



Bill Martin, AICP
Director of Community Development
Planning Division
201 North Broadway, Escondido, CA 92025
Phone: 760-839-4671 Fax: 760-839-4313

November 28, 2016

TO: Interested Agencies

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report

Project Title: 661 Bear Valley Parkway Residential Project

Project Applicant: Speith & Wohlford, Inc.

The City of Escondido will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the project identified above. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location and potential environmental effects are contained in the following Notice of Preparation (NOP). An Initial Study is provided in an attachment to the NOP.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please send your response to Ann Dolmage, Associate Planner, (760) 839-4548; adolmage@escondido.org at the address shown below. We will need the name of a contact person in your agency.

Sincerely,

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

Bill Martin, AICP
Director of Community Development
City of Escondido Planning Division
201 North Broadway
Escondido, CA 92025
(760) 839-4671

NOTICE OF PREPARATION
ENVIRONMENTAL IMPACT REPORT
661 BEAR VALLEY PARKWAY PROJECT

SUMMARY

The proposed project consists of the 661 Bear Valley Parkway Residential Development located on 40.62 acres on the southeast corner of the intersection of Bear Valley Parkway and Encino Drive in the City of Escondido, California (Figure 1). The property is presently undeveloped except for one single-family residential structure with an associated driveway (Figure 2). The remaining area primarily consists of land disturbed from previous agricultural activities, and a riparian corridor along the southern boundary. The residential development would consist of entitlements to subdivide the site into 55 single-family residential lots, seven open space lots, one recreation lot, and two private street lots (Figure 3). Off-site improvements include frontage improvements along Bear Valley Parkway consisting of curb, gutter, sidewalk, parkway, bike lane, and a full travel lane with transitions that would connect with existing improvements to the north and south of the project site. These improvements are collectively referred to as the residential development component (residential development) of the proposed project. Required project approvals include a Tentative Map; Preliminary/Master/Precise Development Plan; a rezone from RE-20 (Residential Estates, 20,000-square-foot minimum lot size) to PD-R (Planned Development Residential); Grading Exemptions; roadway Design Standard Waivers and a Specific Alignment Plan for half-width frontage improvements to Bear Valley Parkway adjacent to the residential site.

A full-width Specific Alignment Plan (SAP) for improvements to Bear Valley Parkway is an additional, separate component of the project, referred to as the SAP improvements. The SAP improvements would address goals in the City's General Plan Mobility Element such as bicycle and pedestrian access, and would add elements to Bear Valley Parkway that would make it compliant with infrastructure requirements for classification as a Major Road, including a median, bike lanes and sidewalks. The SAP would also improve the geometry of the intersection at Bear Valley Parkway and Encino Drive and consist of widening and improving Bear Valley Parkway adjacent to the proposed residential development between the intersection with Sunset Drive/Ranchito Drive to the south and the City boundary to the north. The SAP improvements would convert Bear Valley Parkway into a four-lane Major Road and realign the intersection of Bear Valley Parkway with Encino Drive (Figures 4a, 4b, 4c and 4d). Design exceptions are required to preserve sensitive riparian habitat located between the site and the roadways.

Under the requirements of the California Environmental Quality Act (CEQA) and its Guidelines, the City of Escondido is the Lead Agency for environmental review and must evaluate the potentially significant effects of the proposed project. An Environmental Impact Report (EIR) will be prepared to assess the proposed project's effects on the environment, identify potentially significant impacts, and identify feasible mitigation measures to reduce or eliminate potentially significant impacts.

This Notice of Preparation (NOP), and accompanying Initial Study, are being circulated pursuant to California Resources Code Section 21153(a) and CEQA Guidelines Section 15082. Public agencies and the public are invited to comment on the proposed scope and content of the environmental information to be included in the EIR. The Initial Study is available online at: <https://www.escondido.org/planning.aspx>

A 30-day comment period is provided for the public to send written comments to the City. The comment period begins on November 28, 2016, and ends on December 30, 2016. All comments must be received by 5:00 p.m. on December 30, 2016, and be directed to:

Ann Dolmage
Associate Planner
City of Escondido Planning Division
201 North Broadway
Escondido, CA 92025
(760) 839-4548
adolmage@escondido.org

ENVIRONMENTAL SETTING

The project site is an approximately 41-acre, tear-shaped site located in the eastern part of the City of Escondido. The property is addressed 661 Bear Valley Parkway. The site is currently undeveloped with the exception of a single-family home and associated driveway located in the northern portion of the site. The site is generally bound by Bear Valley Parkway, single-family residential uses, and vacant parcels to the north; Choya Canyon Road, single-family residential uses, and vacant land to the east; single-family residential uses and vacant parcels to the south; and Bear Valley Parkway, single-family residential uses, and a church to the west. Regional access to the site is provided by Interstate 15, State Route 78 (SR-78), and Bear Valley Parkway. The adjacent areas located immediately north and east of the site are located within unincorporated San Diego County.

PROJECT DESCRIPTION

661 Bear Valley Parkway Residential Development Component

The residential development would entitle a new single-family residential subdivision consisting of 55 residential lots ranging from approximately 10,000 square feet to 24,500 square feet. The one- or two-story homes would include a minimum of 1,000 square feet of living space in accordance with the minimum size requirements established in the Escondido Zoning Ordinance (Chapter 33 of the City's Municipal Code). With the exclusion of the Bear Valley Parkway dedication area, the project net density would be 1.38 units per acre.

The residential development also includes eight open space lots (Open Space Lots "A" to "H") that total 20.02 acres. Seven of these open space lots would remain undeveloped and would consist of HOA slopes, basins or fuel modification areas. Open Space Lot "E" would be developed into a 0.24-acre pocket park or other similar recreational use.

Residential access to and from the residential development site would be provided via a single driveway extending east from the existing Zlatibor Ranch Road and Bear Valley Parkway intersection. The intersection would be signalized as part of the residential development and would include an entry monument sign. A secondary emergency access driveway would be provided off of Bear Valley Parkway at the southwestern portion of the project site. Interior private streets would be compliant with American Association of State Highway and Transportation Officials (AASHTO) standards, although design exceptions may be needed from the City to allow alternative street center line radiuses.

The residential development would provide half-width frontage improvements on the eastern side of Bear Valley Parkway which would include adding a north-bound travel lane for approximately 2,600 feet as well as a curb, gutter, sidewalk, parkway, and bike lane. The proposed improvements would be designed to transition to the existing roadway facilities to the north and south.

Project construction would require grading approximately 33 acres of the site and the off-site improvement area, with cut and fill balanced on site. Cut would extend up to 38 feet and the maximum fill would be 58 feet, with grading exemptions required for four proposed grading areas. Slope inclination of cut slopes would not exceed two-to-one (2:1). The residential development site would be landscaped with a combination of trees, shrubs, plants, groundcover, turf and hardscape elements. The landscape design would encourage use of drought-tolerant plants, drip irrigation and micro spray systems, use of reclaimed water, and minimal use of turf.

Project utilities construction would include the extension of gas and electric transmission facilities, sewer and water pipelines, and communications facilities from the immediate vicinity on to the project site. Project runoff would be directed toward two proposed bioretention basins on site.

The project is anticipated to be developed over a number of phases, with the construction schedule ultimately being determined by market demand. It is expected that construction activities would include demolition of the existing residential structure, site preparation and grading, construction, paving, and architectural coating application. The preliminary construction phase would include grading and off-site public improvements, followed by construction of homes in one or more phases. Overall, construction is anticipated to take three years.

Bear Valley Parkway Full-Width Specific Alignment Plan Component

The Specific Alignment Plan (SAP) identifies full-width improvements for Bear Valley Parkway from Sunset Drive to the City boundary, including the reconfiguration of the Bear Valley Parkway/Encino Drive intersection. The residential development would include the widening improvements on the east side of Bear Valley Parkway along the proposed development frontage, as described above. In addition, the SAP identifies improvements to the south of the proposed residential development to Sunset Drive and along southbound Bear Valley Parkway.

Recommended SAP improvements include extension of the right of way to include another travel lane, bike lane, sidewalk, retaining wall, raised median, curb and gutter, and relocated utility poles, fences, and hardscape. Existing curb and sidewalk on both sides of Zlatibor Ranch Road would be matched. Runoff from the SAP improvements would be captured in a vegetated swale, a rain garden, and street trees.

DISCRETIONARY ACTIONS

According to Sections 15050 of the CEQA Guidelines, the City of Escondido is designated as the Lead Agency for the project and, as such, will be responsible for the approval or denial of the discretionary actions associated with the project under the jurisdiction of the City. The major discretionary actions of the residential development component of the project are:

- Tentative Map Approval
- Preliminary/Master/Precise Development Plan
- Rezone from RE-20 (Residential Estates, 20,000-square-foot minimum lot size) to PD-R (Planned Development Residential)
- Grading Exemptions for four areas would be required per Escondido Municipal Code, Chapter 33, Article 55, Grading and Erosion Control, Section 33-1066, Design Criteria.
- Roadway Design Standard Waivers
- Specific Alignment Plan for half-width improvements to Bear Valley Parkway

The major discretionary actions of the SAP component of the project are:

- Development Agreement
- Specific Alignment Plan for full-width improvements to Bear Valley Parkway

Additionally, the following agencies must take the associated discretionary actions for the proposed project's completion:

San Diego Regional Water Quality Control Board (RWQCB)

- National Pollutant Discharge Elimination System (NPDES) Construction Activities Storm Water General Permit
- Clean Water Act Section 401 Water Quality Certification

U.S. Army Corps of Engineers (USACE)

- Clean Water Act Nationwide 39 Section 404 Permit

California Department of Fish and Wildlife (CDFW)

- California Fish and Game Code Section 1602 Streambed Alteration Agreement

TOPICS TO BE ANALYZED IN THE EIR

An Initial Study was prepared for the project in accordance with Section 15063 of the CEQA Guidelines and is included as Attachment A to this NOP. As stated in Section 15063(c)(3), one of the purposes of an Initial Study is to focus the EIR on potentially significant impacts of the project. Based on the results of the attached Initial Study, the EIR will address potential direct and cumulative impacts associated with the environmental issues listed below.

- Aesthetics
- Agriculture Resources
- Biological Resources
- Cultural Resources (Including Tribal Resources)
- Geology and Soils
- Hazards and Hazardous Materials
- Land Use and Planning
- Noise
- Transportation and Traffic

Detailed analysis will be conducted to ascertain that proposed project's effects on the environment and the relative degree of impact prior to implementation of mitigation measures. Mitigation measures will be prescribed for those impacts determined to be significant with the purpose of eliminating the impact or reducing the impact to the maximum extent feasible. Analysis of alternatives to the proposed project, including the No Project Alternative, will be included in the EIR.

RESPONSIBLE AND TRUSTEE AGENCIES

Responsible agencies are those agencies that are not the Lead Agency, but also have discretionary approval authority over one or more discretionary actions involved with the development of a proposed project. Trustee agencies are state agencies that have jurisdiction by law over natural resources affected by a proposed project that are held in trust for the people of the State of California. The proposed project's responsible and trustee agencies identified at this time are listed below.

San Diego Regional Water Quality Control Board (RWQCB)

U.S. Army Corps of Engineers (USACE)

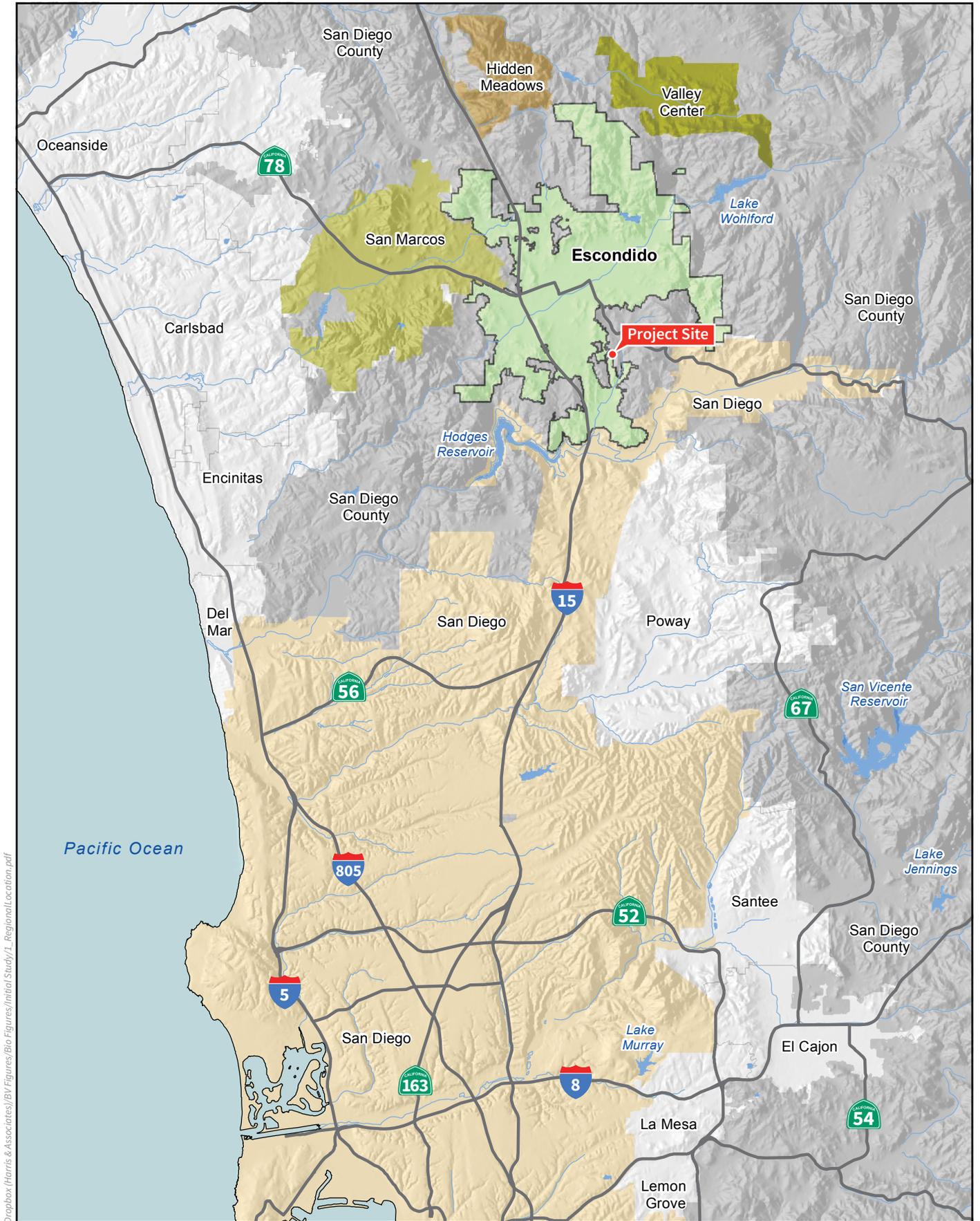
California Department of Fish and Wildlife (CDFW)

ENVIRONMENTAL PROCEDURES

The NOP for the proposed project will be submitted to the State Clearinghouse, which will forward it to potential Responsible Agencies and Trustee Agencies. Other interested parties that may have permit authority or have specifically requested notification of the project also will receive a copy of the NOP.

After the 30-day review period for the NOP is complete and all comments are received, a draft EIR will be completed in accordance with CEQA, as amended (California Code of Regulations Section 15000 et seq.). Once the Draft EIR is complete, it will be made available for public review and comment. Copies of the Draft EIR will be mailed directly to those agencies commenting on the NOP and also will be available for review at the City of Escondido Planning Division, 201 North Broadway, Escondido, California.

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Dropbox (Harris & Associates)/BY Figures/Initial Study/1_RegionalLocation.pdf

Source: City of Escondido 2012



Figure 1
Regional Location

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Path: MarCom\COMMS\EXTERNAL\GRAPHICS\BD Proposals\ Bear Valley EIR Figures\1 Initial Study Figures

LEGEND

- - - Residential Development Boundary
- Full-Width SAP Boundary

Source: Google Earth 2016

Figure 2
Project Vicinity

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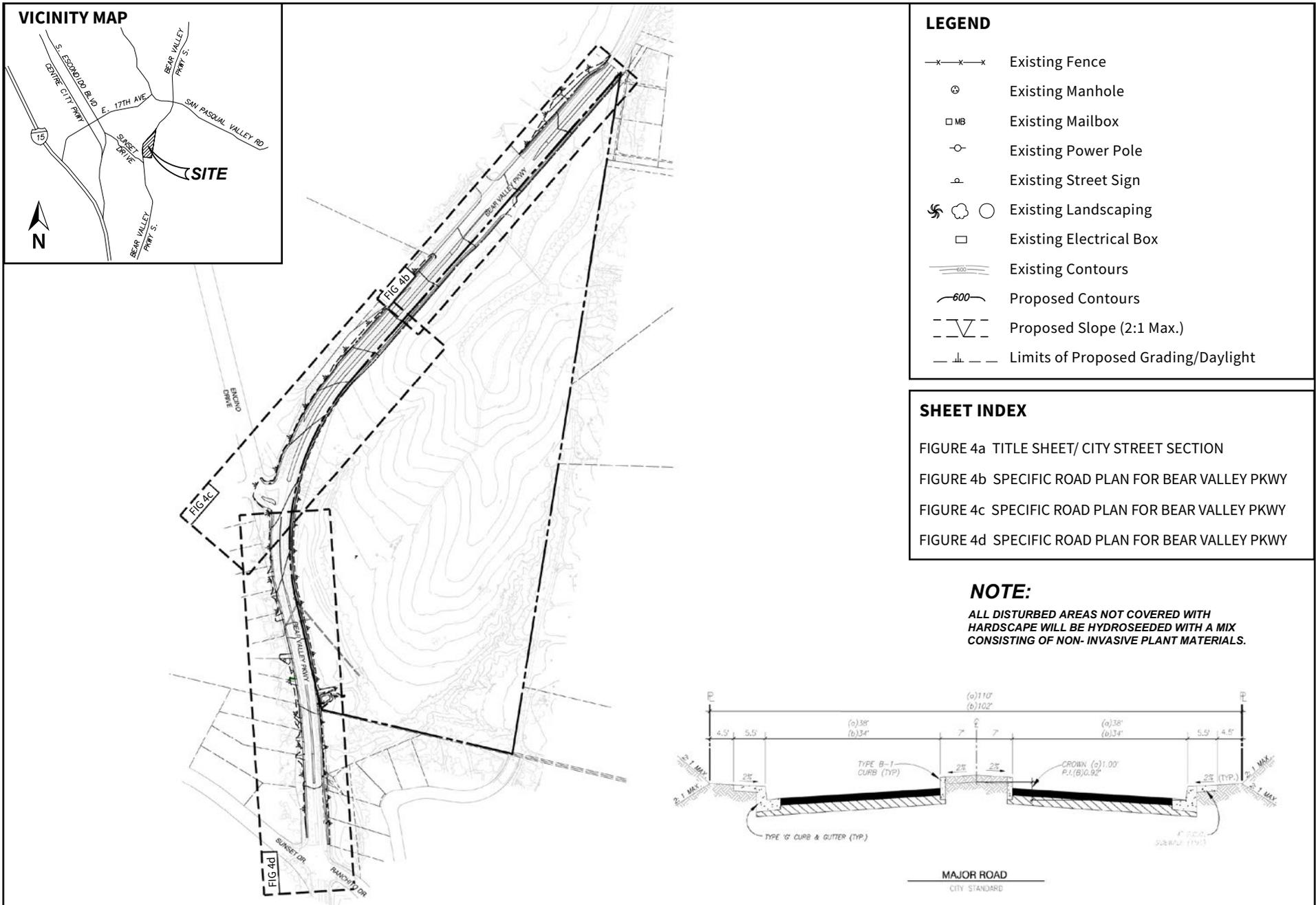
Source: Hunsaker & Associates 2016a

Figure 3
Residential Development Site Plan

Note: All drawings are approximate.

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Data/Departments/MarCom/COMMS-EXTERNAL/GRAPHICS/BD Proposals/Bear Valley EIR Figures



LEGEND

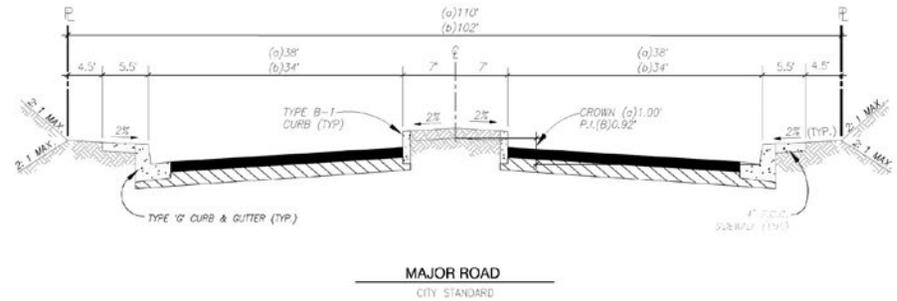
- x—x—x Existing Fence
- ⊕ Existing Manhole
- MB Existing Mailbox
- ⊖ Existing Power Pole
- ♣ Existing Street Sign
- ⊗ ⊙ Existing Landscaping
- Existing Electrical Box
- 600— Existing Contours
- 600— Proposed Contours
- - - V - - - Proposed Slope (2:1 Max.)
- - - ⊥ - - - Limits of Proposed Grading/Daylight

SHEET INDEX

- FIGURE 4a TITLE SHEET/ CITY STREET SECTION
- FIGURE 4b SPECIFIC ROAD PLAN FOR BEAR VALLEY PKWY
- FIGURE 4c SPECIFIC ROAD PLAN FOR BEAR VALLEY PKWY
- FIGURE 4d SPECIFIC ROAD PLAN FOR BEAR VALLEY PKWY

NOTE:

ALL DISTURBED AREAS NOT COVERED WITH HARDSCAPE WILL BE HYDROSEEDING WITH A MIX CONSISTING OF NON- INVASIVE PLANT MATERIALS.

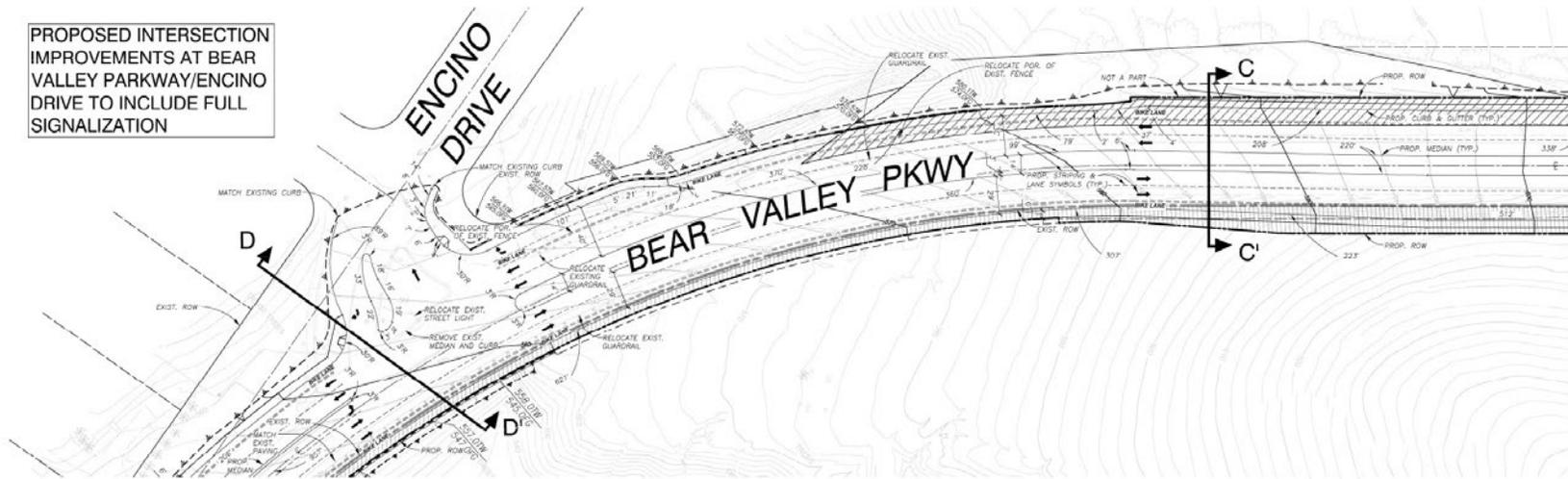


Source: City of Escondido 2016

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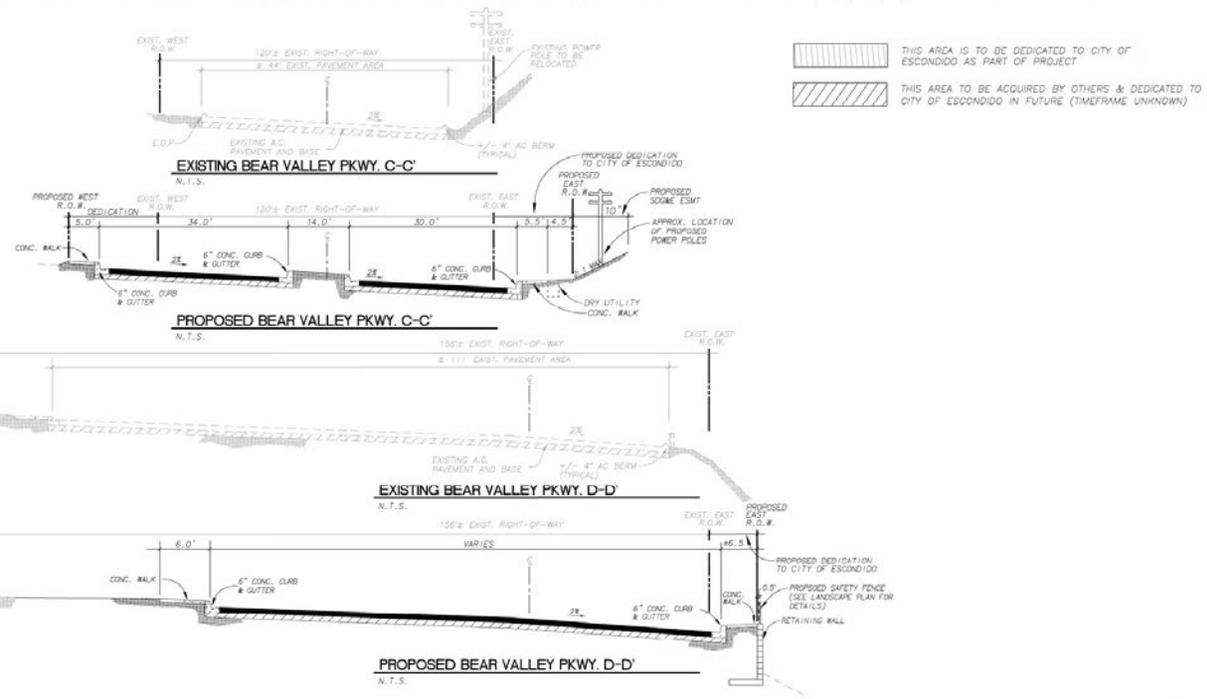
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PROPOSED INTERSECTION IMPROVEMENTS AT BEAR VALLEY PARKWAY/ENCINO DRIVE TO INCLUDE FULL SIGNALIZATION



SEE FIGURE 4b

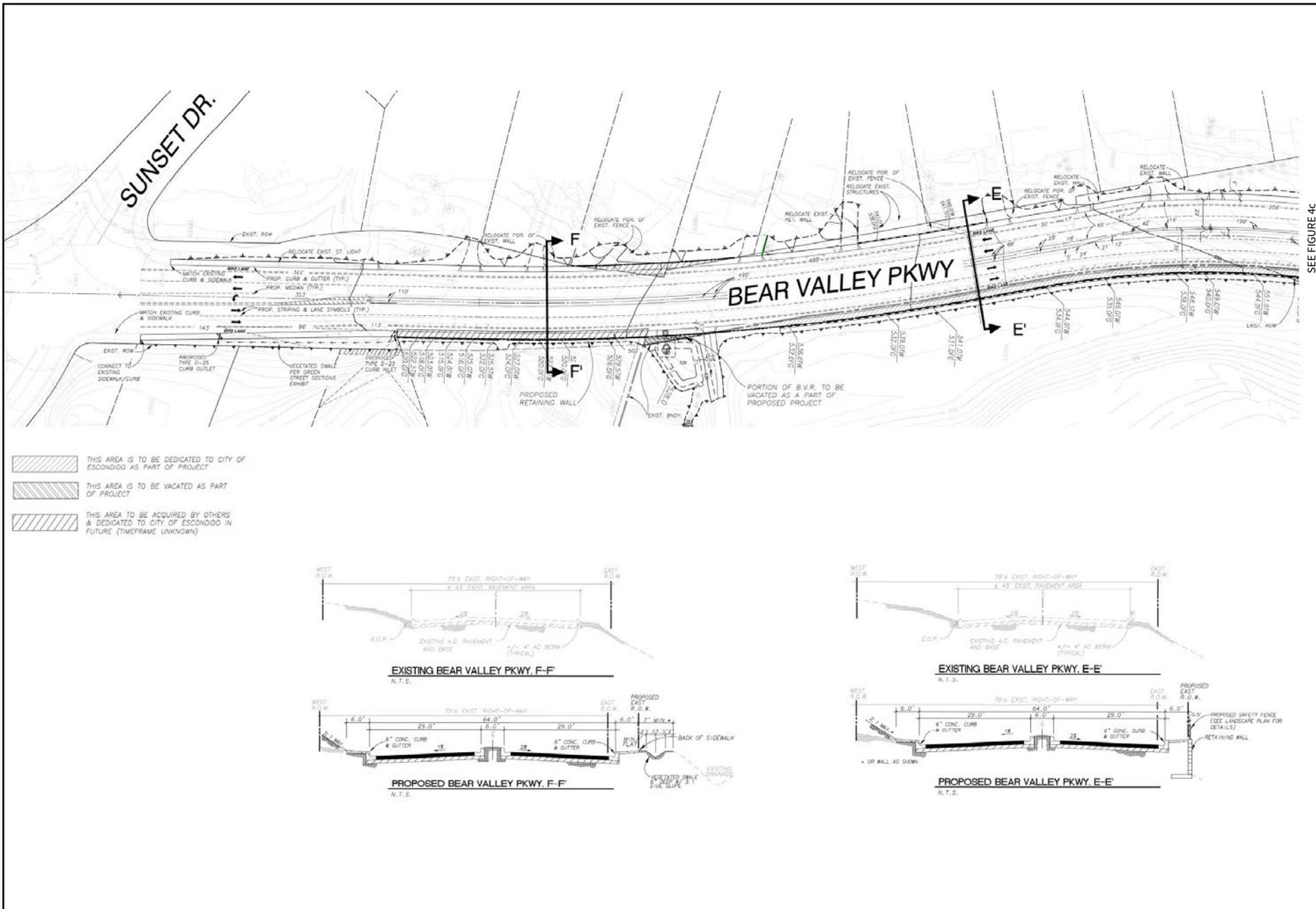
SEE FIGURE 4d



Data/Departments/MarCom/COMMS/EXTERNAL/IGRAPHICS/BD Proposals/Bear Valley EIR Figures

Source: City of Escondido 2016

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SEE FIGURE 4C

Source: City of Escondido 2016

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