The 2020 GHG emission policy of EO S-3-05, to reduce GHG emissions to 1990 levels by 2020, was codified by the Legislature's adoption of AB 32. As discussed above, the project would be consistent with the reduction goals of AB 32. The 2030 GHG emission policy of EO B-30-15, to reduce statewide GHG emissions to 40 percent below 1990 levels by 2030, was codified by the adopted of SB 32. The 2050 goal of EO S-3-05 has not been codified by the Legislature.

The 2,500 MT CO<sub>2</sub>E threshold is based on the 90th percentile capture rate concept. Following rationale presented in California Air Pollution Control Officers Association Guidance (2008), aggregate emissions from all projects with individual annual emissions that do not exceed the 90th percentile capture rate, would not impede achievement of the state reduction targets and would therefore be less than cumulatively considerable.

Further, the project's 2020 emissions represent the maximum emissions inventory for the project, as project emissions would continue to decline from 2020 through at least 2050 based on regulatory forecasting. Emission reductions beyond 2020 would occur because of continuing implementation of regulations that further increase vehicle fuel efficiency and reduce GHG emissions from mobile sources, and the continuing procurement of renewable energy sources to meet Renewables Portfolio Standard goals through year 2030 and 2050. Once fully constructed and operational, the project emissions would continue to decline in line with the GHG reductions needed to achieve the interim (2030) and horizon-year (2050) goals. Therefore, the project would not conflict with the long-term GHG policy goals of the state. Therefore, the project would not conflict with the state's post-2020 GHG emissions goals under EO B-30-15 and EO S-3-05, and impacts would be less than significant.

**VIII. HAZARDS AND HAZARDOUS MATERIALS.** Would the project:

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

**Less Than Significant Impact with Mitigation.** The project would include typical construction activities, which may involve the use of lubricating oils, paints, solvents, and other materials. Operations and maintenance of the project may

involve other regulated common hazardous materials, though it is unknown at this time. Regardless, the project activities would be undertaken in compliance with regulations, including the proper use, transport, and disposal of hazardous materials. Establishments within Escondido that handle hazardous materials are regulated by the Hazardous Materials Division (HMD) of the County of San Diego Department of Environmental Health (DEH). The HMD regulates hazardous materials business plans and chemical inventories, hazardous waste permitting, underground storage tanks, risk management plans, and a listing of permitted hazardous materials users within the City (City of Escondido 2012). The project would comply with the County DEH requirements, including the requirement to prepare and comply with a Hazardous Materials Business Plan as necessary.

As summarized in the Pre-demolition Asbestos and Lead-based Paint Survey Report (Appendix F-1), select structures and materials were tested positive for asbestos-containing materials and lead-based paints. Therefore, during demolition all potentially hazardous materials (including asbestos-containing materials and lead-based paints) may create a significant hazard to the public or environment (**Impact HAZ-1**) and would be handled in accordance with California Occupational Safety and Health Administration requirements for employee safety. Disposal of contaminated materials would be in accordance with state and county regulations as prescribed in the following mitigation measure.

### **Mitigation Measures**

#### **MM-HAZ-1: Asbestos and Lead-Based Paint Abatement Work Plan**

Prior to demolition permit issuance, an asbestos and lead-based paint abatement work plan shall be prepared in compliance with local, state, and federal regulations for any necessary removal and disposal of such materials to the satisfaction of the City of Escondido Planning Division. A California-licensed lead/asbestos abatement contractor shall be utilized for the removal work and proper removal methodology. All other applicable federal, state, and local regulations regarding the removal, transport and disposal of asbestos-containing material shall be applied. Structural removal and demolition shall comply with the following conditions:

- a. All lead containing materials shall be managed in accordance with applicable regulations including, at a minimum, the hazardous waste disposal requirements (Title 22 California Code of Regulations [CCR] Division 4.5), the worker health and safety requirements (Title 8 CCR Section 1532.1), and the State Lead Accreditation, Certification, and Work Practice Requirements (Title 17 CCR Division 1, Chapter 8).

All lead containing materials scheduled for demolition must comply with applicable regulations for demolition methods and dust suppression.

- b. All asbestos containing materials that will be disturbed by the demolition activities shall be handled and remediated in compliance with the SDAPCD Rule 361.145 – Standard for Demolition and Renovation.

With implementation of MM-HAZ-1, potential impacts related to the routine transport, use, or disposal of hazardous materials would be reduced to less than significant.

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

**Less Than Significant Impact.** See response provided for Section VIII. a) and d).

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

**Less than Significant Impact.** The Epiphany Prep Charter School located adjacent to the eastern boundary of the project site. Additionally, Escondido Kids Galore Preschool and Escondido Adult School are located respectively approximately 0.15 and 0.25 mile northeast of the project site. However, the use and handling of hazardous materials during construction and operation would be conducted consistent with all applicable regulations (see Section VIII. a), above). Therefore, impacts related to hazardous emissions within 0.25 mile of a school would be less than significant.

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

**Less Than Significant Impact.** A Phase I Environmental Site Assessment was prepared for the project site (Appendix F-2). As determined in the Environmental Site Assessment, the project site is not identified on the California Department of Toxic Substances Control, Hazardous Waste, and Substances Site List compiled pursuant to Government Code Section 65962.5. There are two properties located less than 0.25 mile from the site that had previously been identified as hazardous materials sites. A former Shell gas station was located approximately 75 feet north of the project site at 340 West Mission Avenue that experienced three unauthorized gasoline releases. However, the site has been evaluated and the County DEH granted regulatory closure in 2004, and the site is not considered a recognized environmental condition. Similarly, a former Mobil gas station located approximately 200 feet northwest of and cross gradient from the project site experienced a gasoline leak that impacted groundwater in 1998. However, it was determined that natural attenuation was an effective mitigation strategy, and DEH granted regulatory closure in 2012, and the site is not considered a recognized environmental condition. Therefore, impacts related to hazardous materials sites would be less than significant.

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

**No Impact.** The site is not located within 2 miles of a private or public airstrip. The nearest public airport is McClellan-Palomar, which is located approximately 10 miles to the west. The nearest private airstrip is Lake Wohlford Resort, which is located approximately 8 miles to the northeast. The project site is not located within any airport land use compatibility plan. No impact would occur.

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

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

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

**No Impact.** The City General Plan Figure VI-1 illustrates the evacuation routes for the City. In the project vicinity, Center City Parkway, Escondido Avenue, Broadway, Washington Avenue, Lincoln Avenue, Interstate 15, and State Route 78 are identified as evacuation routes (City of Escondido 2012). The project would not alter or impede existing evacuation routes, and would improve emergency access by adding an additional through lane on northbound Centre City Parkway as it approaches West Mission Avenue. The project would not impair implementation of goals and policies contained in the City's Community Protection Element of the General Plan and would not impact any existing emergency response or evacuation plans. No impact would occur.

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

**Less Than Significant Impact.** The City General Plan Figure VI-6 illustrates the wildfire risk within the City (City of Escondido 2012). As shown on that map, the site is identified as having a moderate wildfire risk. The area around the project site is mostly developed and consists of small shopping malls and large individual commercial buildings to the north, east, and northwest. A motor lodge similar to what currently exists on the project site is located to the immediate west and multi-family complexes farther west and southwest. The parcel to the immediate south of the project is under construction with multi-family residential land uses and a mix of commercial and residential uses are located further south. As the project would comply with the City Fire Department standards, impacts related to the exposure of people or structures to wildfire risk would be less than significant.

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

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

**Less Than Significant Impact.** Spear & Associates, Inc. prepared a Storm Water Quality Management Plan for the project site (Appendix G). The project site is located in the Escondido Creek Hydrologic Area (904.50), in the Carlsbad Hydrologic Unit (904). The project would increase the total amount of impervious surface on the project site from 1.68 acres to 1.80 acres, which could increase the amount of runoff with harmful pollutants generated by the project site. Storm water from the project site drains into Escondido Creek, then into San Elijo Lagoon, and ultimately into the Pacific Ocean all of which are on the 303(d) list for the following pollutants:

- Escondido Creek – Dichlorodiphenyltrichloroet, enterococcus, fecal coliform, manganese, phosphate, selenium, sulfates, total dissolved solids, total nitrogen, toxicity
- San Elijo Lagoon – eutrophic, indicator bacteria, and sedimentation/siltation
- Pacific Ocean – total coliform

To address the potential pollutants of concern, the project would implement construction and post-construction BMPs in compliance with the City and Regional Water Quality Control Board (RWQCB) regulations. Typical construction BMPs are anticipated to include silt fencing, gravel bag barriers, street sweeping, solid waste management, stabilized construction entrance/exits, water conservation practices, and spill prevention and control. The project would be required to comply with the drainage and water quality regulations in place at the time of construction. Operational pollutant sources would include on-site storm drain inlets, landscape/outdoor pesticide use, refuse area, sidewalks, and parking lots. Pollutant and flow control BMPs will be integrated on-site through the introduction of two biofiltration basins along the western project boundary adjacent to Centre City Parkway in order to remove pollutants from storm water. Implementation of these BMPs, along with regulatory compliance, would preclude any violations of applicable standards and discharge regulations. Therefore, the project would not violate any water quality standards or waste discharge requirements, and impacts would be less than significant.

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

**Less Than Significant Impact.** The project would obtain its water supply from the Escondido Water and Wastewater Division (EWWWD) and would not use groundwater supply for any purpose. Although the project would increase the amount of impermeable surfaces on the project site, surface water would infiltrate on-site through the two proposed biofiltration basins and landscape areas on the project site. Therefore, the project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge, and impacts would be less than significant.

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

**Less Than Significant Impact.** Existing drainage on the project site is natural with topographic elevations ranging from approximately 649 to 644 feet above mean sea level, sloping in a southerly direction. Drainage on the project site flows south towards an 8-foot-wide by 4-foot-high reinforced concrete box running across Centre City Parkway, then continues 0.45 mile to Escondido Creek, 13.3 miles to San Elijo Lagoon, and the Pacific Ocean. There are no natural hydrologic features on the project site such as watercourses, seeps, springs, or wetlands. The project would retain the existing drainage pattern. The increase in impervious surfaces from 1.68 acres to 1.80 acres could increase the amount of runoff generated on the project site. However, introduction of two biofiltration basins along the western project boundary adjacent to Centre City Parkway and landscaping throughout the project site would filter pollutants and decrease flow velocity before the runoff is released off-site. Both construction and operational BMPs would be implemented for the project in compliance with regulations, as detailed in response IX. a). Therefore, the project would not substantially alter the drainage pattern of the site or the surrounding area in a manner that could result in substantial erosion, and impacts would be less than significant.

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

**Less Than Significant Impact.** As discussed in response to IX. c), there are no natural hydrologic features on the project site, the project would retain the existing drainage, and runoff velocities and flows would be controlled through structural BMPs (biofiltration basins) and landscaping prior to exiting the property off-site. Therefore, the project would not alter the course of a stream or river or substantially increase the rate or amount of surface runoff in a manner that would result in flooding, and impacts would be less than significant.

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

**Less Than Significant Impact.** As discussed in responses to IX. a), c), and d), the increase in runoff rates resulting from the increase in impervious surfaces would be offset by introduction of two biofiltration basins along the western project boundary adjacent to Centre City Parkway and landscaping throughout the project site. Through the retention of on-site storm water, the project would not exceed capacity of storm water drainage systems or provide substantial sources of polluted runoff, and impacts would be less than significant.

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

**Less than Significant Impact:** As discussed in responses to IX. a), Escondido Creek, San Elijo Lagoon, and the Pacific Ocean are listed as impaired water bodies on the Clean Water Section 303(d) list. Standard BMPs would be implemented during construction and post-construction in compliance with the City and RWQCB regulations to adequately control and treat pollutants. The project would introduce two biofiltration basins along the western project boundary adjacent to Centre City Parkway and landscaping throughout the project site that would filter pollutants and decrease flow velocity before the runoff is released off-site. Therefore, the project would not result in an increase in any pollutant for which the water body is already impaired, exceed the capacity of existing or planned storm water drainage systems, or provide substantial additional sources of polluted runoff, and impacts would be less than significant.

- g. Otherwise substantially degrade water quality?

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

- h. Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?  
**No Impact.** The project site is not located within the 100-year floodplain and does not propose housing. No impact would occur.
- i. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?  
**No Impact.** The project site is not located within the 100-year floodplain and does not propose housing. No impact would occur.
- j. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?  
**Less Than Significant Impact.** See response provided in IX. h). The project would not expose people or structures to a significant flooding hazard. The project site is located within the Lake Wohlford Dam Failure Inundation Area and the Dixon Lake Dam Failure Inundation Area. A catastrophic dam failure at either of these facilities would likely result in extensive downstream flooding of Escondido Creek. Regular county, state, and federal inspections of the dams are conducted to ensure the safety and integrity of structures and to minimize risks of dam failure and flooding. Therefore, flooding risks, including flooding as a result of the failure of a levee or dam, would be less than significant (City of Escondido 2012).
- k. Inundation by seiche, tsunami, or mudflow?  
**No Impact.** The project site is approximately 14 miles from the Pacific Ocean at an elevation of approximately 644 to 649 feet above mean sea level. The risk of tsunami is negligible due to the distance from the ocean and elevation. There would be no risk from a seiche, as the project site is not located near a large body of water, such as a lake. The project would not be at risk for mudflow, because the site is generally flat and surrounded by development. No impact would occur.

**X. LAND USE PLANNING.** Would the project:

- a. Physically divide an established community?  
**No Impact.** The project proposes to demolish the existing Palm Tree Motor Lodge and the Wagon Wheel Restaurant and construct a commercial development that would consist of retail, restaurant with drive-through, sit-down restaurant, and carwash uses. The area around the project site is mostly developed and consists of small shopping malls and large individual commercial buildings to the north, east, and northwest. A motor lodge similar to what currently exists on the project site is located to the immediate west and multi-family complexes farther west and southwest. A multi-family development is under construction on the parcel to the immediate south of the project site. A mix of commercial and residential uses are located further south. Implementation of the project would not create any new land use barriers or otherwise divide or disrupt the physical arrangement of the surrounding established community. No impact would occur.
- b. Conflict with any applicable land-use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?  
**Less Than Significant Impact.** The project site is designated as GC – General Commercial in the Escondido General Plan, and the project would be consistent with this designation. Additionally, the project is located within the “Highway 78/Broadway Target Area” and would not conflict with the “Guiding Principles” for this area. Therefore, the project would not conflict with applicable land use plans, policies, or regulations. Impacts would be less than significant.
- c. Conflict with any applicable habitat conservation plan or natural community conservation plan?  
**Less Than Significant Impact.** See responses provided in IV. f). The City’s Draft Subarea Plan, which has not been adopted, identifies the project site as Developed and Disturbed Land and it is not planned for preservation. Therefore impacts would be less than significant.

**XI. MINERAL RESOURCES.** Would the project:

- a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?  
**No Impact.** It would not be feasible to use the site for mining operations due to the site’s zoning and land use designation, the relatively small property size, and the surrounding land uses. The City’s General Plan does not identify the project site as an existing or former extraction site. Implementation of the project would result in no impact related to the loss of a local, regional, or state mineral resource.

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

**No impact.** See response provided in XI. a).

**XII. NOISE.** Would the project result in:

- a. Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies (or conflict with applicable noise thresholds specified in City of Escondido Zoning Code Article 47)?

**Less Than Significant Impact.** The following findings are based on the Noise Analysis for the project (see Appendix H).

Construction Noise

Applicable construction noise standards outlined under the City’s Noise Abatement and Control Ordinance (Chapter 17, Article 12, Sections 17-234 and Section 17-238 of Escondido Municipal Code) establish limits on construction noise at 75 average equivalent A-weighted decibels (dB(A)  $L_{eq}$ ), between the hours of 7:00 a.m. and 6:00 p.m. on weekdays and between the hours of 9:00 a.m. and 5:00 p.m. on Saturdays. No construction activities are allowed on Sundays and public holidays. Noise associated with demolition, grading, building, construction for the project would potentially result in short-term construction noise that could impact surrounding residential land uses located southwest of the project site and the motel uses to the west. Project grading and excavation (dozers, loaders, and excavators) typically results in the highest noise levels, resulting in 85 to 90 dB(A) at 50 feet. However, construction noise is considered a point source that would attenuate at approximately 6 dB(A) for every doubling of distance. Consequently, noise modeling conducted for 24 receivers located at the adjacent property lines determined that construction noise would attenuate to a range of 59 to 74 dB(A)  $L_{eq}$  at these locations. Therefore, construction impacts associated with the project would not exceed 75 dB(A)  $L_{eq}$ , and impacts would be less than significant.

Traffic Noise

The City General Plan Community Protection Element states that exterior noise levels for projects that would increase the noise levels 5 dB or greater would have a significant impact and would require mitigation. The proposed commercial development would increase traffic volumes on the surrounding roadway network including Mission Avenue, Centre City Parkway, Escondido Boulevard, and Washington Avenue. Based on the traffic report, the project would result in the generation of 5,931 average daily trips. The increase in noise due to the addition of project traffic on surrounding roadways was calculated by comparing the traffic noise levels in the existing, existing plus project, and cumulative plus project conditions. As shown in Table 5, the project would result in a less than 1 dB increase in traffic noise over the existing condition along all the affected roadway segments. A change in noise level of 3 dB(A) is considered a barely perceptible amount (Caltrans 2013). Therefore, the project would result in less than significant direct impact related to traffic noise. Additionally, the project would result in a 1 dB or less cumulative increase. Therefore, the project’s contribution to the cumulative traffic noise level would be less than significant.

Table 5 Traffic Noise Level with and without Project and Ambient Noise Increases								
Roadway	From	To	Existing	Existing + Project	Direct Increase	Cumulative	Cumulative + Project	Cumulative Increase
Mission Avenue	Rock Springs Road	Quince Street	71	71	0	71	71	0
	Quince Street	Centre City Parkway	72	72	0	72	72	0
	Centre City Parkway	Escondido Boulevard	71	71	0	71	72	1
	Escondido Boulevard	Broadway	70	70	0	70	70	0
Centre City Parkway	El Norte Parkway	Decatur Way	75	75	0	75	75	0
	Decatur Way	State Route 78	76	76	0	76	76	0
	State Route 78	Mission Avenue	77	77	0	77	77	0
	Mission Avenue	Washington Avenue	73	73	0	73	74	1
	Washington Avenue	Valley Parkway	73	73	0	73	73	0

Table 5 Traffic Noise Level with and without Project and Ambient Noise Increases								
Escondido Boulevard	Mission Avenue	Washington Avenue	69	70	1	69	70	1
	Washington Avenue	Valley Parkway	69	69	0	69	69	0
Washington Avenue	Quince Street	Centre City Parkway	71	71	0	71	71	0
	Centre City Parkway	Escondido Boulevard	70	70	0	70	70	0
	Escondido Boulevard	Broadway	70	70	0	70	70	0
	East of Broadway		70	70	0	70	71	1
SOURCE: See Appendix H								

### On-Site Generated Noise

The Noise Abatement and Control Ordinance establishes prohibitions for disturbing, excessive, or offensive noise, and provisions such as sound level limits for the purpose of securing and promoting the public health, comfort, safety, peace, and quiet for its citizens. City exterior sound level limits are the allowable noise levels at any point on or beyond the boundaries of the property on which the sound is produced and corresponding times of day for each zoning designation. The exterior noise level limits between the project site and the adjacent commercial uses is 60 dB(A)  $L_{eq}$  between 7 a.m. and 10 p.m. and 55 dB(A)  $L_{eq}$  between 10 p.m. and 7 a.m. The exterior noise level limits between the project site and the adjacent residential uses (to the south) is 50 dB(A)  $L_{eq}$  between 7 a.m. and 10 p.m. and 45 dB(A)  $L_{eq}$  between 10 p.m. and 7 a.m.

The primary noise sources on-site would be the car wash (including vacuums and blowers), heating, ventilation, and air conditioning (HVAC) equipment, and the drive-through speakers. These noise sources are described below.

- HVAC Equipment – The project would include roof-mounted HVAC units for Building A and Building B. Property line noise levels due to HVAC equipment were modeled for Buildings A and B assuming a 6-ton HVAC unit (Trane Model T/YSC072ED). The 6-ton HVAC unit was selected to provide a conservative analysis, as it would generate 5 dB more than a similar 5-ton Trane HVAC unit and 6 dB more than a similar 10-ton HVAC unit. Based on review of manufacturer specifications for the sample units, a representative noise level for a 6-ton unit would be a sound power level of 96 dB. This is approximately equal to a sound pressure level of 85 dB(A)  $L_{eq}$  at 3.28 feet. For the daytime hours, all units were modeled at full capacity. For the nighttime hours, it was assumed that the units would operate a maximum of 50 percent of the time, or an average of 30 minutes an hour.
- Car Wash – The noise source of greatest concern for a car wash would be the blowers located at the north end of the car wash and the vacuums located east of the car wash building. The car wash tunnel would be approximately 125 feet long and 32 feet wide, with an entrance and an exit that are approximately 16 feet wide and 12 feet tall. Typically, blowers are located 10 to feet 15 inside the car wash tunnel. Noise from the blowers and car wash equipment would emanate from the openings at the entrance and the exit of the car wash. The noise level spectra from the entrance and exit were obtained from a noise study prepared for a car wash similar to the one that is proposed. According to the noise study, the car wash would have a sound power level of 88.2 dB(A) from the entrance and a sound power of 96.9 dB(A) at the exit (MD Acoustics 2016).

The car wash would include 26 vacuums located east of the car wash building. This represents the highest total of vacuums on the project site, as a worst-case scenario (the allocation of vacuums may be reduced based on the review and consideration of the overall site development plan allocation). The vacuums would be evenly spaced in parking spots. The noise level spectrum for the vacuums was obtained from the same noise study discussed above. According to the noise study, each vacuum would have a sound power level of 74.1 dB(A) (MD Acoustics 2016).

For a worst-case analysis, it was assumed in the model that the blowers and all vacuums would operate simultaneously and continuously within the car wash hours, 7:30 a.m. to 7:00 p.m. in the winters and 7:30 a.m. to 8:00 p.m. in the summers. The car wash would not be open during the nighttime hours.

- Drive-Through - The project includes two drive-through restaurants. Each restaurant would include a one-way, 12-foot-wide drive-through wrapping around the western sides of the buildings. The drive-through speakers were modeled as point sources 4 feet high, calibrated to 61.2 dB(A)  $L_{eq}$  at 10 feet, and operational 50 percent of the daytime and 20 percent of the nighttime, based on measurements and observations taken at a McDonalds restaurant (Michael Brandman Associates 2013).

In order to determine if on-site operational noise levels would exceed City noise standards at the property line, twenty-four noise receivers were modeled at the adjacent property lines. At the adjacent multi-family residential property lines, daytime on-site generated noise levels would range from 49 to 51 dB(A)  $L_{eq}$  and nighttime noise levels would range from 36 to 45 dB(A)  $L_{eq}$ . At the commercial property lines, daytime on-site generated noise levels would range from 48 to 57 dB(A)  $L_{eq}$  and nighttime noise levels would range from 45 to 50 dB(A)  $L_{eq}$ . Therefore, noise levels would not exceed the applicable Noise Ordinance limits at the property lines. These noise levels would not exceed the applicable Noise Ordinance limits at the property lines. Thus, noise impacts due to on-site noise sources would be less than significant.

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

**Less Than Significant Impact.** The project does not propose any commercial-type uses that would generate ground-borne vibration or noise. In general, commercial land uses generally do not use equipment that would blast or pile drive; i.e., construction of railways/freeways or mining activities). Construction activities including site preparation and construction activities would use standard equipment such as loaders, backhoes, graders, scrapers, forklifts, and rollers that would not generate significant ground-borne vibration or noise. Impacts would be less than significant.

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

**Less Than Significant Impact.** Refer to the analysis provided in XII. a). Impacts would be less than significant.

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

**Less Than Significant Impact.** Refer to the analysis provided in XII. a). Impacts would be less than significant.

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

**No Impact.** The project site lies outside of the noise contours for airports in the region and would not expose people to excessive noise levels. No noise impacts due to aircraft noise would occur.

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

**No Impact.** The project site lies well outside the noise contours for any airports in the region and would not expose people to excessive noise levels. No noise impacts due to aircraft noise would occur.

**XIII. POPULATION AND HOUSING.** Would the project:

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

**No Impact.** As a commercial use, the project would not increase the population of the immediate area. No new housing units would be constructed and no new roads, utilities, or other infrastructure would be extended to an area of the City where they do not currently exist. Short-term construction jobs and long-term employment jobs are anticipated to be filled by members of the existing population. No impact would occur.

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

**No Impact.** No existing housing units would be displaced, and no impact would occur.

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

**No Impact.** There are no housing units on-site. No persons would be displaced, and no impact would occur.

**XIV. PUBLIC SERVICES.** Would the project:

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

- i. Fire protection?

**Less Than Significant Impact.** Fire protection services would be provided by the Escondido Fire Department. Fire Station #1 is located approximately 0.5 mile south of the project site at 310 North Quince Street. This facility houses one paramedic fire engine, one truck company, one brush engine, two ambulances and one battalion chief. The

project would incrementally increase the need for service in the area by increasing the amount of commercial use on the project site compared to the existing condition. This increase in demand has been accounted for in the General Plan and would not result in the need for new or altered facilities. Consistent with the Citywide Facilities Plan, this increase would be offset by the payment of Public Facilities Fees at the time of building permit issuance. In addition, the project would be subject to fire and building review to ensure that the development is in compliance with access and safety standards. As the project would not require the construction of new facilities, impacts would be less than significant.

ii. Police protection?

**Less Than Significant Impact.** Police services would be provided from the Police and Fire Headquarters Building located at 1163 North Centre City Parkway, located approximately 0.5 mile north of the project site. The project would incrementally increase the need for additional police service by increasing the amount of commercial use on the project site compared to the existing condition. This increase in demand has been accounted for in the General Plan and would not result in the need for new or altered facilities. Consistent with the Citywide Facilities Plan, this increase would be set off by the payment of Public Facilities Fees at the time of building permit issuance. As the project would not require the construction of new facilities, impacts would be less than significant.

iii. Schools?

**No Impact.** The project site is within the Escondido Union School District and the Escondido Union High School District. As a commercial use, no student enrollment would be generated by the project. No impact would occur.

iv. Parks?

**No Impact.** As a commercial use, the project would not increase the demand for, or use of, local parks and there would be no impact. The project would be in conformance with Article 18B of Chapter 6 of the Escondido Municipal Code, which establishes the public facility fees for the City. This article requires that all new residential or nonresidential development pay a fee for the purpose of assuring that the public facility standards established by the City are met with respect to the additional needs created by such development. No impact would occur.

v. Other public facilities?

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

**XV. RECREATION.** Would the project:

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

**No Impact.** As a commercial use, the project would not increase the demand for neighborhood, regional parks, or other recreational facilities. There would be no impact.

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

**No Impact.** As a commercial use, the project would not require the construction of or expansion of neighborhood or regional parks, or other recreational facilities. There would be no impact.

**XVI. TRANSPORTATION/TRAFFIC.** Would the project:

- a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths and mass transit (or conflict with applicable traffic thresholds specified in City Zoning Code Article 47)?

**Less Than Significant with Mitigation.** A Traffic Impact Analysis (TIA) was prepared by TJW Engineering on May 5, 2017 to address the project's traffic impacts (see Appendix I). The following analysis is based on the TIS.

## **Methodology**

Appendix I utilized a select zone model run based on the SANDAG Series 12 Transportation Mode to determine the project trip distribution and study area for the traffic analysis. The City of Escondido's Traffic Impact Analysis Guidelines (2013a) and consultation with City staff were used to determine the study area intersections, road segments, and ramp meter locations to be studied in the traffic analysis.

The site is currently developed under the existing condition and the proposed use would generate traffic at the site as well as trips on the existing roadway network. The project would generate 5,931 average daily trips (ADT), with a total of 347 AM peak hour trips, 347 mid-day peak hour trips, and 437 PM peak hour trips at the project driveways. After accounting for pass-by trips, the project would generate 5,794 ADT, with a total of 347 AM peak hour trips, 347 mid-day peak hour trips, and 300 PM peak hour trips on the surrounding roadway network.

The San Diego Traffic Engineer's Council (SANTEC) and the City of Escondido's traffic impact analysis guidelines were used in determining levels of significance for the study area intersections, roadway segments, and ramp meters. These guidelines assign LOS operating levels to transportation facilities based the delay experienced at the intersection, the volume to capacity (V/C) ratio for roadway segments, and the minutes of delay experienced at ramp meters. LOS A represents free-flowing traffic, while LOS F represents substantial traffic congestion conditions. The guidelines indicate that LOS A to D are typically considered acceptable operating levels, and LOS E and F are typically considered unacceptable operating levels. While LOS E and F are typically considered unacceptable operating levels, the City's significance determination thresholds indicate that analysis of facilities operating at LOS D is necessary to determine the project impact significance. Also, it is noted that LOS E in the downtown Specific Plan area (applicable only to Centre City Parkway/Valley Parkway intersection) is considered acceptable. A project that would increase the volume-to-capacity ratio of a road segment operating at LOS D, E, or F by more than 0.02, would have a speed reduction over 1 mile per hour for arterials, or would increase delays by more than 2 seconds at intersections operating at LOS D, E, or F would potentially result in a significant impact. If a roadway segment is found to be operating at LOS D, E, or F and the project would add over 0.02 to the V/C ratio, then an additional intersection analysis at the ends of the segment shall be completed to determine the project impact significance. The more detailed peak hour intersection operation analysis takes into account the factors that affect roadway capacity; unless the peak hour intersection analysis indicates the need for additional through lanes, roadway segment widening is not recommended on the basis of ADT analysis alone. If an intersection at the end of the segment operates at unacceptable E or F, then the project impact to the roadway segment would be significant.

For ramp meters, the significance criteria is an increase in delay by more than 2 minutes at a freeway segment operating at LOS E or F, if the ramp meter delays are above 15 minutes. In addition, the Broadway/Mission and Broadway/Washington intersections are Caltrans-maintained intersections. In general, LOS D will be used as the target LOS for Caltrans intersections in this analysis. More specifically, impacts to Caltrans intersections will be considered significant if:

- The project causes the LOS of a Caltrans intersection to degrade from LOS D or better to LOS E or F; or
- At Caltrans intersections operating at LOS E or F for pre-project conditions, Caltrans threshold of significance is to maintain the pre-project measure of effectiveness for the intersection.

## **Existing Plus Project Conditions**

The existing conditions analysis is based on the current circulation network conditions, and traffic counts conducted in December 2016. The existing plus project conditions includes the additional traffic generated by the project on the roadway network (5,794 ADT), as well as project frontage improvements. The project improvements include one right-in/right-out only driveway on Centre City Parkway and one right-in/right-out only driveway on Mission Avenue. The project frontage improvement features the following improvements to northbound Centre City Parkway and the Centre City Parkway/Mission Avenue intersection along the project frontage:

- Creation of a third northbound through lane on Centre City Parkway along the project frontage and through the Centre City Parkway/Mission Avenue intersection.
- Creation of a northbound right-turn pocket at the project's driveway on Centre City Parkway to facilitate turns into the project site without hindering northbound through traffic on Centre City Parkway.

## **Intersections**

As shown in Table 6, all intersections operate acceptably under the existing conditions except the Centre City Parkway/EI Norte Parkway and the Centre City parkway/Mission Avenue intersections. Under the existing plus project conditions, seven intersections would operate at LOS D and one intersection would operate at LOS D/E. While these intersections would operate at LOS D or LOS E, the additional project traffic would not increase delay beyond the two-second

significance determination threshold. Thus, project impacts to intersections would be less than significant under the existing plus project conditions.

Table 6 Existing Plus Project Conditions for Intersection Operations							
Intersection	Peak Hour	Existing		Existing Plus Project			Significant? <sup>1</sup>
		Delay	LOS	Delay	LOS	Change	
1 – Rock Springs Road/ Mission Avenue	AM	25.1	C	25.2	C	0.1	No
	MD	22.5	C	22.6	C	0.1	No
	PM	32.1	C	32.3	C	0.2	No
2 – Quince Street/ Mission Avenue	AM	26.5	C	26.9	C	0.4	No
	MD	35.7	D	36.0	D	0.3	No
	PM	45.1	D	42.8	D	-2.3	No
3 – Quince Street/ Washington Avenue	AM	14.5	B	14.5	B	0.0	No
	MD	15.8	B	15.7	B	-0.1	No
	PM	24.7	C	25.0	C	0.3	No
4 – Centre City Parkway/ El Norte Parkway	AM	55.0	<b>E</b>	55.2	<b>E</b>	0.2	No
	MD	45.7	D	45.9	D	0.2	No
	PM	56.5	<b>E</b>	57.2	<b>E</b>	0.7	No
5 – Centre City Parkway/ Decatur	AM	23.0	C	23.3	C	0.3	No
	MD	23.1	C	23.3	C	0.2	No
	PM	32.1	C	32.4	C	0.3	No
6 – Centre City Parkway/ Mission Avenue	AM	47.0	D	47.3	D	0.31	No <sup>2</sup>
	MD	41.9	D	42.1	D	0.21	No <sup>2</sup>
	PM	57.3	<b>E</b>	53.3 <sup>2</sup>	D	-4.01	No <sup>2</sup>
7 – Centre City Parkway/ Washington Avenue	AM	38.1	D	39.6	D	1.5	No
	MD	39.3	D	40.4	D	1.1	No
	PM	45.5	D	46.0	D	0.5	No
8 – Centre City Parkway/ Valley Parkway	AM	32.3	C	32.2	C	-0.1	No
	MD	25.5	C	25.4	C	-0.1	No
	PM	31.2	C	31.2	C	0.0	No
9 – Escondido Boulevard/ Mission Avenue	AM	40.2	D	40.6	D	0.4	No
	MD	45.5	D	46.8	D	1.3	No
	PM	43.2	D	43.7	D	0.5	No
10 – Escondido Boulevard/ Washington Avenue	AM	40.4	D	41.6	D	1.2	No
	MD	42.5	D	42.9	D	0.4	No
	PM	37.9	D	39.1	D	1.2	No
11 – Escondido Boulevard/ Woodward Avenue	AM	11.6	B	11.7	B	0.1	No
	MD	7.4	A	7.7	A	0.3	No
	PM	12.3	B	12.5	B	0.2	No
12 – Broadway/ Mission Avenue	AM	35.0	D	36.1	D	1.1	No
	MD	31.2	C	31.3	C	0.1	No
	PM	47.8	D	48.1	D	0.3	No
13 – Broadway/ Washington Avenue	AM	32.1	C	32.7	C	0.6	No
	MD	30.4	C	31.7	C	1.3	No
	PM	35.3	D	35.7	D	0.4	No
14 – Centre City Parkway/ Project Driveway	AM	n/a	n/a	12.0	B	12.0	No
	MD	n/a	n/a	11.3	B	11.3	No
	PM	n/a	n/a	15.6	C	15.6	No
15 – Project Driveway/ Mission Avenue	AM	n/a	n/a	11.6	B	11.6	No
	MD	n/a	n/a	14.1	B	14.1	No
	PM	n/a	n/a	17.9	C	17.9	No

SOURCE: Appendix I.  
LOS = Level of Service  
**Bold** represents an intersection operating at unacceptable LOS E or F.  
<sup>1</sup> A intersection impact would be significant if the intersection operates at LOS D, E or F, and the project causes a delay over 2 seconds.  
<sup>2</sup>This analysis assumes the project frontage improvements would be completed under the existing plus project conditions, which includes the addition of a northbound through lane at this location.

## Roadway Segments

As shown in Table 7, all roadway segments operate at acceptable LOS D or better under the existing conditions. With the addition of project traffic to the existing conditions, all roadway segments would operate at LOS C or better with the exception of Mission Avenue, Quince Street to Centre City Parkway that operates at LOS D. The addition of project traffic would increase the V/C ratio at this location by 0.025, which would exceed the City's threshold of 0.02. As such, an additional analysis of the intersections at the termini of this roadway segment is warranted to determine if this impact is significant. Per the intersection analysis (Table 8), the intersection of Quince Street/Mission Avenue at the western terminus would operate at acceptable levels, but the Centre City Parkway/Mission Avenue eastern segment terminus would have operations at unacceptable LOS E. The unacceptable operations at this intersection indicate that the segment would not operate acceptably. Considering this, the project would result in a significant direct impact under the existing plus project conditions to the following segment:

- Mission Avenue, between Quince Street and Centre City Parkway (**Impact TRA-1**)

Table 7 Existing Plus Project Condition for Road Segment Operations							
Road Segment	Existing		Existing Plus Project			Significant?	
	ADT	V/C LOS	ADT	V/C LOS	Change in V/C	Change in V/C >0.02 and LOS D/E/F?	Approach Intersection Unacceptable? <sup>1</sup>
<b>Mission Avenue</b>							
Rock Springs to Quince	22,209	0.649 C	22,959	0.671 C	0.022	No	No
Quince to Centre City	25,949	0.759 D	26,819	0.784 D	<u>0.025</u>	<b>Yes</b>	<b>Yes (Impact TRA-1)</b>
Centre City to Escondido	23,416	0.685 C	25,186	0.736 C	0.052	No	No
Escondido to Broadway	18,101	0.529 B	18,911	0.553 B	0.024	No	No
<b>Centre City</b>							
El Norte to Decatur	22,624	0.611 C	23,204	0.627 C	0.016	No	No
Decatur to SR-78	25,756	0.696 C	26,396	0.713 C	0.017	No	No
SR-78 to Mission	32,113	0.868 D	33,333	0.766 D <sup>2</sup>	<u>-0.102</u>	No <sup>2</sup>	No <sup>2</sup>
Mission to Washington	22,266	0.602 C	24,206	0.654 C	0.052	No	No
Washington to Valley	22,985	0.621 C	23,455	0.634 C	0.012	No	No
<b>Escondido Boulevard</b>							
Mission to Washington	14,812	0.433 B	16,582	0.485 B	0.052	No	No
Washington to Valley	14,278	0.417 B	14,978	0.438 B	0.020	No	No
<b>Washington Avenue</b>							
Quince to Centre City	18,166	0.531 B	18,916	0.553 C	0.022	No	No
Centre City to Escondido	18,471	0.540 B	19,191	0.561 C	0.021	No	No
Escondido to Broadway	18,795	0.550 C	19,545	0.571 C	0.022	No	No
East of Broadway	19,400	0.567 C	19,750	0.577 C	0.010	No	No
SOURCE: Appendix I. LOS = Level of Service; ADT = Average Daily Trips; V/C = volume to capacity ratio; SR-78 = State Route 78 <sup>1</sup> See Table 8 below. <sup>2</sup> Assumes the construction of a third northbound through lane at the Centre City Parkway/Mission Avenue intersection and the associated 5-lane Major classification.							

<b>Table 8 Approach Delay on Ends of Potentially Impacted Roadway Segments Existing Plus Project Conditions</b>			
<b>Intersection/Approach</b>	<b>AM Peak Hour (Delay – LOS)</b>	<b>Mid-Day Peak Hour (Delay – LOS)</b>	<b>PM Peak Hour (Delay – LOS)</b>
Quince Street/Mission Avenue Eastbound Mission Avenue Westbound Mission Avenue	40.0 – D 15.6 – B	43.6 – D 14.2 – B	45.4 – D 32.5 – C
Centre City Parkway/Mission Avenue Northbound Centre City Parkway Southbound Centre City Parkway Eastbound Mission Avenue Westbound Mission Avenue	20.2 – C 61.4 – E 28.3 – C 57.4 – E	34.0 – C 51.1 – D 23.5 – C 54.7 – D	27.7 – C 61.7 – <b>E</b> 62.7 – <b>E</b> 63.8 – <b>E</b>
Escondido Boulevard/Mission Avenue Eastbound Mission Avenue Westbound Mission Avenue	36.5 – D 38.2 – D	56.7 – <b>E</b> 37.3 – D	39.5 – D 34.3 – C
Centre City Parkway/Washington Ave Northbound Centre City Parkway Southbound Centre City Parkway Overall Intersection	51.5 – D 10.7 – B 39.6 – D	41.7 – D 8.3 – A 40.4 – D	50.0 – D 15.1 – B 46.0 – D
SOURCE: Appendix I <b>Bold</b> represents an intersection operating at unacceptable LOS E or F.			

### **Mitigation Measures**

To mitigate for Impact TRA-1 (Mission Avenue, between Quince Street and Centre City Parkway), the following mitigation measure shall be implemented:

**MM-TRA-1** Prior to the issuance of occupancy permits, the project applicant shall provide the following:

- (1) Centre City Parkway/Mission Avenue intersection – add a second westbound left-turn lane and complete signal timing modifications;
- (2) Centre City Parkway/Quince Street intersection – complete signal timing modifications; and
- (3) Centre City Parkway/Escondido Boulevard intersection – complete signal timing modifications.

Impacts to road segment operations would be less than significant after the implementation of the above mitigation measure, as all intersection approaches would operate at LOS D or better for all peak periods with the implementation of MM-TRA-1 (see Appendix I).

### **Ramp Meters**

As shown in Table 9, the Centre City Parkway/State Route 78 westbound ramp experiences a delay of 1.8 minutes under the existing conditions. With the addition of project traffic to the existing conditions, the delay at this ramp meter would increase to 3.6 minutes. As this delay would continue to be under the 15-minute threshold, project impacts to ramp meters under the existing plus project conditions would be less than significant.

Table 9 Existing Plus Project Conditions for Ramp Meter Operations							
Location		Demand (Vehicles/ hour/day)	Meter Rate (Vehicles/ hour/day)	Excess Demand (Vehicles/ hour/day)	Maximum Delay (minutes)	Queue (Feet)	Significant? <sup>2</sup>
<b>Existing (Observed Meter Rate)<sup>1</sup></b>							
Centre City Parkway/ SR-78 WB Ramp	AM (HOV)	120	436	--	0	0	NA
	AM (SOV)	449	436	13	1.8	325	NA
	PM	Meter not turned on					
<b>Existing Plus Project (Observed Meter Rate)<sup>1</sup></b>							
Centre City Parkway/ SR-78 WB Ramp	AM (HOV)	124	436	--	0	0	No
	AM (SOV)	462	436	26	3.6	650	No
	PM	Meter not turned on					
SOURCE: Appendix I							
<sup>1</sup> While the TIA included analysis of a least restrictive meter rate and a most restrictive meter rate for informational purposes, the observed meter rate is utilized for this CEQA analysis considering Caltrans is expected to continue to utilize the current meter rate under the existing plus project conditions.							
<sup>2</sup> Significant if delay exceeds 15 minutes and the project would add more than 2 minutes of delay.							
HOV = high-occupancy vehicle; SOV = single-occupancy vehicle; SR-78 = State Route 78; WB = westbound; NA= not applicable							

### **Existing Condition Plus Cumulative Projects Plus Proposed Project**

Cumulative projects are projects in the study area that would add traffic to the local circulation system in the near future. Based on research conducted for the cumulative condition and conversations with City and County staff, six City projects were identified for inclusion in the near-term cumulative analysis. Cumulative project traffic generated by these developments was assigned to the street system to arrive at project opening day conditions. Given that the project's proposed near-term opening day condition is assumed to be less than two years from today, it is overly conservative to assume that 100 percent of the trips from the cumulative development projects would be completed and generating traffic by the year 2019. However, for purposes of being consistent with the cumulative analyses of those projects and to provide a conservative analysis, the total cumulative trips were assigned to the study area. It should be noted that although the total buildout of traffic from the cumulative projects was conservatively assumed in the existing plus cumulative projects condition, no infrastructure improvements were included. The existing plus cumulative plus project conditions assumes the project frontage improvements (see existing plus project conditions above) are in place. Table 10 provides a summary of the Cumulative Projects analyzed.

Table 10 Summary of Cumulative Projects								
Project	Land Use	AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips
		In	Out	Total	In	Out	Total	
1) Centerpointe 78	43.5 TSF Supermarket	183	78	261	196	196	392	6,525
	3.2 TSF Fast Food	73	73	146	44	44	88	2,080
	<i>Total Project Trips</i>	<i>256</i>	<i>151</i>	<i>407</i>	<i>240</i>	<i>240</i>	<i>480</i>	<i>8,605</i>
2) Latitude II	112 DU Condominiums	14	57	72	63	27	90	896
3) Escondido Gateway	126 DU Apartments	12	48	60	48	20	68	756
	1.0 TSF Convenience Store	20	20	40	20	20	40	500
	<i>Total Project Trips</i>	<i>32</i>	<i>68</i>	<i>100</i>	<i>68</i>	<i>50</i>	<i>108</i>	<i>1256</i>
4) City Plaza	55 DU Apartments	5	21	26	21	9	30	330
	5.198 TSF Specialty Retail	4	2	6	9	9	19	208
	4.586 TSF Office	10	1	12	2	9	11	83
	<i>Total Project Trips</i>	<i>20</i>	<i>25</i>	<i>44</i>	<i>32</i>	<i>27</i>	<i>59</i>	<i>621</i>
5) Hotel La Terraza	105-key Hotel	38	25	63	50	34	84	1,050
6) La Terraza Office	36.614 TSF Office	92	10	102	19	76	95	732
	<b><i>Total Cumulative Project Trips</i></b>	<b><i>452</i></b>	<b><i>336</i></b>	<b><i>788</i></b>	<b><i>472</i></b>	<b><i>454</i></b>	<b><i>916</i></b>	<b><i>13,160</i></b>
SOURCE: Appendix I								
TSF = thousand square feet; DU = dwelling units								

### **Intersections**

As shown in Table 11, two intersections would operate unacceptably under the existing plus cumulative project conditions. Under the existing plus cumulative project plus proposed project conditions, seven intersections would operate at LOS D,

and one intersection would operate at LOS D/E. As the additional traffic generated by the project would result in a less than two second additional delay at these intersections operating at LOS D and LOS E, the project would result in less than significant intersection impacts under the existing plus cumulative plus project conditions.

Intersection	Hour	Existing Plus Cumulative		Existing Plus Cumulative Plus Project			Significant? <sup>1</sup>
		Delay	LOS	Delay	LOS	Change	
1 – Rock Springs Road/ Mission Avenue	AM	25.5	C	25.7	C	0.2	No
	MD	22.7	C	22.8	C	0.1	No
	PM	32.6	C	32.8	C	0.2	No
2 – Quince Street/ Mission Avenue	AM	27.4	C	27.8	C	0.4	No
	MD	36.2	D	36.7	D	0.5	No
	PM	43.7	D	44.1	D	0.4	No
3 – Quince Street/Washington Avenue	AM	14.5	B	14.5	B	0.0	No
	MD	15.7	B	15.6	B	-0.1	No
	PM	25.1	C	25.3	C	0.2	No
4 – Centre City Parkway/ El Norte Parkway	AM	56.6	<b>E</b>	56.9	<b>E</b>	0.3	No
	MD	46.7	D	47.0	D	0.3	No
	PM	58.3	<b>E</b>	58.8	<b>E</b>	0.5	No
5 – Centre City Parkway/ Decatur	AM	23.6	C	23.9	C	0.3	No
	MD	23.4	C	23.6	C	0.2	No
	PM	32.3	C	32.7	C	0.4	No
6 – Centre City Parkway/ Mission Avenue	AM	49.0	D	50.4 <sup>2</sup>	D	1.4	No <sup>2</sup>
	MD	42.8	D	43.8 <sup>2</sup>	D	1.0	No <sup>2</sup>
	PM	57.8	<b>E</b>	54.0 <sup>2</sup>	D	-3.8	No <sup>2</sup>
7 – Centre City Parkway/ Washington Avenue	AM	38.4	D	40.1	D	1.7	No
	MD	39.7	D	41.0	D	1.3	No
	PM	46.5	D	47.2	D	0.7	No
8 – Centre City Parkway/ Valley Parkway	AM	32.3	C	32.2	C	-0.1	No
	MD	25.3	C	25.2	C	-0.1	No
	PM	31.1	C	31.1	C	0.0	No
9 – Escondido Boulevard/ Mission Avenue	AM	40.9	D	41.4	D	0.5	No
	MD	46.4	D	47.8	D	1.4	No
	PM	45.8	D	46.3	D	0.5	No
10 – Escondido Boulevard/ Washington Avenue	AM	40.7	D	41.9	D	1.2	No
	MD	42.9	D	43.2	D	0.3	No
	PM	38.8	D	39.9	D	1.1	No
11 – Escondido Boulevard/ Woodward Avenue	AM	11.3	B	11.5	B	0.2	No
	MD	7.3	A	7.5	A	0.2	No
	PM	12.1	B	12.2	B	0.1	No
12 – Broadway/ Mission Avenue	AM	37.4	D	38.5	D	0.9	No
	MD	31.6	C	31.9	C	0.3	No
	PM	50.2	D	50.5	D	0.3	No
13 – Broadway/ Washington Avenue	AM	33.4	C	34.0	C	0.6	No
	MD	30.8	C	32.1	C	1.3	No
	PM	35.9	D	36.4	D	0.5	No
14 – Centre City Parkway/ Project Driveway	AM	n/a	n/a	12.7	B	12.7	No
	MD	n/a	n/a	11.7	B	11.7	No
	PM	n/a	n/a	16.5	C	16.5	No
15 – Project Driveway/ Mission Avenue	AM	n/a	n/a	12.0	B	12.0	No
	MD	n/a	n/a	14.6	B	14.6	No
	PM	n/a	n/a	18.5	C	18.5	No

SOURCE: Appendix I.  
**Bold** represents an intersection operating at unacceptable LOS E or F.  
<sup>1</sup>A intersection impact would be significant if the intersection operates at LOS D, E or F, and the project causes a delay over 2 seconds.  
<sup>2</sup>This analysis assumes the project frontage improvements would be completed under the existing plus project conditions, which include the addition of a northbound through lane at this location.

## Roadway Segments

As indicated in Table 12, all segments would operate at acceptable LOS A to D under the existing plus cumulative and the existing plus cumulative plus project conditions. However, an impact analysis is warranted based on the City's thresholds for the three study area road segments that are projected to operate at LOS D under the existing plus cumulative plus project conditions. The project would increase the V/C ratio at two of these segments (Mission Avenue – Quince Street to Centre City Parkway, and Mission Avenue – Centre City Parkway to Escondido Boulevard) by more than 0.02, and decrease the V/C ratio at one of these segments (Centre City Parkway – State Route 78 to Mission Avenue). As such, an additional analysis of the intersections at the termini of two Mission Avenue segments is warranted to determine if this impact is significant.

As shown in the Table 13, the intersection of Quince Street/Mission Avenue at the western terminus would operate at acceptable levels but the Centre City Parkway/Mission Avenue eastern segment terminus would have operations at unacceptable LOS E. In addition, the Escondido Boulevard/Mission Avenue eastbound approach would operate at unacceptable LOS E. Thus, the intersections at the termini of both of the Mission Avenue segments would operate unacceptably under the existing plus cumulative plus project conditions. Considering this, the project would result in significant cumulative impacts to the following segments:

- Mission Avenue, between Quince Street and Centre City Parkway (previously identified as **Impact TRA-1**); and
- Mission Avenue, between Centre City Parkway and Escondido Boulevard (**Impact TRA-2**).

Table 12 Existing Plus Cumulative Plus Project Conditions for Road Segments							
Road Segment	Existing Plus Cumulative		Existing Plus Cumulative Plus Project			Impact Significance	
	ADT	V/C LOS	ADT	V/C LOS	Change in V/C	Change in V/C >0.02 and LOS D/E/F?	Termini Intersections Unacceptable? <sup>1</sup>
<b>Mission Avenue</b>							
Rock Springs to Quince	22,915	0.670 C	23,665	0.692 C	0.022	No	No
Quince to Centre City	26,891	0.786 D	27,761	0.812 D	<u>0.026</u>	<b>Yes</b>	<b>Yes (Impact TRA-1)</b>
Centre City to Escondido	24,637	0.720 C	26,407	0.772 D	<u>0.052</u>	<b>Yes</b>	<b>Yes (Impact TRA-2)</b>
Escondido to Broadway	18,675	0.546 B	19,485	0.570 C	0.024	No	No
<b>Centre City</b>							
El Norte to Decatur	23,179	0.626 C	23,759	0.642 C	0.016	No	No
Decatur to SR-78	26,374	0.713 C	27,014	0.730 C	0.017	No	No
SR-78 to Mission	33,018	0.759 D	34,238	0.787 D <sup>2</sup>	<u>0.028</u>	<b>No<sup>2</sup></b>	<b>No<sup>2</sup></b>
Mission to Washington	23,654	0.639 C	25,594	0.692 C	0.053	No	No
Washington to Valley	23,697	0.640 C	24,157	0.653 C	0.013	No	No
<b>Escondido Boulevard</b>							
Mission to Washington	15,540	0.457 B	17,410	0.509 B	0.052	No	No
Washington to Valley	15,095	0.441 B	15,795	0.462 B	0.021	No	No
<b>Washington Avenue</b>							
Quince to Centre City	18,661	0.546 C	19,411	0.568 C	0.022	No	No
Centre City to Escondido	19,152	0.560 C	19,872	0.581 C	0.021	No	No
Escondido to Broadway	19,323	0.565 C	20,073	0.587 C	0.022	No	No
East of Broadway	19,890	0.582 C	20,240	0.592 C	0.010	No	No
SOURCE: Appendix I. LOS = Level of Service; ADT = Average Daily Trips; V/C = volume to capacity ratio; SR = State Route 78 <sup>1</sup> See Table 13 below. <sup>2</sup> Assumes the construction of a third northbound through lane at the Centre City Parkway/Mission Avenue intersection and the associated 5-lane Major classification.							

Table 13 Approach Delay on Ends of Potentially Impacted Roadway Segments Existing Plus Cumulative Plus Project Conditions			
Intersection/Approach	AM Peak Hour (Delay – LOS)	Mid-Day Peak Hour (Delay – LOS)	PM Peak Hour (Delay – LOS)
Quince Street/Mission Avenue			
Eastbound Mission Avenue	40.6 – D	45.0 – D	46.9 – D
Westbound Mission Avenue	16.8 – B	14.7 – B	33.0 – C
Centre City Parkway/Mission Avenue			
Northbound Centre City Parkway	29.7 – C	37.8 – D	29.1 – C
Southbound Centre City Parkway	64.5 – E	52.4 – D	62.5 – E
Eastbound Mission Avenue	28.2 – C	24.2 – C	62.5 – E
Westbound Mission Avenue	59.2 – E	56.5 – E	65.0 – E
Escondido Boulevard/Mission Avenue			
Eastbound Mission Avenue	36.5 – D	56.7 – E	43.6 – D
Westbound Mission Avenue	38.2 – D	37.3 – D	36.8 – D
Centre City Parkway/Washington Avenue			
Northbound Centre City Parkway	52.3 – D	42.5 – D	52.7 – D
Southbound Centre City Parkway	11.7 – B	10.0 – B	16.4 – B
Overall Intersection	40.1 – D	41.0 – D	47.2 – D
SOURCE: Appendix I			
<b>Bold</b> represents an intersection operating at unacceptable LOS E or F.			

### Mitigation Measures

In order to mitigate for cumulative Impacts TRA-1 and TRA-2, MM-TRA-1, previously identified above, and the following measure shall be implemented:

**MM-TRA-2** Prior to the issuance of occupancy permits, the project applicant shall provide a fair-share contribution towards the City's Capital Improvement Program for the following improvements:

- (1) Centre City Parkway/Mission Avenue intersection - add a second eastbound left-turn lane and complete signal timing modifications;
- (2) Centre City Parkway/Quince Street intersection - complete signal timing modifications; and
- (3) Centre City Parkway/Escondido Boulevard intersection - complete signal timing modifications.

Road segment operations would be less than significant after the implementation of **MM-TRA-1** and **MM-TRA-2**, as the intersection operations would be improve to acceptable levels (see Appendix I).

### **Ramp Meters**

As shown in Table 14, the Centre City Parkway/State Route 78 westbound ramp experiences a delay of 7.4 minutes under the existing plus cumulative conditions. With the addition of project traffic to the existing plus cumulative conditions, the delay at this ramp meter would increase to 9.2 minutes. As this delay would continue to be under the 15-minute threshold, project impacts to ramp meters under the existing plus cumulative plus project conditions would be less than significant.

Table 14 Existing Plus Cumulative Plus Project Conditions for Ramp Meter Operations							
Location		Demand (Vehicles/ hour/day)	Meter Rate (Vehicles/ hour/day)	Excess Demand (Vehicles/ hour/day)	Maximum Delay (minutes)	Queue (Feet)	Significant? <sup>2</sup>
<b>Existing Plus Cumulative (Observed Meter Rate<sup>1</sup>)</b>							
Centre City Parkway/ SR-78 WB Ramp	AM (HOV)	126	436	--	0	0	NA
	AM (SOV)	490	436	54	7.4	1350	NA
	PM	Meter not turned on					
<b>Existing Plus Cumulative Plus Project (Observed Meter Rate<sup>1</sup>)</b>							
Centre City Parkway/ SR-78 WB Ramp	AM (HOV)	130	436	--	0	0	No
	AM (SOV)	503	436	67	9.2	1675	No
	PM	Meter not turned on					

SOURCE: Appendix I

<sup>1</sup>While the TIA included analysis of a least restrictive meter rate and a most restrictive meter rate for informational purposes, the observed meter rate is utilized for this CEQA analysis considering Caltrans is expected to continue to utilize the current meter rate under the existing plus cumulative plus project conditions.

<sup>2</sup>Project adds more than 2 minutes of delay at a ramp where delays exceed 15 minutes and the freeway operates at LOS E or F. HOV = high-occupancy vehicle; SOV = single-occupancy vehicle; SR-78 = State Route 78; WB = westbound, NA= not applicable

### Horizon Year 2035

The following analysis represents the year 2035 traffic conditions (Horizon Year) without and with the project. The analysis was derived from the SANDAG 2035 Series 12 model. It is generally assumed that AM and PM peak hour analysis will represent the worst-case conditions for the long-term scenarios.

### Intersections

Table 15 shows that study area intersections are projected to operate at an acceptable LOS D or better during the AM and PM peak hours for horizon year 2035 without and with the project. Based on the SANTEC/City's thresholds of significance, the addition of project generated trips would have a less than significant impact at all study intersections under the horizon year 2035 conditions.

Table 15 Horizon Year 2035 for Intersection Operation							
Intersection	Pea k	Horizon Year 2035 Without Project		Horizon Year 2035 With Project			Significant?
	Hour	Delay	LOS	Delay	LOS	Change	
1 – Rock Springs Road/ Mission Avenue	AM	22.9	C	23.4	C	0.5	No
	PM	25.5	C	25.5	C	0.0	No
2 – Quince Street/ Mission Avenue	AM	46.7	D	46.8	D	0.1	No
	PM	42.1	D	42.9	D	0.8	No
3 – Quince Street/ Washington Avenue	AM	14.7	B	14.7	B	0.0	No
	PM	11.3	B	11.4	B	0.1	No
4 – Centre City Parkway/ El Norte Parkway	AM	53.9	D	54.2	D	0.3	No
	PM	48.0	D	48.3	D	0.3	No
5 – Centre City Parkway/ Decatur	AM	43.4	D	44.9	D	1.5	No
	PM	28.5	C	28.9	C	0.4	No
6 – Centre City Parkway/ Mission Avenue	AM	48.8	D	49.2	D	0.41	No
	PM	52.4	D	47.4	D	-5.01	No
7 – Centre City Parkway/ Washington Avenue	AM	29.3	C	30.1	C	0.8	No
	PM	43.6	D	45.4	D	1.8	No
8 – Centre City Parkway/ Valley Parkway	AM	33.8	C	33.7	C	-0.1	No
	PM	21.5	C	21.5	C	0.0	No
9 – Escondido Boulevard/ Mission Avenue	AM	41.6	D	42.0	D	0.4	No
	PM	40.2	D	42.1	D	1.9	No
10 – Escondido Boulevard/ Washington Avenue	AM	30.0	C	30.7	C	0.7	No
	PM	35.1	D	37.0	D	1.9	No

Table 15 Horizon Year 2035 for Intersection Operation							
Intersection	Peak	Horizon Year 2035 Without Project		Horizon Year 2035 With Project			Significant?
	Hour	Delay	LOS	Delay	LOS	Change	
11 – Escondido Boulevard/ Woodward Avenue	AM	12.2	B	12.3	B	0.1	No
	PM	17.3	B	17.3	B	0.0	No
12 – Broadway Mission Avenue	AM	45.7	D	47.2	D	1.5	No
	PM	47.8	D	47.9	D	0.1	No
13 – Broadway/ Washington Avenue	AM	37.1	D	38.0	D	0.9	No
	PM	47.3	D	47.7	D	0.4	No
14 – Centre City Parkway/ Project Driveway	AM	n/a	n/a	14.0	B	14.0	No
	PM	n/a	n/a	17.1	C	17.1	No
15 – Project Driveway/ Mission Avenue	AM	n/a	n/a	11.3	B	11.3	No
	PM	n/a	n/a	15.5	C	15.5	No

SOURCE: Appendix I.  
LOS = Level of Service

### Roadway Segments

According to Table 16, all segments would operate at acceptable levels under the horizon year plus project conditions except Mission Avenue, between Quince Street and Centre City Parkway, and Centre City Parkway, between Decatur Way and State Route 78. As such, an additional intersection analysis was completed for these locations to determine the project impact significance. Table 17 shows the approach delays on both ends of the roadway segments. As shown in the table, approach delays at the Centre City Parkway/Decatur intersection in the northbound and southbound direction are LOS D or better, therefore a less than significant impact is projected on Center City Parkway between Decatur and the State Route 78. In addition, the table shows approach delays in the eastbound and southbound directions of the Centre City Parkway/Mission Avenue intersection operate at LOS E during at least one period. As such, the project would result in the following cumulative roadway segment impact under the horizon year conditions:

- Mission Avenue, between Quince Street and Centre City Parkway (**Impact TRA-1**).

Table 16 Horizon Year 2035 for Road Segments						
Road Segment	Horizon Year 2035 Without Project		Horizon Year 2035 With Project		Significant?	
	ADT	V/C LOS	ADT	V/C LOS	Unacceptable LOS E/F?	Termini Intersections Unacceptable? <sup>1</sup>
<b>Mission Avenue</b>						
Rock Springs to Quince	24,750	0.724 C	25,500	0.746 C	No	No
Quince to Centre City	30,310	0.881 D	31,000	0.906 E	Yes	Yes
Centre City to Escondido	25,130	0.735 C	26,900	0.787 D	No	No
Escondido to Broadway	25,190	0.737 C	26,000	0.760 D	No	No
<b>Centre City</b>						
El Norte to Decatur	30,720	0.830 D	31,300	0.846 D	No	No
Decatur to SR-78	34,760	0.939 E	35,400	0.957 E	Yes	No
SR-78 to Mission	35,680	0.820 D	36,900	0.848 D	No	No
Mission to Washington	25,760	0.696 C	27,700	0.749 C	No	No
Washington to Valley	31,240	0.844 D	31,700	0.857 D	No	No

Table 16 Horizon Year 2035 for Road Segments						
Road Segment	Horizon Year 2035 Without Project		Horizon Year 2035 With Project		Significant?	
	ADT	V/C LOS	ADT	V/C LOS	Unacceptable LOS E/F?	Termini Intersections Unacceptable? <sup>1</sup>
<b>Escondido Boulevard</b>						
Mission to Washington	15,230	0.445 B	17,000	0.497 B	No	No
Washington to Valley	15,700	0.459 B	16,400	0.480 B	No	No
<b>Washington Avenue</b>						
Quince to Centre City	20,750	0.607 C	21,500	0.629 C	No	No
Centre City to Escondido	20,780	0.608 C	21,500	0.629 C	No	No
Escondido to Broadway	25,250	0.738 C	26,000	0.760 C	No	No
East of Broadway	21,950	0.642 C	22,300	0.652 C	No	No
SOURCE: Appendix I. LOS = Level of Service; ADT = Average Daily Trips; V/C = volume to capacity ratio; SR-78 = State Route 78 <sup>1</sup> Refer to Table 17.						

Table 17 Horizon Year 2035 for Ramp Meter Without Project		
Intersection/Approach	AM Peak Hour (Delay – LOS)	PM Peak Hour (Delay – LOS)
Quince Street/Mission Avenue Eastbound Mission Avenue	33.4 – C	48.4 – D
Westbound Mission Avenue	51.4 – D	37.2 – D
Centre City Parkway/Decatur Northbound Centre City Parkway	24.3 – C	29.5 – C
Southbound Centre City Parkway	47.5 – D	18.5 – B
Centre City Parkway/Mission Avenue Northbound Centre City Parkway	48.2 – D	41.0 – D
Southbound Centre City Parkway	60.2 – E	44.5 – D
Eastbound Mission Avenue	52.3 – D	57.5 – E
Westbound Mission Avenue	28.2 – C	45.7 – D
Escondido Boulevard/Mission Avenue Eastbound Mission Avenue	39.3 – D	50.6 – D
Westbound Mission Avenue	37.3 – D	36.8 – D
SOURCE; Appendix I LOS = Level of Service		

### **Mitigation Measures**

To mitigate for horizon year cumulative Impact TRA-1, the project would be required to implement MM-TRA-1 and MM-TRA-2 identified above. Road segment operations would be less than significant after the implementation of **MM-TRA-1 and MM-TRA-2**, which would ensure that all approach delays to the impacted roadway segments would operate at LOS D or better for all peak periods (see Appendix I, Table 30 for additional information).

### **Ramp Meters**

Table 18 summarizes the horizon year 2035 delays and queues for the study area ramp meter. Based on the SANTEC thresholds of significance, the addition of project-generated trips is projected not to have a significant impact at the study ramp meters for horizon year 2035 conditions.

Table 18 Horizon Year Plus Project Conditions for Ramp Meter Operations							
Location		Demand (Vehicles/ hour/day)	Meter Rate (Vehicles/ hour/day)	Excess Demand (Vehicles/ hour/day)	Maximum Delay (minutes)	Queue (Feet)	Significant? <sup>2</sup>
<b>Observed Meter Rate<sup>1</sup></b>							
Centre City Parkway/ SR-78 WB Ramp	AM (HOV)	144	436	--	0	0	No
	AM (SOV)	554	436	118	16.2	2950	No
	PM	Meter not turned on					
SOURCE: Appendix I							
<sup>1</sup> While the TIA included analysis of a least restrictive meter rate and a most restrictive meter rate for informational purposes, the observed meter rate is utilized for this CEQA analysis considering Caltrans is expected to continue to utilize the current meter rate under the horizon year conditions.							
<sup>2</sup> Project adds more than 2 minutes of delay at a ramp where delays exceed 15 minutes and the freeway operates at LOS E or F. HOV = high-occupancy vehicle; SOV = single-occupancy vehicle; SR-78 = State Route 78; WB = westbound, NA= not applicable							

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

**Less Than Significant with Mitigation.** See the response provided in XVII a). Implementation of **MM-TRA-1 and MM-TRA-2** would ensure compliance with level of service, congestion management, and/or other standards established by the City.

- 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 nearest public airport is McClellan-Palomar, which is located approximately 10 miles to the west. The nearest private airstrip is Lake Wohlford Resort, which is located approximately 8 miles to the northeast. The project site is not located within any airport land use compatibility plan and would not affect air traffic patterns.

- 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.** The project would construct a driveway to provide access directly from Centre City Parkway and Mission Avenue. Both driveways will be right-turn in/right-turn out only and have been designed to be consistent with City specifications and standards for driveway design.

In addition, a sight distance analysis is required for each driveway and would be reviewed at the time of final grading, landscaping, and street improvement plans by Caltrans and the City in order to comply with sight distance standards. Thus, impacts would be less than significant.

- e. Result in inadequate emergency access?

**No Impact.** Project design is consistent with City street design and City municipal code safety standards and would not prevent emergency access to or from the project site.

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

**Less Than Significant Impact.** There are Class II bicycle lanes on Centre City Parkway and Mission Avenue throughout the study area and on El Norte Parkway east of Centre City Parkway. Sidewalks and curb ramps typically exist at all intersections in the study area, with the exception of both sides of Centre City Parkway where paved sidewalks are generally not present. Striped crosswalk markings are not present at most intersection crossings in the study area. Bicycle facilities are planned on several roadways in the study area including Class II bicycle lanes on Rock Springs Road, Quince Avenue, Broadway, El Norte Parkway west of Centre City Parkway, and Washington Avenue west of Broadway, and a Class IV multi-use trail on Valley Parkway between Broadway and Centre City Parkway. The North County Transit District operates the bus and rail network in northern San Diego County. While there are no routes directly serving the project site, within one-quarter miles the following bus routes are available: Bus Routes 354, 356, 357, 358 and 359.

The project would not physically interfere with the Class II bicycle lanes on Centre City Parkway and Mission Avenue and would not interfere with future use of these facilities. Similarly, the project would not conflict with proposed bicycle facilities within the study area or conflict with existing bus routes serving the surrounding community. Furthermore, the project may

enhance the quality of pedestrian and bicycle facilities surrounding the project site by implementing the following recommendations presented in the TIA:

- Striping of a crosswalk across the northbound right-turn lane, clearly delineating the pedestrian path of travel;
- Installation of signs on northbound Centre City Parkway indicating that vehicles should yield to pedestrians crossing the northbound free-right turn lane. The appropriate signs should be based on the latest Manual on Uniform Traffic Control Devices as amended by the State of California (CA MUTCD) and in consultation with City staff;
- Striping of crosswalks on all legs of the intersection; and
- Installation of countdown pedestrian timers at the intersection.

Therefore, the project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, and impacts would be less than significant.

**XVII. TRIBAL CULTURAL RESOURCES.** Would the project cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

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

**Less Than Significant with Mitigation.** The City has initiated consultation with the Native American Tribes pursuant to Public Resources Code Section 21080.3.1. Tribes who are traditionally and culturally affiliated with the geographic area of the project were invited to consult regarding potential impacts to tribal cultural resources. To date, no project specific request for consultation has been received.

Based on the results of the archaeological record search, the site does not contain known tribal cultural resources that are listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources. However, the Archaeological Survey Report prepared for the project recommended that a Luisefño Tribal Monitor be present for all ground-disturbing activities. Archaeological monitoring during grading activities is included as a project mitigation measure (MM-CUL-1), which would reduce impacts to a level less than significant.

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

**Less Than Significant with Mitigation.** As discussed in response to XVII. a), the project site does not support any known significant tribal cultural resources, and Native American tribes have been consulted regarding the significance of any resources present on the project site. However, during project grading it is possible that significant tribal cultural resources could be encountered, which would represent a significant impact (Impact TCR-1). Archaeological monitoring during grading is incorporated as a mitigation measure of the project (MM-CUL-1), which includes the requirement for a Native American monitor. Implementation of MM-CUL-1 would ensure that the project would not cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code Section 5024.1(c), which would reduce impacts to a level less than significant.

**XVIII. UTILITIES AND SERVICE SYSTEMS.** Would the project:

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

**Less Than Significant Impact.** The proposed increase in the amount of commercial use on the project site compared to the existing condition would increase demand for wastewater treatment. All wastewater would be treated to the applicable water quality standards in the nearby wastewater treatment plant (Hale Avenue Resource Recovery Facility). No wastewater facility improvements would be necessary to serve the project. Thus, the project would have a less than significant impact related to exceedance of applicable RWQCB standards for wastewater.

- 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?

**Less than Significant Impact.** The project would increase demand for water and wastewater treatment. The project would include water and wastewater connections to existing EWWD infrastructure. No water or wastewater treatment facility improvements would be necessary to serve the project, and existing water and wastewater facilities are available to the project site. Thus, the project would have a less than significant impact related to the construction of water and 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 project design includes the storm water drainage facility improvements (i.e., two biofiltration basins) necessary to support the project (see Section IX). No significant impacts have been identified associated with the construction of proposed storm water biofiltration basins. Therefore, the impacts would be 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.** Regional water planning documents use zoning and land use designations to determine water demand and to ultimately determine the entitlements needed to provide adequate water supply. The project land use would be consistent with that allowed by the General Plan and, thus, the anticipated water use based on the planned commercial use has been considered in water supply planning documents (e.g., City Urban Water Management Plan), which plan for future water supplies and take into consideration the potential for future drought conditions. Water demand from landscaping would comply with the City's Water Efficient Landscape Regulations (Chapter 33, Article 62 of Municipal Code), which would ensure landscape water efficiency is maximized and low water plants are used. Based on the consistency of the project use with planned land uses, the project would not trigger the need for new entitlements, and impacts would be less than significant.

- 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?

**Less Than Significant Impact.** Refer to XVIII. a). The project would result in an increased demand for wastewater treatment. However, this increase would not exceed current City wastewater capacity based on the consistency of the proposed use with planned land uses that are considered in the City's wastewater capacity planning. The project would connect to existing wastewater infrastructure. Therefore, the project would not exceed existing wastewater treatment capacity, and impacts would be less than significant.

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

**Less Than Significant Impact.** The project would involve site clearing, demolition, and construction that would generate solid waste. Site clearing, construction, and demolition waste would be disposed of at regional landfills, green waste centers, and recycling centers, as appropriate. The project would minimize construction waste by recycling construction and demolition waste as possible. Operational waste would be collected by the Escondido Disposal, Inc. and disposed of at regional landfills. The project would not result in a need for new or expanded solid waste facilities off-site. Therefore, project impacts related to solid waste would be less than significant.

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

**No Impact.** Numerous federal, state, and local regulations exist that are related to solid waste. These include: (1) California Integrated Waste Management Agency, which regulates the management of solid waste within the state; (2) Non-Exclusive Solid Waste Management Agreement, which regulates waste collection in a market-driven business; and (3) the San Diego Integrated Waste Management Plan, which presents strategies to recycle, as well as assist with the siting of solid waste disposal facilities. The project would comply with all regulations related to solid waste such as the California Integrated Waste Management Act and City recycling programs. No impact would occur.

## **XIX. MANDATORY FINDINGS OF SIGNIFICANCE**

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

See response XIX. d), below.

- 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.)

See response XIX. d), below.

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

See response XIX. d), below.

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

**Less than Significant Impact With Mitigation.** The project would result in potentially significant impacts related to aesthetics (light and glare), cultural resources, hazardous materials (asbestos-containing materials and lead-based paints), tribal cultural resources, and traffic. As described below, all of these impacts would be reduced to less than significant with mitigation. The project could result in potentially significant impacts associated with new sources of light and glare; mitigation measures MM-AESTH-1 and MM-AESTH-2 would ensure that adequate landscaping and hours of operation are limited to preclude impacts to nearby residences. The project could potentially result in significant impacts on buried archaeological and/or tribal cultural resources during grading activities, but would mitigate these impacts to below a level of significance through implementation of MM-CUL-1 that would ensure that any significant resources are identified during grading and effectively protected. Impacts associated with hazardous materials could result from the release of asbestos and/or lead-based paint during demolition. These impacts would be reduced to less than significant through the implementation of mitigation measure MM-HAZ-1. Finally, the project would result in impacts to two roadway segments in study area. MM-TRA-1 and MM-TRA-2 would reduce impacts associated with project traffic to a level less than significant.

All other project impacts would be less than significant without mitigation and no deficiencies related to the City's General Plan Quality of Life Standards would occur. The project would not result in environmental effects that would cause a substantial adverse effect on human beings either directly or indirectly, would not degrade the quality of the environment, or result in cumulatively considerable impacts, as detailed in the responses above.

## **MANDATORY FINDINGS OF SIGNIFICANCE**

The project would have potential impacts related to cultural resources and transportation/traffic that would be mitigated to less than significant with incorporation of the mitigation measures described in this document. With the implementation of the mitigation measures and conditions of approval, the project is not expected to have any significant impacts, either short-term or long-term, nor will it cause substantial adverse effects on human beings, either directly or indirectly. The project will not degrade the quality of the environment for plant or animal communities since the project will not cause fish and wildlife populations to drop below self-sustaining levels, nor reduce the number or restrict the range of endangered plants or animals. The project will not materially degrade levels of service of the adjacent streets, intersections, or utilities. Therefore, in the City of Escondido staff's opinion, the project would not have a significant individual or cumulative impact to the environment.

## Material Used in Preparation of This Analysis

### Appendices

- A: Air Quality Analysis, RECON Environmental, Inc., May 4, 2017
- B: Historic Building Evaluation, RECON Environmental, Inc., May 5, 2017
- C: Archaeological Survey Report, RECON Environmental, Inc., January 26, 2017
- D: Geotechnical Engineering Report, Terracon, December 14, 2016.
- E: Greenhouse Gas Analysis, RECON Environmental, Inc., May 4, 2017
- F-1: Pre-Demolition Asbestos and Lead-Based Paint Survey Report, APEX, December 20, 2016
- F-2: Phase I Environmental Site Assessment, APEX, December 20, 2016
- G: Storm Water Quality Management Plan, Spear & Associates, Inc., January 3, 2017
- H: Noise Analysis, RECON Environmental, Inc., May 4, 2017
- I: Traffic Impact Analysis, TJW Engineering, Inc., May 9, 2017

### Figures

- Figure 1: Regional Location
- Figure 2: Project Location of Aerial Photograph
- Figure 3: Site Plan
- Figure 4: Landscape Concept Plan

### Sources of Information

#### California Air Pollution Control Officers Association (CAPCOA)

- 2008 CEQA & Climate Change, Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act, January.
- 2016 California Emissions Estimator model (CalEEMod). User's Guide Version 2016.3.1 September.

#### California Department of Transportation (Caltrans)

- 2013 Technical Noise Supplement. November.

#### Escondido, City of

- 2012 City of Escondido General Plan. May 23.
- 2013 City of Escondido Adopted Climate Action Plan. December 4.

#### MD Acoustics

- 2016 SuperStar Express Car Wash Noise Impact Study. City of Surprise, AZ. Prepared for Cawley Architects. July 22, 2016.

#### Michael Brandman Associates

- 2013 Final Environmental Impact Report – Foxglove Shopping Center Project. SCH No. 2011051031. City of Madera. February 1, 2013.

#### Office of Environmental Health Hazard Assessment (OEHHA)

- 2015 Air Toxics Hot Spots Program Guidance Manual for the Preparation of Risk Assessments (Guidance Manual), February.

#### San Diego Air Pollution Control District

- 1992 1991/1992 Regional Air Quality Strategies. Air Pollution Control District. June.

#### San Diego Association of Governments (SANDAG)

- 2003 Final MHCP Executive Summary for the Multiple Habitat Conservation Program. March.

#### San Diego, County of

- 2007 Guidelines for Determining Significance and Report Format and Content Requirements – Air Quality. Land Use and Environment Group. March 19.

#### State of California Department of Conservation

- 2014 California Important Farmland Finder. Available at: <http://maps.conservation.ca.gov/ciff/ciff.html>.

# SUMMARY OF MITIGATION MEASURES

## **Aesthetics Mitigation:**

**MM-AESTH-1:** The applicant shall develop and implement a landscape concept plan that would include mature trees and shrubs that provide adequate screening along the property boundary to diffuse glare and spillover light. Screening shall be of such height and density to intercept the line of sight between the directional vehicle light, Centre City Parkway, and the adjacent residential properties.

**MM-AESTH-2:** Operation for the car wash service would be limited to between the hours of 7:30 a.m. and 7:00 p.m. during winter and 7:30 a.m. and 8:00 p.m. during summer. Operation for the drive through restaurants would be limited to between the hours of 6:00 a.m. and 12:00 a.m. Adherence to these limited hours of operation would reduce the duration of spillover lighting impacts on surrounding properties.

## **Cultural Resources Mitigation:**

**MM-CUL-1:** The City recommends the applicant enter into a Tribal Cultural Resource Treatment and Monitoring Agreement (also known as a preexcavation agreement) with a tribe that is traditionally and culturally affiliated with the Project Location ("TCA Tribe") prior to issuance of a grading permit. The purposes of the agreement are (1) to provide the applicant with clear expectations regarding tribal cultural resources, and (2) to formalize protocols and procedures between the Applicant/Owner and the TCA Tribe for the protection and treatment of, including but not limited to, Native American human remains, funerary objects, cultural and religious landscapes, ceremonial items, traditional gathering areas and cultural items, located and/or discovered through a monitoring program in conjunction with the construction of the proposed project, including additional archaeological surveys and/or studies, excavations, geotechnical investigations, grading, and all other ground disturbing activities.

**MM-CUL-2:** Prior to issuance of a grading permit, the applicant shall provide written verification to the City that a qualified archaeologist and a Native American monitor associated with a TCA Tribe have been retained to implement the monitoring program. The archaeologist shall be responsible for coordinating with the Native American monitor. This verification shall be presented to the City in a letter from the project archaeologist that confirms the selected Native American monitor is associated with a TCA Tribe. The City, prior to any pre-construction meeting, shall approve all persons involved in the monitoring program.

**MM-CUL-3:** The qualified archaeologist and a Native American monitor shall attend the pre-grading meeting with the grading contractors to explain and coordinate the requirements of the monitoring program.

**MM-CUL-4:** During the initial grubbing, site grading, excavation or disturbance of the ground surface, the qualified archaeologist and the Native American monitor shall be on site full-time. The frequency of inspections shall depend on the rate of excavation, the materials excavated, and any discoveries of tribal cultural resources as defined in California Public Resources Code Section 21074. Archaeological and Native American monitoring will be discontinued when the depth of grading and soil conditions no longer retain the potential to contain cultural deposits. The qualified archaeologist, in consultation with the Native American monitor, shall be responsible for determining the duration and frequency of monitoring.

**MM-CUL-5:** In the event that previously unidentified tribal cultural resources are discovered, the qualified archaeologist and the Native American monitor shall have the authority to temporarily divert or temporarily halt ground disturbance operation in the area of discovery to allow for the evaluation of potentially significant cultural resources. Isolates and clearly non-significant deposits shall be minimally documented in the field and collected so the monitored grading can proceed.

**MM-CUL-6:** If a potentially significant tribal cultural resource is discovered, the archaeologist shall notify the City of said discovery. The qualified archaeologist, in consultation with the City, the TCA Tribe and the Native American monitor, shall determine the significance of the discovered resource. A recommendation for the tribal cultural resource's treatment and disposition shall be made by the qualified archaeologist in consultation with the TCA Tribe and the Native American monitor and be submitted to the City for review and approval.

**MM-CUL-7:** The avoidance and/or preservation of the significant tribal cultural resource and/or unique archaeological resource must first be considered and evaluated as required by CEQA. Where any significant tribal cultural resources and/or unique archaeological resources have been discovered and avoidance and/or preservation measures are deemed to be infeasible by the City, then a research design and data recovery program to mitigate impacts shall be prepared by the qualified archaeologist (using professional archaeological methods), in consultation with the TCA Tribe and the Native American monitor, and shall be subject to approval by the City. The archaeological monitor, in consultation with the Native American monitor, shall determine the amount of material to be recovered for an adequate artifact sample for analysis. Before construction activities are allowed to resume in the affected area, the research design and data recovery program activities must be concluded to the satisfaction of the City.

**MM-CUL-8:** As specified by California Health and Safety Code Section 7050.5, if human remains are found on the project site during construction or during archaeological work, the person responsible for the excavation, or his or her authorized representative, shall immediately notify the San Diego County Coroner's office. Determination of whether the remains are human shall be conducted onsite and in situ where they were discovered by a forensic anthropologist, unless the forensic anthropologist and the Native American monitor agree to remove the remains to an off-site location for examination. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Coroner has

made the necessary findings as to origin and disposition. A temporary construction exclusion zone shall be established surrounding the area of the discovery so that the area would be protected, and consultation and treatment could occur as prescribed by law. In the event that the remains are determined to be of Native American origin, the Most Likely Descendant, as identified by the Native American Heritage Commission, shall be contacted in order to determine proper treatment and disposition of the remains in accordance with California Public Resources Code section 5097.98. The Native American remains shall be kept in situ, or in a secure location in close proximity to where they were found, and the analysis of the remains shall only occur on-site in the presence of a Native American monitor.

**MM-CUL-9:** If the qualified archaeologist elects to collect any tribal cultural resources, the Native American monitor must be present during any testing or cataloging of those resources. Moreover, if the qualified Archaeologist does not collect the cultural resources that are unearthed during the ground disturbing activities, the Native American monitor, may at their discretion, collect said resources and provide them to the TCA Tribe for respectful and dignified treatment in accordance with the Tribe's cultural and spiritual traditions. Any tribal cultural resources collected by the qualified archaeologist shall be repatriated to the TCA Tribe. Should the TCA Tribe or other traditionally and culturally affiliated tribe decline the collection, the collection shall be curated at the San Diego Archaeological Center. All other resources determined by the qualified archaeologist, in consultation with the Native American monitor, to not be tribal cultural resources, shall be curated at the San Diego Archaeological Center.

**MM-CUL-10:** Prior to the release of the grading bond, a monitoring report and/or evaluation report, if appropriate, which describes the results, analysis and conclusion of the archaeological monitoring program and any data recovery program on the project site shall be submitted by the qualified archaeologist to the City. The Native American monitor shall be responsible for providing any notes or comments to the qualified archaeologist in a timely manner to be submitted with the report. The report will include California Department of Parks and Recreation Primary and Archaeological Site Forms for any newly discovered resources.

### **Hazards and Hazardous Materials Mitigation**

#### **MM-HAZ-1: Asbestos and Lead-Based Paint Abatement Work Plan**

Prior to demolition permit issuance, an asbestos and lead-based paint abatement work plan shall be prepared in compliance with local, state, and federal regulations for any necessary removal and disposal of such materials to the satisfaction of the City of Escondido Planning Division. A California-licensed lead/asbestos abatement contractor shall be utilized for the removal work and proper removal methodology. All other applicable federal, state, and local regulations regarding the removal, transport and disposal of asbestos-containing material shall be applied. Structural removal and demolition shall comply with the following conditions:

- a. All lead containing materials shall be managed in accordance with applicable regulations including, at a minimum, the hazardous waste disposal requirements (Title 22 California Code of Regulations [CCR] Division 4.5), the worker health and safety requirements (Title 8 California Code of Regulations Section 1532.1), and the State Lead Accreditation, Certification, and Work Practice Requirements (Title 17 CCR Division 1, Chapter 8).

All lead containing materials scheduled for demolition must comply with applicable regulations for demolition methods and dust suppression.

- b. All asbestos containing materials that will be disturbed by the demolition activities shall be handled and remediated in compliance with the San Diego County Air Pollution Control District Rule 361.145 – Standard for Demolition and Renovation.

### **Transportation/Traffic Mitigation**

**MM-TRA-1** Prior to the issuance of occupancy permits, the project applicant shall provide the following:

- (1) Centre City Parkway/Mission Avenue intersection – add a second westbound left-turn lane and complete signal timing modifications;
- (2) Centre City Parkway/Quince Street intersection – complete signal timing modifications; and
- (3) Centre City Parkway/Escondido Boulevard intersection – complete signal timing modifications.

**MM-TRA-2** Prior to the issuance of occupancy permits, the project applicant shall provide a fair-share contribution towards the City's Capital Improvement Program for the following improvements:

- (1) Centre City Parkway/Mission Avenue intersection – add a second eastbound left-turn lane and complete signal timing modifications;
- (2) Centre City Parkway/Quince Street intersection - complete signal timing modifications; and
- (3) Centre City Parkway/Escondido Boulevard intersection - complete signal timing modifications.

MITIGATION MONITORING PROGRAM

PROJECT NAME: Centre City Shopping Center, Escondido, CA 92025

PROJECT DESCRIPTION: The project would demolish existing commercial uses on-site and construct three new commercial buildings. Building A would consist of 3,500 square feet of general retail and 2,874 square feet of restaurant space with a drive-through (6,374 square feet total). Building B would consist of a 2,004-square-foot restaurant/coffee shop with a drive-through, a 2,400-square-foot restaurant without a drive-through, and 1,000 square feet of retail space (5,404 square feet total). Building C would consist of a 4,308-square-foot SuperStar carwash. The carwash would include a drive-through tunnel and a maximum of 26 vacuum stalls. Access to the site would be provided from both Centre City Parkway and Mission Avenue. Site access from Centre City Parkway and Mission Avenue would be right-in/right-out only. A northbound right-turn pocket/deceleration lane would be provided at the Centre City Parkway project driveway. The project also includes roadway improvements to create a third northbound through lane on Centre City Parkway. A total of 105 parking stalls would be provided on-site, mostly along the eastern project perimeter. Landscaping, and bioretention areas are also proposed on-site.

APPROVAL BODY/DATE: Planning Commission

CONTACT: Adam Finestone, AICP Principal Planner

PHONE NUMBER: 760-839-6203

Impact	Mitigation Measure	Location in Document	Responsible Party	Certified Completion	Comments
Potential impact related to light and glare	<p><b>MM-AESTH-1:</b> The applicant shall develop and implement a landscape concept plan that would include mature trees and shrubs that provide adequate screening along the property boundary to diffuse glare and spillover light. Screening shall be of such height and density to intercept the line of sight between the directional vehicle light, Centre City Parkway, and the adjacent residential properties.</p> <p><b>MM-AESTH-2:</b> Operation for the car wash service would be limited to between the hours of 7:30 AM and 7:00 PM during winter and 7:30 AM and 8:00 PM during summer. Operation for the drive through restaurants would be limited to between the hours of 6:00 AM and 12:00 AM. Adherence to these limited hours of operation would reduce the duration of spillover lighting impacts on surrounding properties.</p>	Section I. d), Aesthetics	Applicant		
Potential impact to unknown subsurface archaeological resources	<b>MM-CUL-1:</b> The City of Escondido Planning Division ("City") recommends the applicant enter into a Tribal Cultural Resource Treatment and Monitoring Agreement (also known as a pre-excavation agreement) with a tribe that is traditionally and culturally affiliated with the Project	Section V. b), Cultural Resources	Applicant		

Impact	Mitigation Measure	Location in Document	Responsible Party	Certified Completion	Comments
	<p>Location ("TCA Tribe") prior to issuance of a grading permit. The purposes of the agreement are (1) to provide the applicant with clear expectations regarding tribal cultural resources, and (2) to formalize protocols and procedures between the Applicant/Owner and the TCA Tribe for the protection and treatment of, including but not limited to, Native American human remains, funerary objects, cultural and religious landscapes, ceremonial items, traditional gathering areas and cultural items, located and/or discovered through a monitoring program in conjunction with the construction of the proposed project, including additional archaeological surveys and/or studies, excavations, geotechnical investigations, grading, and all other ground disturbing activities.</p> <p><b>MM-CUL-2:</b> Prior to issuance of a grading permit, the applicant shall provide written verification to the City that a qualified archaeologist and a Native American monitor associated with a TCA Tribe have been retained to implement the monitoring program. The archaeologist shall be responsible for coordinating with the Native American monitor. This verification shall be presented to the City in a letter from the project archaeologist that confirms the selected Native American monitor is associated with a TCA Tribe. The City, prior to any pre-construction meeting, shall approve all persons involved in the monitoring program.</p> <p><b>MM-CUL-3:</b> The qualified archaeologist and a Native American monitor shall attend the pre-grading meeting with the grading contractors to explain and coordinate the requirements of the monitoring program.</p> <p><b>MM-CUL-4:</b> During the initial grubbing, site grading, excavation or disturbance of the ground surface, the qualified archaeologist and the Native American monitor shall be on site full-time. The frequency of inspections shall depend on the rate of excavation, the materials excavated, and any</p>				

Impact	Mitigation Measure	Location in Document	Responsible Party	Certified Completion	Comments
	<p>discoveries of tribal cultural resources as defined in California Public Resources Code Section 21074. Archaeological and Native American monitoring will be discontinued when the depth of grading and soil conditions no longer retain the potential to contain cultural deposits. The qualified archaeologist, in consultation with the Native American monitor, shall be responsible for determining the duration and frequency of monitoring.</p> <p><b>MM-CUL-5:</b> In the event that previously unidentified tribal cultural resources are discovered, the qualified archaeologist and the Native American monitor shall have the authority to temporarily divert or temporarily halt ground disturbance operation in the area of discovery to allow for the evaluation of potentially significant cultural resources. Isolates and clearly non-significant deposits shall be minimally documented in the field and collected so the monitored grading can proceed.</p> <p><b>MM-CUL-6:</b> If a potentially significant tribal cultural resource is discovered, the archaeologist shall notify the City of said discovery. The qualified archaeologist, in consultation with the City, the TCA Tribe and the Native American monitor, shall determine the significance of the discovered resource. A recommendation for the tribal cultural resource's treatment and disposition shall be made by the qualified archaeologist in consultation with the TCA Tribe and the Native American monitor and be submitted to the City for review and approval.</p> <p><b>MM-CUL-7:</b> The avoidance and/or preservation of the significant tribal cultural resource and/or unique archaeological resource must first be considered and evaluated as required by CEQA. Where any significant tribal cultural resources and/or unique archaeological resources have been discovered and avoidance and/or preservation measures are</p>				

Impact	Mitigation Measure	Location in Document	Responsible Party	Certified Completion	Comments
	<p>deemed to be infeasible by the City, then a research design and data recovery program to mitigate impacts shall be prepared by the qualified archaeologist (using professional archaeological methods), in consultation with the TCA Tribe and the Native American monitor, and shall be subject to approval by the City. The archaeological monitor, in consultation with the Native American monitor, shall determine the amount of material to be recovered for an adequate artifact sample for analysis. Before construction activities are allowed to resume in the affected area, the research design and data recovery program activities must be concluded to the satisfaction of the City.</p> <p><b>MM-CUL-8:</b> As specified by California Health and Safety Code Section 7050.5, if human remains are found on the project site during construction or during archaeological work, the person responsible for the excavation, or his or her authorized representative, shall immediately notify the San Diego County Coroner's office. Determination of whether the remains are human shall be conducted onsite and in situ where they were discovered by a forensic anthropologist, unless the forensic anthropologist and the Native American monitor agree to remove the remains to an off-site location for examination. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Coroner has made the necessary findings as to origin and disposition. A temporary construction exclusion zone shall be established surrounding the area of the discovery so that the area would be protected, and consultation and treatment could occur as prescribed by law. In the event that the remains are determined to be of Native American origin, the Most Likely Descendant, as identified by the Native American Heritage Commission, shall be contacted in order to determine proper treatment and disposition of the remains in accordance with California Public Resources Code section 5097.98.</p>				

Impact	Mitigation Measure	Location in Document	Responsible Party	Certified Completion	Comments
	<p>The Native American remains shall be kept insitu, or in a secure location in close proximity to where they were found, and the analysis of the remains shall only occur on-site in the presence of a Native American monitor.</p> <p><b>MM-CUL-9:</b> If the qualified archaeologist elects to collect any tribal cultural resources, the Native American monitor must be present during any testing or cataloging of those resources. Moreover, if the qualified Archaeologist does not collect the cultural resources that are unearthed during the ground disturbing activities, the Native American monitor, may at their discretion, collect said resources and provide them to the TCA Tribe for respectful and dignified treatment in accordance with the Tribe's cultural and spiritual traditions. Any tribal cultural resources collected by the qualified archaeologist shall be repatriated to the TCA Tribe. Should the TCA Tribe or other traditionally and culturally affiliated tribe decline the collection, the collection shall be curated at the San Diego Archaeological Center. All other resources determined by the qualified archaeologist, in consultation with the Native American monitor, to not be tribal cultural resources, shall be curated at the San Diego Archaeological Center.</p> <p><b>MM-CUL-10:</b> Prior to the release of the grading bond, a monitoring report and/or evaluation report, if appropriate, which describes the results, analysis and conclusion of the archaeological monitoring program and any data recovery program on the project site shall be submitted by the qualified archaeologist to the City. The Native American monitor shall be responsible for providing any notes or comments to the qualified archaeologist in a timely manner to be submitted with the report. The report will include California Department of Parks and Recreation Primary and Archaeological Site Forms for any newly discovered resources.</p>				

Impact	Mitigation Measure	Location in Document	Responsible Party	Certified Completion	Comments
<p>Potential impact from hazardous materials (asbestos-containing materials and lead-based paints to the public or the environment)</p>	<p><b>MM-HAZ-1:</b> Asbestos and Lead-Based Paint Abatement Work Plan</p> <p>Prior to demolition permit issuance, an asbestos and lead-based paint abatement work plan shall be prepared in compliance with local, state, and federal regulations for any necessary removal and disposal of such materials to the satisfaction of the City of Escondido Planning Division. A California-licensed lead/asbestos abatement contractor shall be utilized for the removal work and proper removal methodology. All other applicable federal, state, and local regulations regarding the removal, transport and disposal of asbestos-containing material shall be applied. Structural removal and demolition shall comply with the following conditions:</p> <p>a. All lead containing materials shall be managed in accordance with applicable regulations including, at a minimum, the hazardous waste disposal requirements (Title 22 California Code of Regulations [CCR] Division 4.5), the worker health and safety requirements (Title 8 California Code of Regulations Section 1532.1), and the State Lead Accreditation, Certification, and Work Practice Requirements (Title 17 CCR Division 1, Chapter 8).</p> <p>All lead containing materials scheduled for demolition must comply with applicable regulations for demolition methods and dust suppression.</p> <p>b. All asbestos containing materials that will be disturbed by the demolition activities shall be handled and remediated in compliance with the San Diego County Air Pollution Control District Rule 361.145 – Standard for Demolition and Renovation.</p>	<p>Section VIII. a), Hazards and Hazardous Materials</p>	<p>Applicant</p>		

Impact	Mitigation Measure	Location in Document	Responsible Party	Certified Completion	Comments
Impact roadway segment of Mission Avenue, between Quince Street and Centre City Parkway (TRA-1).	<p><b>MM TRA-1</b> Prior to the issuance of occupancy permits, the project applicant shall provide the following:</p> <p>(1) Centre City Parkway/Mission Avenue intersection - add a second westbound left-turn lane and complete signal timing modifications;</p> <p>(2) Centre City Parkway/Quince Street intersection—complete signal timing modifications; and</p> <p>(3) Centre City Parkway/Escondido Boulevard intersection - complete signal timing modifications.</p>	Section XVI. Transportation/Traffic	Applicant		
Cumulative impacts to the Mission Avenue, between Quince Street and Centre City Parkway (Impact TRA-1); and Mission Avenue, between Centre City Parkway and Escondido Boulevard (Impact TRA-2)	<p><b>MM TRA-2</b> Prior to the issuance of occupancy permits, the project applicant shall provide a fair-share contribution towards the City's Capital Improvement Program for the following improvements:</p> <p>(1) Centre City Parkway/Mission Avenue intersection - add a second eastbound left-turn lane and complete signal timing modifications;</p> <p>(2) Centre City Parkway/Quince Street intersection complete signal timing modifications; and</p> <p>(3) Centre City Parkway/Escondido Boulevard intersection - complete signal timing modifications.</p>	Section XVI. Transportation/Traffic	Applicant		

**APPENDICES A-I**  
**Under Separate Cover**