

**City of Escondido**  
**California Environmental Quality Act (CEQA)**  
**Draft Environmental Impact Report**  
**Nutmeg Homes**  
**(Case Numbers: ENV 18-005; SUB 18-005)**  
**State Clearinghouse No.2018081063**

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## **1.0 INTRODUCTION**

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## 1.1 Overview, Purpose, and Authority of EIR

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This Draft Environmental Impact Report (DEIR) evaluates the potential environmental impacts associated with the approval of the Nutmeg Homes (Proposed Project) located within the City of Escondido (City). The project site location is at the Intersection of Centre City Parkway and Nutmeg Street in the City of Escondido. The project site APN Numbers are: 224-260-23-00, 224-260-47-00, and 224-260-46-00.

### 1.1.1 Overview

The project proposal includes a Tentative Subdivision Map for 135 attached townhome units on a 7.66-acre site straddling Nutmeg Street. The portion of the site to the north of Nutmeg Street would be developed with 37 homes, and the portion to the south of Nutmeg Street would be developed with 98 homes. The proposed project also includes requests for a General Plan Amendment to the Land Use Element, a Rezone, and a Master Development Plan. The existing General Plan designation for the project site is Office (O), and the existing zoning designation is Residential Estates with a minimum lot size of 20,000 square feet (RE-20). Since the General Plan and zoning designations are not in alignment with each other, any development proposal for this site would require a modification to at least one of the designations. The applicant has proposed to amend the General Plan designation to Urban III (U-3) to support a multi-family residential development with a maximum density of 18 units/acre, and to change the zoning to Planned Development-Residential (PD-R). The PD-R zoning designation would allow the approval of a Master Development Plan, to allow flexibility in development standards while encouraging high-quality site planning, building design, and open space.

Floorplans have been submitted for a range of two-bedroom, three-bedroom, and four-bedroom layouts, with unit sizes ranging from 1,104 square feet to 1,950 square feet. Each unit would have a private two-car garage on the ground floor, and an additional 36 guest parking spaces would be provided throughout the development. While most units would be three (3) stories in height, twelve two-story units would be located within the southern portion of the development, primarily along the Centre City Parkway frontage and a portion of the Nutmeg Street frontage.

Approximately 3.36 acres of open space would be provided throughout the development of which 2.25 acres is useable open space. The overall open space includes landscaping, recreational amenities (spa, tot lot, picnic area, benches, and exercise stations), private balconies (included with most units), and areas that do not meet the City's definition of "usable" open space per Section 33-108 of the City of Escondido Zoning Code (due to steep slope, small size, location within a proposed setback area, etc.)

Access to both the northern and southern portions of the project would be via a single driveway entrance on Nutmeg Street. The applicant proposes to dedicate eight feet of right-of-way along each side of Nutmeg Street to the City of Escondido (City), and construct improvements to include sidewalk, curb, and gutter along both sides of the street. The proposed project also proposes a vacation of approximately 0.96 acre of right-of-way along the Centre City Parkway frontage, which would increase the size of the project site from 6.7 acres to 7.66 acres, and thereby allow the proposed 135 units at a density of 18 units/acre. Street improvements to the west side of Centre

## 1.0 Introduction

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City Parkway have been proposed, to include curb, gutter, and sidewalk. Street improvements to the east side of Centre City Parkway would be included as well, to include grading to Local Collector street standards.

A new sewer main extension would connect to an existing line within West Country Club Lane and extend northward within Centre City Parkway to the project site. The proposed project would also connect to an existing water main within Nutmeg Street.

The proposed project would involve extensive grading to include 15,400 cubic yards of cut material and 205,100 cubic yards of fill material. An import of 189,700 cubic yards of material would be necessary to accomplish the proposed grading. A Grading Exemption would also be required for one (1) slope in the northwest area of the project site that would exceed the 10' height limit specified in the City Grading Ordinance. Grading is proposed within the Interstate-15 right-of-way that runs alongside the project site, and would require discretionary review and approval from the State of California Department of Transportation, as well as issuance of an encroachment permit from that agency. Improvements to the east side of Centre City Parkway, to bring it to Local Collector standards, could require additional grading. The proposed project consists of the following entitlements and agency approvals, which would be processed concurrently unless noted:

- Certification of the Environmental Documentation;
- Approval of General Plan Amendment (GPA);
- Approval of Zone Change (ZC);
- Approval of a Tentative Tract Map for condominium purposes, vacation of Centre City Parkway right-of-way, and realignment of Nutmeg Street;
- Approval of a Master and Precise Development Plan (Site Plan, Floor Plans, Elevations, and Landscape Plan);
- Approval of Grading Permit that Includes an Exemption;
- Approval of Specific Alignment Plan; and,
- Approval of Encroachment Permit from State of California Department of Transportation and City of Escondido.

### 1.1.2 Purpose and Authority

This Draft EIR provides a project-level analysis of the environmental effects of the Nutmeg Homes project. This Draft EIR evaluates the potential environmental impacts associated with the proposed project. This document was prepared in accordance with the following:

- California Environmental Quality Act (CEQA);

## 1.0 Introduction

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- CEQA Guidelines (State CEQA Guidelines); and,
- City of Escondido Local CEQA Guidelines (Local CEQA Guidelines).

This Draft Environmental Impact Report (EIR) is intended to serve as an information document for public agency decision-makers, other agency reviewers, and the public. Environmental impacts are analyzed to the degree of specificity prescribed by State CEQA Guidelines Section 15146. This document addresses the potential adverse impacts that may be associated with both short-term construction period and long-term operations of the proposed project. Additionally, this Draft EIR identifies appropriate and feasible mitigation measures and alternatives in accordance with CEQA, the State CEQA Guidelines, and Local CEQA Guidelines. CEQA requires that an EIR contain, at a minimum, certain specific elements. These elements are contained in this Draft EIR and include:

- Table of Contents
- Introduction
- Executive Summary
- Project Description
- Environmental Setting, Significant Environmental Impacts, & Mitigation Measures
- Cumulative Impacts
- Alternatives to the Proposed Project
- Other CEQA Considerations
  - Significant Unavoidable Adverse Impacts
  - Significant Irreversible Environmental Changes
  - Growth-Inducting Impacts
  - Energy Conservation
- Effects Found Not to be Significant

### 1.1.3 Lead Agency Determination

State CEQA Guidelines Section 15367 defines the Lead Agency as, "...the public agency, which has the principal responsibility for carrying out or approving a project." Criteria considered in identifying the Lead Agency include

## 1.0 Introduction

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whether the agency: 1) has the greatest responsibility for supervising or approving the project as a whole; 2) is the agency with the general governmental powers; and, 3) will act first on the project in question (State CEQA Guidelines Section 15051). The designated Lead Agency for the proposed project is the City. The City is responsible for the review and processing of the environmental documentation through certification of the Final EIR. State CEQA Guidelines Section 15091 requires the City, as the Lead Agency, to make findings for each environmental impact of the proposed project.

This Draft EIR reflects the independent judgment and analysis of the City as required by the State CEQA Guidelines. Lists of organizations and persons consulted and the report preparation personnel are provided in Section 9.0. In addition, the Lead Agency has subjected the draft to the City's own review and analysis, including review by various City departments and independent third-party (“peer review”) technical consultants.

### ***Project of Statewide, Regional, or Areawide Significance***

State CEQA Guidelines Section 15206 lists the types of projects that are considered to be of Statewide, regional, or area-wide significance. The environmental documentation for projects of this significance are required to be distributed to applicable State agencies through the State Clearinghouse of the Governor’s Office of Planning and Research, and should be distributed to the metropolitan area council of governments in which the project site is located. The council of governments for the proposed project is the San Diego Association of Governments (SANDAG).

The proposed project meets the criteria of a project of Statewide, regional, or areawide significance for the following reasons:

- The potential environmental impacts of the proposed project could extend beyond the City limits.

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## 1.2 Scope of EIR

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This Draft EIR addresses the Potential Environmental Effects of the Proposed Project. The City issued a Notice of Preparation (NOP) for the proposed project on August 28, 2018, which circulated between August 28, 2018 and October 1, 2018 for the statutory 30-day public review period. The scope of this Draft EIR includes the potential environmental impacts identified in the NOP and issues raised by agencies and the public in response to the NOP. The NOP is contained in Appendix A of this Draft EIR.

Four (4) comment letters were received in response to the NOP. They are listed in Table 1-1 and provided in Appendix A of this Draft EIR.

Table 1-1: NOP Comment Letters

Category	Affiliation	Author	Date
Public	10510 Coyote Hill Glen Escondido, CA 92026	Arnold L Veldkamp	9-28-2018
Public Agencies	Native American Heritage Commission Cultural and Environmental Department	Frank Lienert Associate Governmental Program Analyst	8-31-2018
	State of California – Natural Resources Agency, Department of Fish and Wildlife	Gail K Sevrens Environmental Program Manager	8/24/2018
	United States Department of the Interior – U.S. Fish and Wildlife Service	David Zoutendyk For Karen A. Goebel Assistant Field Supervisor	10-1-2018
	County of San Diego – Planning & Development Services	Eric Lardy, AICP Chief (Acting), Advance Planning Division	10-3-2018
	San Diego County Archaeological Society, Inc. Environmental Review Committee	James W Royle, Jr. Chairperson	10-1-2018
AB52/ SB18 Consultation <sup>1</sup>	<b>Affiliation</b>	<b>Contact</b>	<b>First Contact</b>
	Rincon Band of Luiseno Indians	Destiny Colocho	7/24/2018
	San Luis Rey Band of Mission Indians	Merri Lopez	8/14/2018
	Viejas Band of Kumeyaay Indians	Ray Teran	8/20/2018
	Pala Band of Mission Indians	Alexis Wallick (for Shasta Gaughen)	8/29/2018
	Ipai (Iipay) Nation of Santa Ysabel	Clint Linton	9/14/2018

Source: City of Escondido, January 2019

Note:

<sup>1</sup> Further detail about the AB 52/SB 18 consultation can be found in Section 4.4 Cultural Resources

### 1.2.1 Scoping Meeting

Pursuant to State CEQA Guidelines Section 15092(c)(1), the City held a scoping meeting for the proposed project on Thursday, September 6, 2018 at City Hall. Fewer than five (5) people attended the scoping meeting. No comments were received on the scope of the EIR at the meeting. A record of the Scoping Meeting is provided in Appendix A. Topics discussed included: adequacy of guest parking, intersection safety at Centre City Parkway & Nutmeg Street, and drainage at Coyote Hill & Centre City Parkway.

### 1.2.2 Potentially Significant Environmental Issues

The Initial Study found that the following topical areas may contain potentially significant environmental issues that will require further analysis in the EIR. The NOP provided notice to the public of the environmental issues to be addressed in the EIR. These sections are as follows:

- Aesthetics
- Biological Resources
- Geology & Soils
- Hazards & Hazardous Materials (Wildland Fires)
- Land Use & Planning
- Transportation/Traffic
- Air Quality
- Cultural Resources (including Tribal Resources)
- Greenhouse Gas (GHG) Emissions
- Hydrology/Water Quality
- Noise

### 1.2.3 Environmental Issues Determined Not to be Significant

The NOP identified topical areas that were determined not to be significant. An explanation of why each area is determined not to be significant is provided in Section 8, Effects Found Not to Be Significant. These topical areas are as follows:

- Agricultural and Forest Resources
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems.

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## 1.3 Organization of the EIR

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This Draft EIR is organized into the following main sections:

**Section 1: Introduction.** This section provides an introduction and overview describing the purpose of this Draft EIR, its scope and components, and its review and certification process.

**Section 2: Executive Summary.** This section includes a summary of the proposed project and a summary of the alternatives to the proposed project addressed in the Draft EIR. Also included are brief descriptions of the issues to

## 1.0 Introduction

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be resolved, and a table that summarizes the impacts, mitigation measures, and level of significance after mitigation. Areas of potential controversy, identified in the scoping process, are also included in this section

**Section 3: Project Description.** This section includes a detailed description of the proposed project, including its location, site and project characteristics. A discussion of the project objectives, intended use of the Draft EIR, responsible agencies, and approvals that are needed for the proposed project are also provided.

**Section 4: Environmental Impact Analysis.** The project-level analysis of each topical Environmental Issue area is organized into the following sub-sections: Introduction, Existing Setting, Thresholds of Significance, Project Impacts, Mitigation Measures, and Level of Significance after Mitigation.

**Section 5: Cumulative Effects.** This section describes the potential changes in environmental conditions that result from the incremental impacts of the proposed project added to other closely related past, present and probable future projects. Cumulative impacts can result from individually minor, but collectively significant, projects taking place surrounding the project over a period of time.

**Section 6: Alternatives.** This section compares the impacts of the proposed project with several land use alternatives, including the CEQA required No Project Alternative. From among the alternatives, an environmentally superior alternative is identified. In addition, this section identifies alternatives initially considered, but eliminated from consideration by the City.

**Section 7: Other CEQA Considerations.** This section identifies growth-inducing impacts, significant irreversible environmental changes, along with irreversible and irretrievable commitments of resources, and impacts found to be significant.

**Section 8: Effects Found Not to be Significant.** This section contains analysis of the topical sections not addressed in the Section 5: Environmental Impact Analysis.

**Section 9: List of Preparers.** This section lists the various individuals who contributed to the preparation of the Draft EIR.

**Section 10: References.** This section lists the references cited in the body of the Draft EIR.

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## 1.4 Documents Incorporated by Reference

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As permitted by State CEQA Guidelines Section 15150, this Draft EIR has referenced several technical studies, analyses, and previously certified environmental documentation. Information from the documents, which have been incorporated by reference, has been briefly summarized in the appropriate sections(s). The relationship between the incorporated part of the referenced document and the Draft EIR has also been described. The documents and other sources that have been used in the preparation of this Draft EIR include but are not limited to:

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## 1.0 Introduction

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- City of Escondido General Plan
- Escondido Municipal Code

These documents are specifically identified in Section 9, References of this Draft EIR. In accordance with CEQA Guidelines Section 15150(b), these referenced documents and other sources used in the preparation of the Draft EIR are available for review at the City offices as shown below.

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## 1.5 Technical Documents Prepared for the Project

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The following technical studies and analyses were prepared for the proposed project:

- Air Quality and Greenhouse Gas Emissions Impact Analysis Nutmeg Residential Townhomes Project. Prepared by Vista Environmental, Inc., March 2019. (Appendix B)
- Biological Resources Letter Report. Prepared by Everett & Associates Environmental Consultants, October 2018. (Appendix C)
- Cultural Resource Survey Report for the Nutmeg Homes Project. Prepared by Laguna Mountain Environmental, Inc., June 2018. (Appendix D)
- *Nutmeg Homes Project, Fire Protection Plan*. Prepared by Dudek, January 2019. (Appendix E)
- Geotechnical Evaluation for Proposed Multi-Family Residential Development. Prepared by GeoTek, Inc., June 2018. (Appendix F)
- Noise Impact Analysis Nutmeg Residential Townhomes Project. Prepared by Vista Environmental, Inc., March 2019. (Appendix H)
- Phase I Environmental Site Assessment. Prepared by EEI Engineering Solutions, September 2017. (Appendix I)
- Preliminary Priority Project Hydrology Study for Nutmeg Homes. Prepared by Excel Engineering, January 2019. (Appendix G)
- Priority Development Project (PDP) SWQMP for Nutmeg Homes. Prepared by Excel Engineering, January 2019 (Appendix J)
- Traffic Impact Study Nutmeg Homes. Prepared by Rick Engineering Company. March 2019. (Appendix K)

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## 1.6 Review of Draft EIR

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## 1.0 Introduction

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Upon completion of the Draft EIR, the City filed a Notice of Completion (NOC) with the State Office of Planning and Research to begin the public review period (Public Resources Code, Section 21161). Concurrent with the NOC, this Draft EIR has been distributed to responsible and trustee agencies, other affected agencies, surrounding cities, and interested parties, as well as all parties requesting a copy of the Draft EIR in accordance with Public Resource Code 21091(b)(3). During the public review period, the Draft EIR, including the technical appendices is available for review at the City of Escondido City Hall. The address for the city is provided below:

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

Agencies, organizations, and interested parties have the opportunity to comment on the Draft EIR during the 45-day public review period. Written comments on the Draft EIR should be addressed to:

Contact: Ann Dolmage  
Phone: (760) 839 - 4548  
Email: [adolmage@escondido.org](mailto:adolmage@escondido.org)  
City of Escondido  
Planning Division  
201 North Broadway  
Escondido, CA 92025

Submittal of electronic comments in Microsoft Word or Adobe PDF format is encouraged. Upon completion of the public review period, written responses to all significant environmental issues raised will be prepared and made available for review by the commenting agencies at least 10 days prior to the public hearing before the Escondido Planning Commission on the proposed project, at which the certification of the Final EIR will be considered. Comments received and the response to comments will be included as part of the record for consideration by decision makers for the project.

## **2.0 EXECUTIVE SUMMARY**

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## 2.1. Purpose of EIR

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This Draft Environmental Impact Report (Draft EIR), recorded as State Clearinghouse No. 2015071059 evaluates the potential environmental impacts associated with the Nutmeg Homes project located within the City of Escondido (City). This document was prepared in accordance with the following:

- California Environmental Quality Act (CEQA)
- CEQA Guidelines (State CEQA Guidelines)
- City of Escondido Local CEQA Guidelines (Local CEQA Guidelines)

The purpose of this Draft EIR is to serve as an information document for public agencies, decision-makers, the public, and other interested parties of the potential environmental effects that may result from implementation of the proposed project. Environmental impacts are analyzed to the degree of specificity prescribed by State CEQA Guidelines Section 15146. This Draft EIR addresses the potentially adverse impacts that may be associated with both short-term construction period and long-term operations of the proposed project. Additionally, this Draft EIR identifies appropriate and feasible mitigation measures, and alternatives in accordance with CEQA, the State CEQA Guidelines, and Local CEQA Guideline.

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## 2.2 Project Summary

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The Nutmeg Homes Project (proposed project) includes the development of 135 unit attached residential homes, off-street parking, on- and off-site circulation improvements, tot-lot, and outdoor open space areas. The project site is comprised of three (3) parcels, Interstate-15 [Escondido Freeway (I-15)] right-of-way, Nutmeg Street right-of-way, and Centre City Parkway right-of-way. The project site includes:

### On-Site

1. Approximately 6.670 acres of property in three (3) parcels; and,
2. Approximately 0.96 acres of excess right-of-way along the frontage of the project site on Centre City Parkway to be vacated.

### Off-Site

1. Grading within the right-of-way of Interstate-15 (I-15).
2. Infrastructure improvements within a new right-of-way of Nutmeg Street.
3. Grading and infrastructure improvements within the right-of-way of Centre City Parkway.

All of the on- and off-site properties constitute the project site. There are no structures on the project site. The proposed project would include three phases: First, the removal of all on-site vegetative materials and grading; second, the construction of 135 residences and associated improvements; and, third, the occupation of the residences. Access to the proposed project would be provided via two (2) entrances for vehicles and pedestrians on Nutmeg Street.

### 2.2.1 Project Objectives

The following project objectives have been identified for the proposed project:

- OBJ-1** To develop 135 new homes to meet demand in the City. By the provision of entry level and move-down housing priced within the Federal Housing Administration (FHA) and Veteran's Administration (VA) guidelines in close proximity to employment. This would assist the City in implementing the General Plan's housing goals by increasing the City's housing stock and diversifying the range of housing opportunities.
- OBJ-2** To reduce daily and peak-hour traffic significantly below that would occur if the project site were to be developed in accordance with the existing City General Plan with commercial office uses. By the development of the project site with residential land use.
- OBJ-3** To enhance mobility in the City. By the provision of improves North Centre City Parkway, North Nutmeg Street, and Caltrans R-O-W in the vicinity of the project site for pedestrians, bicycles, and vehicles. Additionally, by improvements to project site access and circulation in accordance with all City standards.
- OBJ-4** To meet City development and design standards related to land use and density, by providing a variety of housing types and designs within an interrelated development proposal that provides two (2) types of homes (i.e., townhomes and villas) with multiple designs, variations in height, design, and setback along North Nutmeg Street and North Centre City Parkway. Avoiding a monotonous streetscapes and visual impacts.
- OBJ-5** To meet the City Municipal Code requirements related to recreation and open space in a reasonable manner, while providing for the development of housing affordable under FHA and VA guidelines. By establishing a landscape with appropriate modern materials for recreation areas, landscaped setbacks, sidewalks, fences, and signage.
- OBJ-6** To meet the demand for on-site recreational opportunities by the provision of an interrelated open space and recreation system that includes concern for scenic vistas, scenic resources, community character and quality, and light and glare are all part of the visual landscape. By the provision of open space, tot-lots, and outdoor space area central located within the proposed project. Including: North Nutmeg Street a small park, seating area with overhead, and exercise station; and, South of North Nutmeg Street a park,

seating area with overhead, and barbeque, spa, tot lot, exercise stations. Additionally, by the introduction of 222 trees.

**OBJ-7** To meet all requirements related to the quality of storm water runoff. By the provision of a Storm Water Pollution Prevention Program (SWPPP) that meets all state, regional, and City standards. A program that would relate stormwater management and discharge control, harmful waters and wastes, sewer service charges, private sewage disposal systems, sewer connection fees, sewer connection laterals, and industrial wastewaters.

**OBJ-8** To increased City revenues (i.e., property, sales, and other taxes). By changing the existing General Plan and zoning to allow reasoned development of the project site.

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## 2.3 Significant Unavoidable Impacts

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After implementation of the proposed project, including project design features and mitigation measures, it has been determined that all environmental issue areas would be reduced to less than significant levels.

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## 2.4 Summary of Project Alternatives

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The State CEQA Guidelines Section 15126.6 states that an EIR,

“...shall include a range of reasonable alternatives to the project, or the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.”

In addition, State CEQA Guidelines Section 15126.6(e) indicates that if other future uses of the land are predictable, such uses should be discussed as possible no-project conditions and the project should be compared to them. Section 5.0, Alternatives of this Draft EIR provides descriptions and analysis of each alternative in adequate detail to allow the decision-makers to decide whether an alternative should be adopted in-lieu of the proposed project.

### 2.4.1 Alternatives

Impacts associated with each topical environmental issue area are compared to the project alternatives to determine if any of the alternatives would eliminate or significantly reduce the potentially significant impacts associated with the proposed project. The alternatives analyzed are listed below and details are provided in Section 5, Alternatives:

1. No Project/No Development
2. No Project/Development Under Existing General Plan and zoning
3. Reduced Project Alternative

## 2.4.2 Environmentally Superior Alternative

As addressed in Section 6, the environmentally superior alternative is the Alternative 1: No Project/No Development. However, based on CEQA Guidelines among the remaining alternatives proposed, both the Alternative 2: No Project/Development Under Existing GP and Alternative 3: Reduce Project have same or similar impacts and can both be considered as the environmentally superior alternative.

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## 2.5 Areas of Controversy

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### 2.5.1 CEQA Topics

Pursuant to CEQA Guidelines Section 15123(b), a summary section must address areas of controversy known to the lead agency, including issues raised by agencies and the public, and it must also address issues to be resolved, including the choice among alternatives and whether or how to mitigate the significant effects. A Notice of Preparation (NOP) for the proposed project was issued on August 28, 2018 to interested agencies, organizations, parties, and surrounding neighbors. The 30-day public scoping period ended October 1, 2018. Additionally, a public scoping meeting was held on September 6, 2018, at the project site to gather additional public input. No one attended the public scoping hearing. Five (5) comment letters were received as a result of the NOP. Additionally, five (5) responses have been received from tribes based on AB52 and SB18 mailing list. The NOP and comments are included in Appendix A to this EIR. The comment letters addressed biological resources, cultural resources, and transportation/traffic.

### 2.5.2 Disagreement Among Experts

This Draft EIR contains substantial evidence to support all the conclusions presented herein. It is possible that there will be disagreement among various parties regarding these conclusions, although the City is not aware of any disputed conclusions at the time of this writing. Both the State CEQA Guidelines and case law clearly provide the standards for treating disagreement among experts. Where evidence and opinions conflict on an issue concerning the environment, and the Lead Agency knows of these controversies in advance, the EIR must acknowledge the controversies, summarize the conflicting opinions of the experts, and include sufficient information to allow the public and decision makers to make an informed judgment about the environmental consequences of the proposed project.

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## 2.6 Summary of Environmental Impacts

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Table 2-1: Summary of Environmental Impacts provides a summary of the findings of the Draft EIR. Impacts that are noted as “significant” after mitigation would require the adoption of a statement of overriding considerations, if the proposed project were to be approved as proposed, pursuant to CEQA Section 15123(b)(1). Additional, Table

## 2.0 Executive Summary

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2-1 compares the impacts of the proposed project to the impacts of each project alternative. Table 2-2 provides a summary of the mitigation measures.

The potential environmental effects of the proposed project, generally using the environmental checklist from the State CEQA Guidelines as amended and the City of Escondido Environmental Quality Regulations (Zoning Code Article 47). A brief explanation in the Environmental Checklist Supplemental Comments is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. All answers must take into account the whole action involved, including off-site, on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts and mitigation measures. Once the lead agency has determined that a particular physical impact might occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. The definitions of the response column headings include the following:

- a. Significant Impact (SIG): applies if there is substantial evidence that an effect shall be significant.
- b. Less Than Significant with Mitigation Incorporated (LTSM): 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.
- c. Less Than Significant Impact (LTS): applies where the project creates no significant impacts, only less than significant impacts.
- d. No Impact (NI): applies where a project does not create an impact in that category.

**Table 2-1: Summary of Environmental Impacts**

Topical Environmental Issue	Proposed Project Impact		Alternatives		
	Without Mitigation	With Mitigation	#1 No Project/ No Development	#2 No Project/ Development Under Existing General Plan	#3 Reduced Project
<b>Aesthetics</b>					
	LTS	LTS	Avoided/Reduced	Increased/Greater	Avoided/Reduced
<b>Air Quality</b>					
	LTS	LTS	Avoided/Reduced	Increased/Greater	Same/Similar
<b>Biology</b>					
	SIG	LTSM	Avoided/Reduced	Same/Similar	Reduced/Avoided
<b>Cultural</b>					
	SIG	LTSM	Avoided/Reduced	Same/Similar	Same/Similar
<b>Geology &amp; Soils</b>					
	LTS	LTS	Avoided/Reduced	Same/Similar	Same/Similar
<b>Greenhouse Gas Emissions</b>					
	LTS	LTS	Avoided/Reduced	Increased/Greater	Avoided/Reduced
<b>Hazards</b>					
	SIG	LTSM	Avoided/Reduced	Same/Similar	Same/Similar
<b>Hydrology &amp; Water Quality</b>					
	LTS	LTS	Avoided/Reduced	Same/Similar	Same/Similar
<b>Land Use &amp; Planning</b>					
	LTS	LTS	Avoided/Reduced	Same/Similar	Same/Similar
<b>Noise</b>					
	SIG	LTSM	Avoided/Reduced	Increased/Greater	Same/Similar
<b>Transportation/Traffic</b>					
	LTS	LTSM	Avoided/Reduced	Increased/Greater	Avoided/Reduced

Source: Vista Community Planners, Inc., 2018.

Abbreviations:

NI = No Impacts

LTS = Less Than Significant

LTSM = Less Than Significant with Mitigation (i.e., Project Design Features, City Policies and Requirements, and Mitigation Measures)

SIG = Significant

SIGM = Significant with Mitigation

2.0 Executive Summary

**Table 2-2: Summary of Mitigation Measures**

Environmental Topic	Mitigation Measure #	Mitigation Measure
Aesthetics	None	None
Air Quality	None	None
Biological Resources	<b>MM BIO-1</b>	Prior to the issuance of any permit (i.e. grading, tree-trimming, or vegetation removal) by the City the Project Applicant shall demonstrate to the satisfaction of the City Community Development Director or City designee that if initial grading and vegetation removal activities (i.e., earthwork, clearing, and grubbing) must occur during the general bird breeding season for migratory birds and raptors (January 15 and September 15), the Project Applicant shall retain a qualified biologist to perform a pre-construction survey of potential nesting habitat to confirm the absence of active nests belonging to migratory birds and raptors afforded protection under the Migratory Bird Treaty Act and California Fish and Game Code. The pre-construction survey shall be performed no more than seven (7) days before the start of the activities. If the qualified biologist determines that no active migratory bird or raptor nests occur, the activities shall be allowed to proceed without any further requirements. If the qualified biologist determines that an active migratory bird or raptor nest is present, no construction activities shall occur until the young have fledged the nest and the nest is confirmed to no longer be active, as determined by the qualified biologist.
Biological Resources	<b>MM BIO-2</b>	Prior to the issuance of any permit (i.e. grading, tree-trimming, or vegetation removal) that would impact Coastal Sage Scrub, Southern Mixed Chaparral, or Coast Live Oak Woodland habitat on the project site. The Project Applicant shall demonstrate to the satisfaction of the City Community Development Director or City designee that they will/have purchased off-site of suitable habitat within a City approved mitigation bank (such as the Daley Ranch Conservation Bank) at mitigation ratios noted in Table 4.3-2.
Biological Resources	<b>MM BIO-3</b>	Prior to the issuance of any permit (i.e. grading, tree-trimming, or vegetation removal) by the City the Project Applicant shall demonstrate to the satisfaction of the City Community Development Director or City designee that the replacement of impacted mature trees will occur. Unless otherwise determined by the City mature trees will be replaced at a minimum 1:1 ratio. The Project Applicant shall replace protected trees at a minimum 2:1 ratio, unless otherwise determined by the City. The number, size, and species of replacement trees shall be determined on a case-by-case basis by the City’s Director of Community Development or City designee.
Cultural Resources	<b>MM CR-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 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

2.0 Executive Summary

**Table 2-2: Summary of Mitigation Measures**

Environmental Topic	Mitigation Measure #	Mitigation Measure
		ground disturbing activities.
Cultural Resources	<b>MM CR-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 from a TCA Tribe. The City, prior to any pre-construction meeting, shall approve all persons involved in the monitoring program.
Cultural Resources	<b>MM CR-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.
Cultural Resources	<b>MM CR-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 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.
Cultural Resources	<b>MM CR-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.
Cultural Resources	<b>MM CR-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.
Cultural Resources	<b>MM CR-7</b>	The avoidance and/or preservation of the significant tribal cultural resource and/or unique archaeological resource must first be considered and evaluated 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

2.0 Executive Summary

**Table 2-2: Summary of Mitigation Measures**

Environmental Topic	Mitigation Measure #	Mitigation Measure
		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.
Cultural Resources	<b>MM CR-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 on-site 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.
Cultural Resources	<b>MM CR-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.
Cultural Resources	<b>MM CR-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
Geology & Soils	None	None

2.0 Executive Summary

**Table 2-2: Summary of Mitigation Measures**

Environmental Topic	Mitigation Measure #	Mitigation Measure
Greenhouse Gas (GHG) Emissions	None	None
Hazards & Hazardous Materials (Wildland Fires)	<b>MM HAZ-1</b>	Prior to the issuance of any building permit, the project applicant shall demonstrate to the satisfaction of the City Building Department that all windows adjacent to preserved vegetation are dual paned with both panes tempered.
Hazards & Hazardous Materials (Wildland Fires)	<b>MM HAZ-2</b>	Prior to the approval of the Final Landscape Plan, the wall and fence component shall provide a noncombustible, 8-foot wall at the rear or side yard that would function as a heat-deflecting landscape wall above the planned retaining wall as shown on shown on Figure 4.7-1 to the satisfaction of the City Community Development Department.
Hazards & Hazardous Materials (Wildland Fires)	<b>MM HAZ-3</b>	Prior to the issuance of the first Certificate of Occupancy the project applicant shall provide CC&R's that demonstrate to the satisfaction of the City's Community Development Department and City Attorney that provide for an annual review of landscape maintenance plans.
Hazards & Hazardous Materials (Wildland Fires)	<b>MM HAZ-4</b>	Prior to the issuance of the first Certificate of Occupancy the project applicant shall provide CC&R's that demonstrate to the satisfaction of the City's Community Development Department and City Attorney that the annual review of landscape maintenance plans includes an annually third party evaluation of Fuel Modification Zones (FMZ) area that meet the requirements of the FMZ and City's Fire Department (EFD).
Hydrology/Water Quality	None	None
Land Use & Planning	None	None
Noise	<b>MM NOI-1</b>	In order to reduce the noise levels at the two proposed outdoor recreation areas, the project applicant shall construct two 8-foot sound walls, with one located on the south side of the outdoor recreation area that is located on the north side of Nutmeg Street and the other wall located southwest of the outdoor recreation area that is located on the south side of Nutmeg Street. The sound walls shall be constructed of a solid material (e.g., glass, concrete block, or plaster). The locations of the proposed outdoor recreation area sound walls are shown in Figure 4.10-5.
Noise	<b>MM NOI-2</b>	The project applicant will provide a "windows closed" condition for each proposed residential townhome. A "window closed" condition is a term that means that a home is capable of providing adequate ventilation and temperature control without opening the windows. A "windows closed" condition requires a means of mechanical ventilation per Chapter 12, Section 1205 of the Uniform Building Code. This shall be achieved with a standard forced air conditioning and heating system with a filtered outside air intake vent for each residential unit.
Noise	<b>MM NOI-3</b>	For the P1-Villas, the project applicant shall require all windows and exterior doors on the northwest, southwest, and southeast sides of Building 1 to have a minimum STC rating of 30 STC. The locations of the mitigated

**Table 2-2: Summary of Mitigation Measures**

Environmental Topic	Mitigation Measure #	Mitigation Measure
		windows and doors are shown on Figure 4.10-5.
Noise	<b>MM NOI-4</b>	For the P2-Villas, the project applicant shall require all windows and exterior doors on the southwest side of Buildings 12 to 18, the northwest side of Building 18, and the northwest side of the westernmost unit of Buildings 16 and 17 to have a minimum STC rating of 35 STC. In addition, all windows and exterior doors on the northwest side of Buildings 19 and 20 and southwest side of Building 19 and the southeast and northwest sides of Buildings 12 to 18 that were not covered by the 35 STC requirement to have a minimum STC rating of 30 STC. The locations of the mitigated windows and doors is shown on Figure 4.10-5.
Transportation/Traffic	<b>MM TRA-1</b>	<p>Prior to the occupancy of the proposed project the intersection of North Centre City Parkway/North Nutmeg Street will be improved to the satisfaction of the City as noted below:</p> <ul style="list-style-type: none"> <li>• Installation of a traffic signal;</li> <li>• Restripe the southbound approach to provide a dedicated left-turn lane; and,</li> <li>• Construct a dedicated right-turn lane on the southbound approach of the intersection.</li> </ul>
Transportation/Traffic	<b>MM TRA-2</b>	<p>The proposed project at the intersection of West Country Club Lane/ North Nutmeg Street will provide the following:</p> <ul style="list-style-type: none"> <li>• Installation of a traffic signal at the intersection; and,</li> <li>• Restripe the southbound approach to provide a shared left-turn/through lane and a dedicated right-turn lane.</li> </ul>
Transportation/Traffic	<b>MM TRA-3</b>	<p>Prior to the occupancy of the proposed project the existing right-of-way on North Nutmeg Street from West Country Club Lane to Via Alexandra will be widen to provide for a 14' wide southbound lane with curb, gutter, and sidewalk designed as a green streets facility. Improvements shall include removal and reconstructions of existing driveways to private driveway standards and a parking restriction along the improved section of Nutmeg Street to the satisfaction of the City Engineer.</p>
Transportation/Traffic	<b>MM TRA-4</b>	<p>The proposed project at the intersection of North Centre City Parkway/North Nutmeg Street intersection will provide the following minimum storage lengths for left turn and right-turn lanes:</p> <ul style="list-style-type: none"> <li>• Eastbound Left-Turn Lane: 100 feet; and,</li> <li>• Southbound Right-Turn Lane: 125 feet</li> </ul>

2.0 Executive Summary

**Table 2-2: Summary of Mitigation Measures**

Environmental Topic	Mitigation Measure #	Mitigation Measure
Transportation/Traffic	MM TRA-5	The proposed project at the intersection of Nutmeg Street/Project Access will provide 50-foot left-turn pockets for the eastbound and westbound left-turn lanes.

### **3.0 PROJECT DESCRIPTION**

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**3.1 Project Location**

The project site is located to the east of Interstate–15 [Escondido Freeway (I-15)], to the north and south of North Nutmeg Street, and to the west of North Centre City Parkway in the City of Escondido (City), County of San Diego (County) CA. The I-15 Freeway bounds the project site to the west and is substantially above the project site. North Nutmeg Street travels to the west under the Freeway to the City. North Centre City Parkway travels to the north and south providing access to the City. The project site is approximately two (2) miles from the intersection of State Route 78 (SR-78) and the I-15. Figure 3-1 provides the regional context. Figure 3-2 and Figure 3-3 provides a more precise location and boundaries of the proposed project.

The project site is currently vacant and comprised of three (3) parcels, I-15 right-of-way, Nutmeg Street right-of-way, and Centre City Parkway right-of-way. The total disturbed area of the project site would be 9.86 acres. Table 3-1 provides the total project site acreage.

**Table 3-1: Project Site Size (Acreage)**

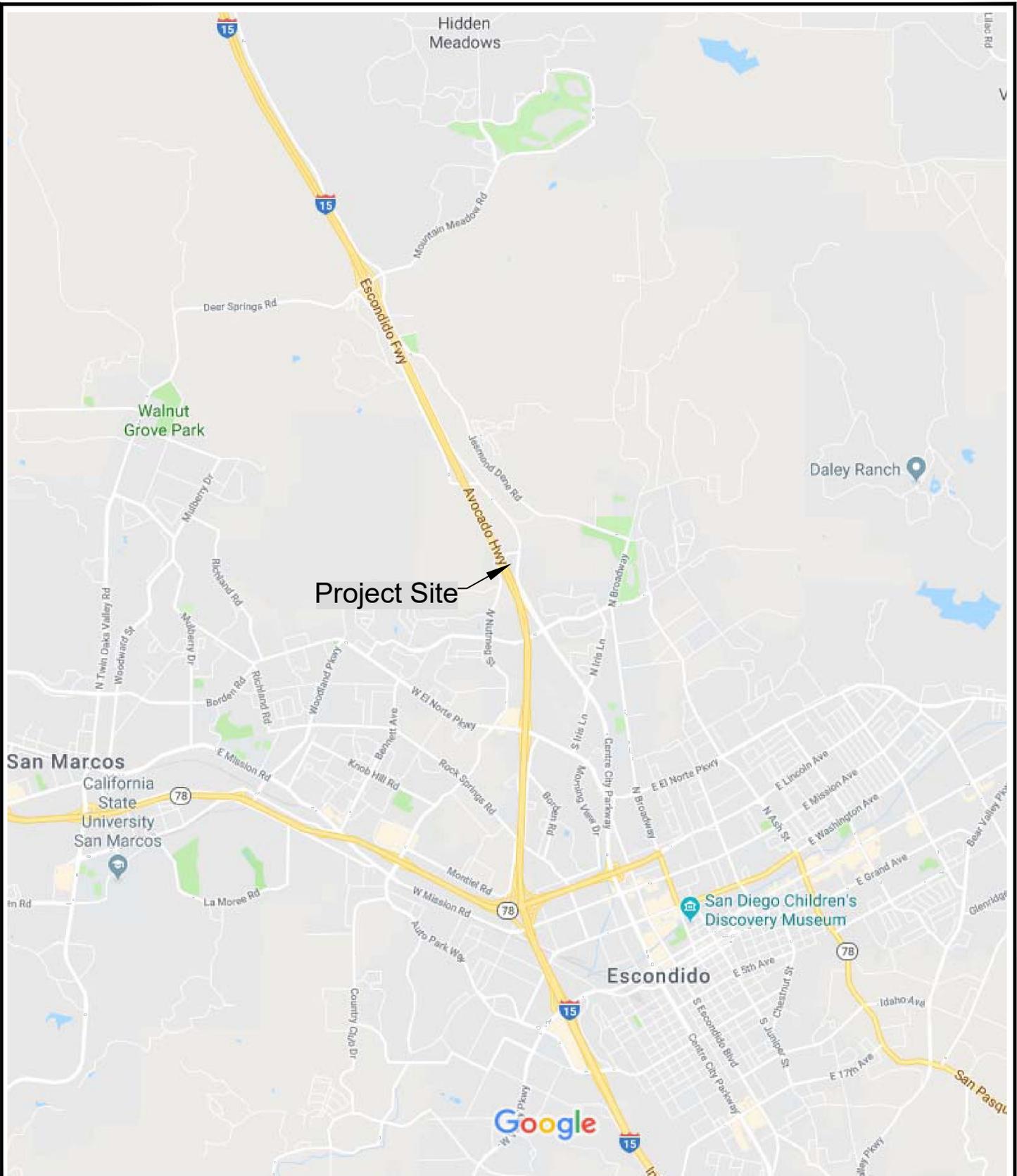
Parcel	Parcels/Location	Acres
<b>Nutmeg Homes Development</b>		
Southern (Parcels)	To the south of Nutmeg Street.	4.37
Northern (Parcels)	To the north of Nutmeg Street.	2.33
<i>Subtotal</i>		<i>6.70</i>
Centre City Right-of-Way	To the south of Nutmeg Street.	0.80
Centre City Right-of-Way	To the north of Nutmeg Street.	0.16
<i>Subtotal</i>		<i>0.96</i>
<b>Total Project Site</b>		<b>7.66</b>
<b>Disturbed Area</b>		
Nutmeg Homes Development		7.66
Cal-Trans Right-of-Way		1.29
Nutmeg Right-of-Way		0.34
Centre City Right-of Way*		0.57
<b>Total Disturbed Area</b>		<b>9.86</b>

Source: Excel Engineering

\*Does not include Centre City Right-of-Way used by project for development.

**Assessor’s Parcel Number(s)**

The I-15 Freeway and Centre City Parkway portions of the project site do not have assessor’s parcel numbers. The project site is comprised of the following assessor’s parcel numbers are: 224-260-23-00; 224-260-47-00; and 224-260-46-00.



SOURCE: [www.maps.google.com](http://www.maps.google.com)

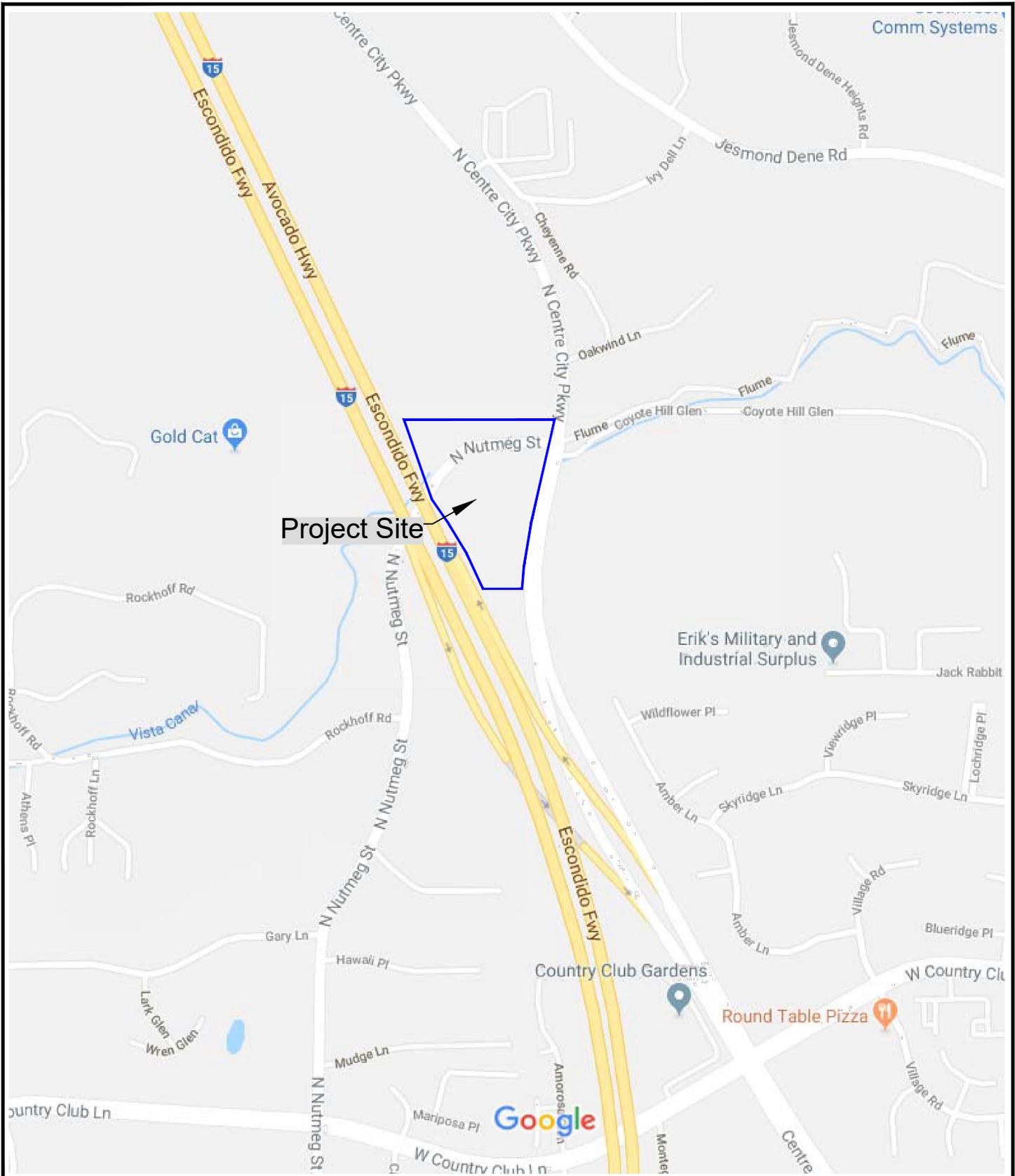
# REGIONAL LOCATION MAP

NUTMEG HOMES PROJECT - CITY OF ESCONDIDO

VISTA  
NO SCALE



FIGURE 3-1



SOURCE: [www.maps.google.com](http://www.maps.google.com)

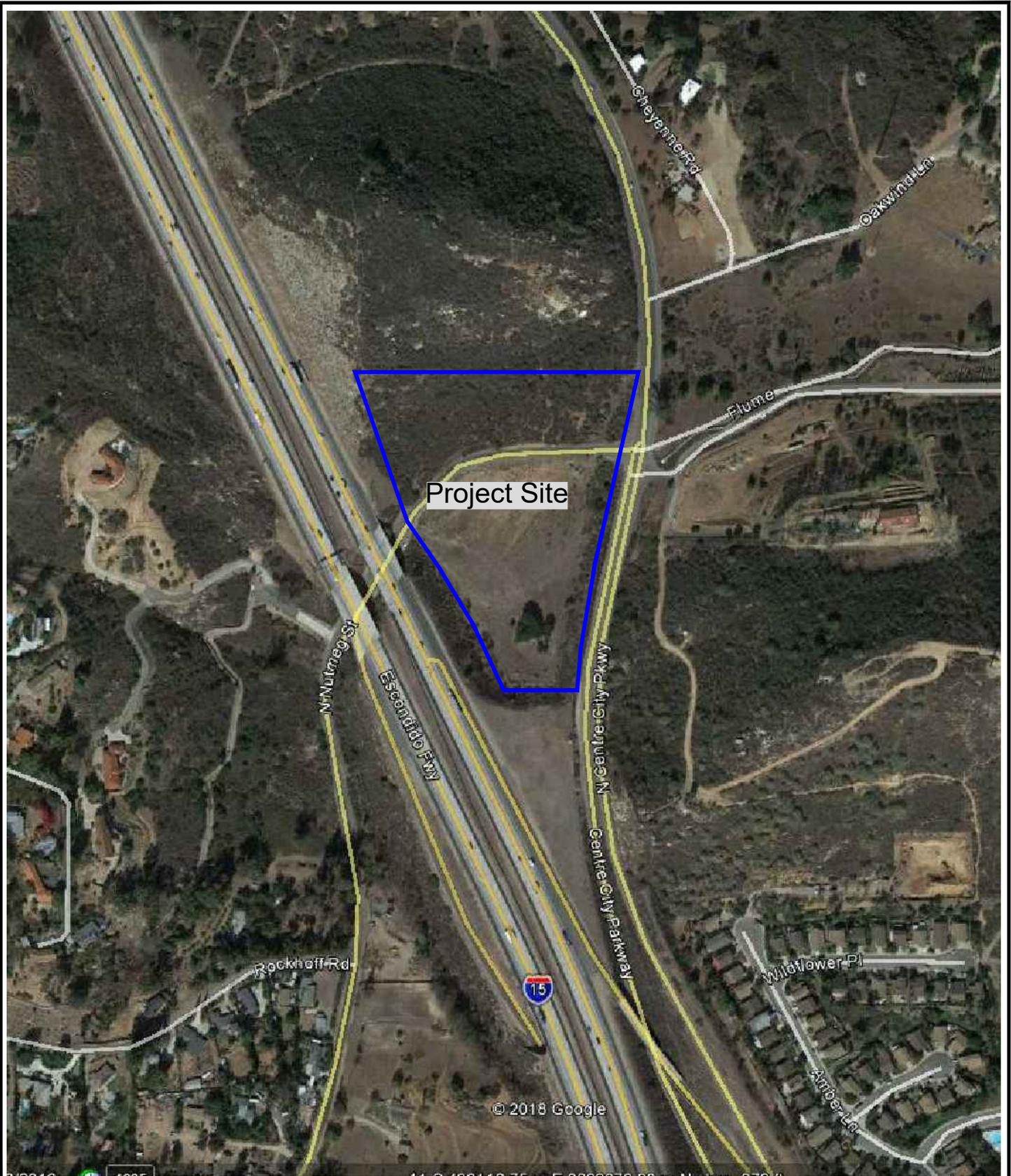
# LOCAL VICINITY MAP

## NUTMEG HOMES PROJECT - CITY OF ESCONDIDO

VISTA  
NO SCALE



FIGURE 3-2



SOURCE: Google Earth

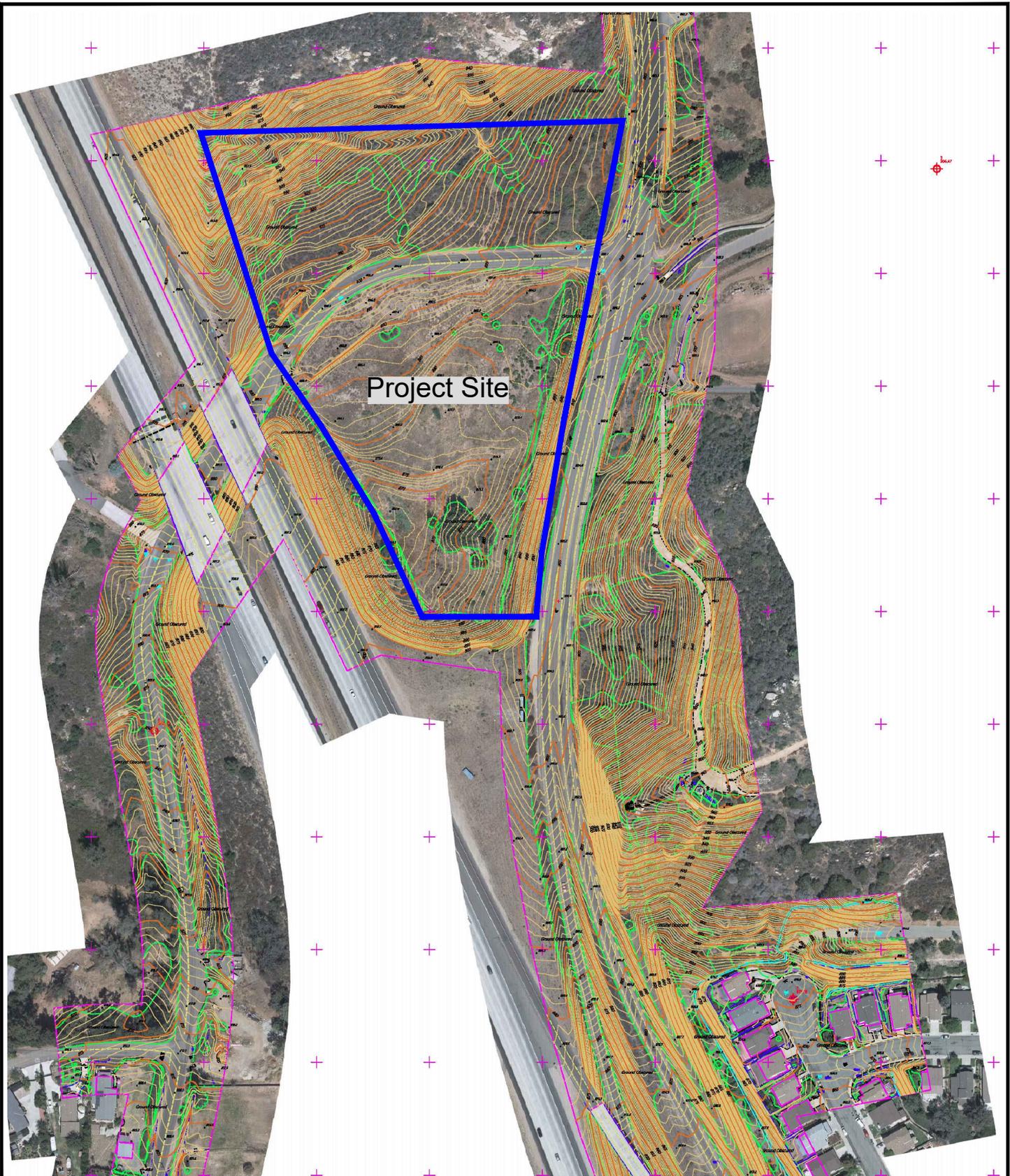
# AERIAL VIEW

## NUTMEG HOMES PROJECT - CITY OF ESCONDIDO

VISTA  
NO SCALE



FIGURE 3-3



SOURCE: Google Earth

# AERIAL TOPOGRAPHY

## NUTMEG HOMES PROJECT - CITY OF ESCONDIDO

VISTA  
NO SCALE



FIGURE 3-4

**3.2 Project Background**

The project site is presently vacant and does not appear to ever have been developed with structures. Existing and proposed City General Plan designations and Zoning Classifications for the project site are provided in Table 3-2. The subject parcels are currently designated in the Land Use Map of the City General Plan as “Office” (O). The Office designation provides for the development of a variety of activities in an office environment, such as administrative and professional offices; business support services; financial, insurance, and real estate services; and some supportive commercial uses. Prior to the 2012 Comprehensive General Plan Update, the project site was designated as “Estate (E).” The Estate designation permits a wide range of housing types, at a maximum density of one (1) to two (2) dwelling units per acre.

The project site zoning is Residential Estate-20 (RE-20) has not been updated since the adoption of the 2012 Comprehensive General Plan Update. The 2012 General Plan designated the project site as Office. The General Plan Updated program did not include a concurrent rezoning of the properties. The RE-20 Zone classification is inconsistent with the City General Plan designation and the project site would need to be rezoned prior to developing a commercial use. The proposed General Plan Amendment (GPA) and Rezone (ZC) would resolve the current General Plan and zoning discrepancy by making them consistent again for residential development.

**Table 3-2: General Plan and Zoning**

Assessor Parcel Number (APN)	Existing General Plan Land Use Designation	Requested General Plan Land Use Designation	Existing Zoning District Classification	Requested Zoning District Classification
224-260-23-00	Office (O)	Urban III (U3)	Residential Estates (R-E)	Planned Development Residential
224-260-47-00	Office (O)	Urban III (U3)	Residential Estates (R-E)	Planned Development Residential
224-260-46-00	Office (O)	Urban III (U3)	Residential Estates (R-E)	Planned Development Residential
Interstate – 15 (Right-of-Way)	N/A	N/A	N/A	N/A
Centre City Parkway (Excess Right-Of-Way)	Office (O)	Urban III (U3)	Residential Estates (R-E)	Planned Development Residential

Source: City of Escondido.

**3.3 Project Objectives**

The Project Applicant established the objectives indicated in Table 3-3 to guide the development of the proposed project:

**Table 3-3: Project Objectives**

No.	Objective
<b>OBJ-1</b>	To develop 135 new homes to meet demand in the City. By the provision of entry level and move-down housing priced within the Federal Housing Administration (FHA) and Veteran’s Administration (VA) guidelines in close proximity to employment. This would assist the City in implementing the General Plan’s housing goals by increasing the City’s housing stock and diversifying the range of housing opportunities.
<b>OBJ-2</b>	To reduce daily and peak-hour traffic significantly below that would occur if the project site were to be developed in accordance with the existing City General Plan with commercial office uses. By the development of the project site with residential land use.
<b>OBJ-3</b>	To enhance mobility in the City. By the provision of improves North Centre City Parkway, North Nutmeg Street, and Caltrans R-O-W in the vicinity of the project site for pedestrians, bicycles, and vehicles. Additionally, by improvements to project site access and circulation in accordance with all City standards.
<b>OBJ-4</b>	To meet City development and design standards related to land use and density, by providing a variety of housing types and designs within an interrelated development proposal that provides two (2) types of homes (i.e., townhomes and villas) with multiple designs, variations in height, design, and setback along North Nutmeg Street and North Centre City Parkway. Avoiding a monotonous streetscapes and visual impacts.
<b>OBJ-5</b>	To meet the City Municipal Code requirements related to recreation and open space in a reasonable manner, while providing for the development of housing affordable under FHA and VA guidelines. By establishing a landscape with appropriate modern materials for recreation areas, landscaped setbacks, sidewalks, fences, and signage.
<b>OBJ-6</b>	To meet the demand for on-site recreational opportunities by the provision of an interrelated open space and recreation system that includes concern for scenic vistas, scenic resources, community character and quality, and light and glare are all part of the visual landscape. By the provision of open space, tot-lots, and outdoor space area central located within the proposed project. Including: North Nutmeg Street a small park, seating area with overhead, and exercise station; and, South of North Nutmeg Street a park, seating area with overhead, and barbeque, spa, tot lot, exercise stations. Additionally, by the introduction of 222 trees.
<b>OBJ-7</b>	To meet all requirements related to the quality of storm water runoff. By the provision of a Storm Water Pollution Prevention Program (SWPPP) that meets all state, regional, and City standards. A program that would relate stormwater management and discharge control, harmful waters and wastes, sewer service charges, private sewage disposal systems, sewer connection fees, sewer connection laterals, and industrial wastewaters.
<b>OBJ-8</b>	To increased City revenues (i.e., property, sales, and other taxes). By changing the existing General Plan and zoning to allow reasoned development of the project site.

Source: Nutmeg North LLC & Nutmeg South LLC, January 2019.

### 3.4 Intended Uses of the EIR

### 3.0 Project Description

This Draft EIR addresses the potential environmental effects of the implementation and operation of the proposed project. The City of Escondido (City) is the Lead Agency for the purposes of CEQA because it has the principal responsibility and authority for deciding whether or not to approve the proposed project, and how it will be implemented. As the Lead Agency, the City is also responsible for preparing the environmental documentation for the proposed project in compliance with CEQA. The Lead Agency will employ this EIR in its evaluation of potential environmental impacts resulting from, or associated with, approval and implementation of the proposed project, to include potential effects of the proposed project's component elements. It is anticipated that the EIR may also be employed by Responsible Agencies, e.g., Air Quality Management District(s), Regional Water Quality Control Board(s), et al.; as well as utilities and service providers for their related or dependent environmental analyses.

In employing this Draft EIR, the City and other agencies will need to recognize that the proposed project plans and development concepts identified herein are just that, plans and concepts which are subject to refinement as the proposed project is further defined. Recognizing the potential for these future minor alterations to the proposed project, this Draft EIR in all instances evaluates likely maximum impact scenarios that would account for these minor alterations. These refinements and/or minor revisions to development proposals do not typically warrant modified or revised environmental documentation. Notwithstanding, at the discretion and direction of the City, substantive modifications to the proposed project described herein may warrant additional environmental evaluation.

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### 3.5 Project Characteristics

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#### 3.5.1 Components

The proposed project includes the development of 135 homes, off-street parking, on-site circulation, tot-lot, and outdoor open space areas. The proposed site plan is depicted on Figure 3-5. The homes and off-street parking would include construction of three (3) areas and two (2) types of homes. The number of units, unit type, stories, bedrooms, bathrooms and parking for each is provided in Table 3-4.

Figure 3-5 indicates the location of each of the proposed Villas. Overall the proposed project includes development of 135 homes on 7.66 acres. The total disturbed area of the project site including the grading within Caltrans right-of-way and Centre City Parkway right-of-way would be 9.86 acres. The overall density of the proposed project would be approximately 18 dwelling units per net acre (135 dwelling units / 9.9 acres = 14 dwelling units per gross acre or 135 dwelling units/ 7.5 dwelling units per net acre). Net is defined per City Codes. Figure 3-6 shows the proposed project elevations.

**Table 3-4: Project Statistics**

	No. Units	Max sq ft	Height	Bed	Bath
<b>NORTH – Villas</b>					
Plan 1	9	1,104	3	2	2.5
Plan 2	26	1,339	3	3	2.5
Plan 3	2	1,646	3	3	3.5

### 3.0 Project Description

	No. Units	Max sq ft	Height	Bed	Bath
sub-total	37				
<b>SOUTH – Villas</b>					
Plan 1	16	1104	3	2	2.5
Plan 2	22	1339	3	3	2.5
Plan 3	10	1646	3	3	3.5
sub-total	48				
<b>SOUTH– Rowhomes</b>					
Plan 1	12	1,210	2	2	2.0
Plan 2	12	1,500	2 or 3	3	3.0
Plan 3	12	1,610	2 or 3	3	2.5
Plan 4	14	1,950	2	4	3.0
sub-total	50				
<b>Total</b>	<b>135</b>				

Source: Summa Architecture.

Max = maximum; sq ft = square feet; and, No. = number

### 3.5.2 Parking

The proposed project would provide a total of 307 parking spaces. This includes 270 garage spaces and 37 guest spaces. Figure 3-5 indicates the location of all on-street parking spaces. Table 3-5 indicates the proposed parking to be provided and spaces required by the City Municipal Code. The proposed project total parking requirement equals 299 parking spaces (see Table 3-5). Therefore, the proposed project meets City standards for parking.

**Table 3-5: Parking Statistics**

Project Statistics		
Unit Type	Number Units	% Total Units
North Villas	37	27%
South Villas	48	36%
South Row Homes	50	37%
<b>Total</b>	<b>135</b>	<b>100%</b>

Unit Type	Number of Units	Bedrooms	Baths
<b>Villas (North &amp; South)</b>			
Plan 1	25	2	2.5
Plan 2	48	3	2.5
Plan 3	12	3	3.5
<b>Rowhomes (South)</b>			
Plan 1	12	2	2

### 3.0 Project Description

Unit Type	Number of Units	Bedrooms	Baths
Plan 2	12	3	3
Plan 3	12	3	2.5
Plan 4	14	4	3
<b>Total</b>	<b>135 Units</b>		

City Parking Requirements						
Unit Type	Number of Units	Parking Required	Covered Spaces	Unit Spaces	Guest Spaces	Total
2 Bedroom	37	1.75 per unit 1 per 4 units guest	33	33	10	76
3 Bedroom	84	2 per unit 1 per 4 units guest	84	84	21	189
4 Bedroom	14	2 per unit 1 per 4 units guest	14	14	4	32
<b>Total</b>	<b>135</b>		<b>131</b>	<b>131</b>	<b>35</b>	<b>297</b>

Proposed Project			
Parking Site Plan	Garage	Open	Total
North Villas (37 homes)	74	9	83
South Villas & Row Homes (98 homes)	196	28	224
<b>Total</b>	<b>270</b>	<b>37</b>	<b>307</b>

Source: City of Escondido Municipal Code and Summa Architecture.

### 3.5.3 Access

Public (resident, guest, and deliveries) access to the proposed project would be provided from two (2) driveways one (1) on each side of Nutmeg Street. The proposed project would construct improvements to Nutmeg Street to increase the horizontal safety. The proposed project would provide for frontage improvements along Centre City Parkway. No improvements are proposed to I-15.

Internal circulation within the project site is based on driveway aisles that measure 24 feet wide and have been designed to meet the City's design standards.

### 3.5.4 Drainage

The proposed project is an attached residential complex with minimal areas for landscape, vegetated swales and other natural drainages that serve slow runoff velocity and reduce runoff volume. The existing drainage pattern for

### **3.0 Project Description**

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the project site shows several drainage areas. To the south of Nutmeg Street the project site stormwater flows into an existing inlet located in the southwest portion of the site.

The proposed development would create several small drainage areas. Consequently the runoff from some of the proposed drainage areas is captured and treated using LID BMP's. The project site will capture these runoffs using catch basins and inlets and discharge into proposed storm drain system. The proposed storm drain pipes, in each respective drainage areas, are designed to flow southeast where the proposed infiltration basins are located. The infiltration basins will be design to provide the same runoff flow and volume reducing benefits as natural drainages.

The project site proposes capturing all site stormwater runoff via yard inlets and catch basins, then routed to the infiltration basins with natural infiltrating capacity. As a pre-treatment for the site, catch basins will be installed with filter inserts. The infiltration basins will provide the infiltration properties in order to reduce the quantity and velocity of the project site.

The project site will be fully developed and will be landscaped with native and/or non-native drought-tolerant species. Runoff from the parking areas will be diverted to LID areas via curb openings. LID areas will contain catch basins to convey stormwater toward the infiltration basins. Runoff from the site will be infiltrated so as to treat the first flush. The roof runoff is proposed to drain into landscaped areas before entering the area drain system. Several landscaped areas are designed to be below the finish grade to help in treating and retaining some of the runoff before it continues to flow into the proposed infiltration basin. Some drainage areas will disperse the runoff flow to the proposed filter catch basins. Both conditions mentioned above will show that the project proposes to disperse runoff to adjacent pervious areas to the maximum extent practicable.

### **3.5.5 Landscaping and Fencing**

With the exception of oak trees on the southern portion of the project site, there are no existing significant trees on the project site. The proposed project would include open space, tot-lots, and outdoor space area central located within the complex. Pedestrian access would be provided from each of the buildings to these areas. The entire project site area will be landscaped. The project site will be fenced. Figure 3-7 shows the proposed project landscape plan.

### **3.5.6 Off-Site Improvements**

To implement the proposed project, off-site improvements would be constructed in Centre City Parkway, Nutmeg Street, and I-15. These improvements are described below.

#### ***Centre City Parkway***

Proposed project improvements to Centre City Parkway would include grading of right-of-way and the installation of improvements including: pavement, curb and gutter, sidewalk, and landscaping. Additionally, the proposed project would include the extension of sewer in Centre City Parkway.

***Nutmeg Street***

Proposed project improvements to Nutmeg Street would include the realignment and installation of improvements including: pavement, curb and gutter, sidewalk, and landscaping.

***I-15 Freeway***

Proposed project improvements to I-15 Freeway right-of-way would include: grading, fill, and landscaping.

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**3.6 Construction, Operation and Phasing**

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**3.6.1 Construction**

The construction would occur after the completion of the grading phase. It is anticipated that construction would commence at the end of grading. For the purposes of providing a “*worst case*” analysis, this environmental document will assume that all improvements are completed by October 2020.

***Demolition***

There are no structures on the project site. Demolition of the existing public infrastructure improvements (i.e., streets, etc.) would occur with City approved improvement plans. The proposed project would involve the removal of all vegetation in the on the project site. Subsequent to the removal of vegetation; the demolition of all existing public infrastructure improvements, grading, and infrastructure improvements to the project site would occur.

***Mass Grading and Super Pads***

The Project Applicant has stated that grading and construction would start immediately after City approvals. Grading would occur in approximately six (6) months and they anticipate completion by November 2019.

***Off-Site Improvements***

The proposed project would require off-site improvements. These improvements include extension of the sewer line south along North City Centre Parkway. Additionally, the proposed project includes cut and fill within the California Department of Transportation (Cal Trans) right-away, adjacent to the project site.

***Paving***

Paving would occur after the completion of the building construction phase. The paving phase would include the paving of the on-site roads and parking areas. Paving activities would occur over two months.

### ***Architectural Coating***

The application of architectural coatings would occur after the completion the building construction phase and would have the potential of occurring concurrently with the paving phase and possibly the building construction phase. Architectural coating would occur over three (3) month

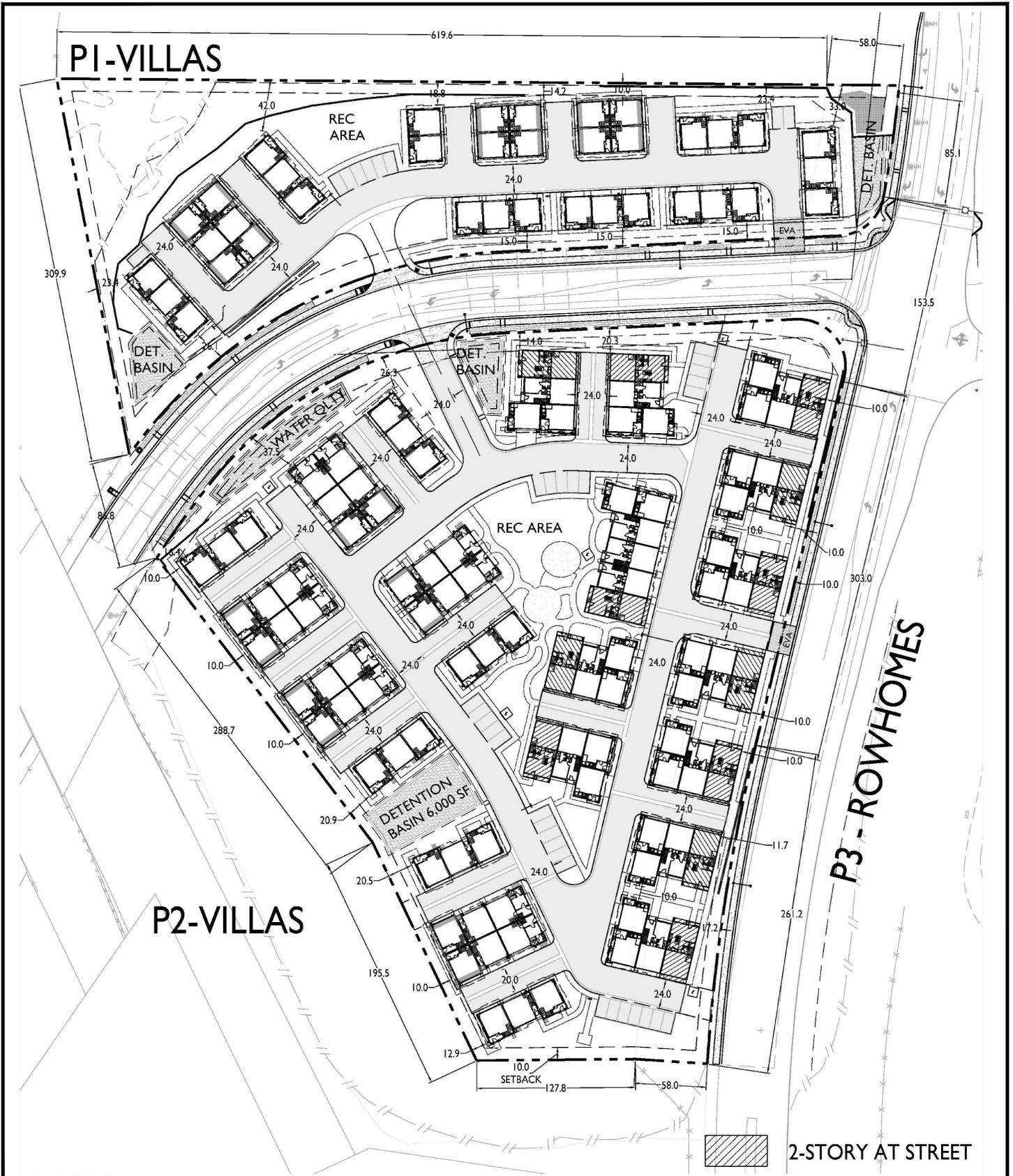
#### **3.6.2 Occupancy**

Occupancy would be anticipated begin in January 2020 before all improvements are completed and occur over approximately 12 months (12 homes per month). This document will assume that full occupancy would occur by January 2021.

#### **3.6.3 Phasing**

The phasing of the proposed project improvements would follow the objectives described below:

- Build-out of the proposed project will be based upon market and economic conditions. Subject to those conditions, build-out is expected to occur by the Year 2020.
- Provision of adequate infrastructure and public facilities concurrent with development.



SOURCE: Summa Architecture

# NUTMEG HOMES SITE PLAN

NUTMEG HOMES PROJECT - CITY OF ESCONDIDO

VISTA  
NO SCALE



FIGURE 3-5



RIGHT



REAR



LEFT



FRONT



PERSPECTIVE



PERSPECTIVE

**MATERIAL SCHEDULE**

- 1 ROOF - CONCRETE TILE
- 2 FASCIA - 2 X RESAWN WOOD
- 3 WALL - STUCCO
- 4 WALL - HORIZONTAL SIDING
- 5 WALL - STONE VENEER
- 6 TRIM - 2 X STUCCO OVER
- 7 DECORATIVE - OUTLOOKER
- 8 DECORATIVE - SHUTTERS
- 9 DECORATIVE - AWNING
- 10 WOOD RAILING

SOURCE: Summa Architecture.

VISTA  
NO SCALE

**ROWHOME - BUILDING A ELEVATIONS**  
**NUTMEG HOMES PROJECT - CITY OF ESCONDIDO**

FIGURE 3-6A



REAR



RIGHT



LEFT



FRONT



PERSPECTIVE



PERSPECTIVE

**MATERIAL SCHEDULE**

- 1 ROOF - CONCRETE TILE
- 2 FASCIA - 2 X RESAWN WOOD
- 3 WALL - STUCCO
- 4 WALL - HORIZONTAL SIDING
- 5 WALL - STONE VENEER
- 6 TRIM - 2 X STUCCO OVER
- 7 DECORATIVE - OUTLOOKER
- 8 DECORATIVE - SHUTTERS
- 9 DECORATIVE - AWNING
- 10 WOOD RAILING

SOURCE: Summa Architecture.

VISTA  
NO SCALE

**ROWHOME - BUILDING B ELEVATIONS**

NUTMEG HOMES PROJECT - CITY OF ESCONDIDO

FIGURE 3-6B



REAR



RIGHT



LEFT



FRONT

**MATERIAL SCHEDULE**

- 1 ROOF - CONCRETE TILE
- 2 FASCIA - 2 X RESAWN WOOD
- 3 WALL - STUCCO
- 4 WALL - HORIZONTAL SIDING
- 5 WALL - STONE VENEER
- 6 TRIM - 2 X STUCCO OVER
- 7 DECORATIVE - OUTLOOKER
- 8 DECORATIVE - SHUTTERS
- 9 DECORATIVE - AWNING
- 10 WOOD RAILING



PERSPECTIVE



PERSPECTIVE

SOURCE: Summa Architecture.

**VISTA**  
NO SCALE

**VILLA - BUILDING A ELEVATIONS**  
**NUTMEG HOMES PROJECT - CITY OF ESCONDIDO**

FIGURE 3-6C



RIGHT



FRONT



LEFT



RIGHT



PERSPECTIVE



PERSPECTIVE

**MATERIAL SCHEDULE**

- 1 ROOF - CONCRETE TILE
- 2 FASCIA - 1" X RESAWN WOOD
- 3 WALL - STUCCO
- 4 WALL - HORIZONTAL SIDING
- 5 WALL - STONE VENEER
- 6 TRIM - 2" X STUCCO OVER
- 7 DECORATIVE - OUTLOOKER
- 8 DECORATIVE - SHUTTERS
- 9 DECORATIVE - AWNING
- 10 WOOD RAILING

SOURCE: Summa Architecture.

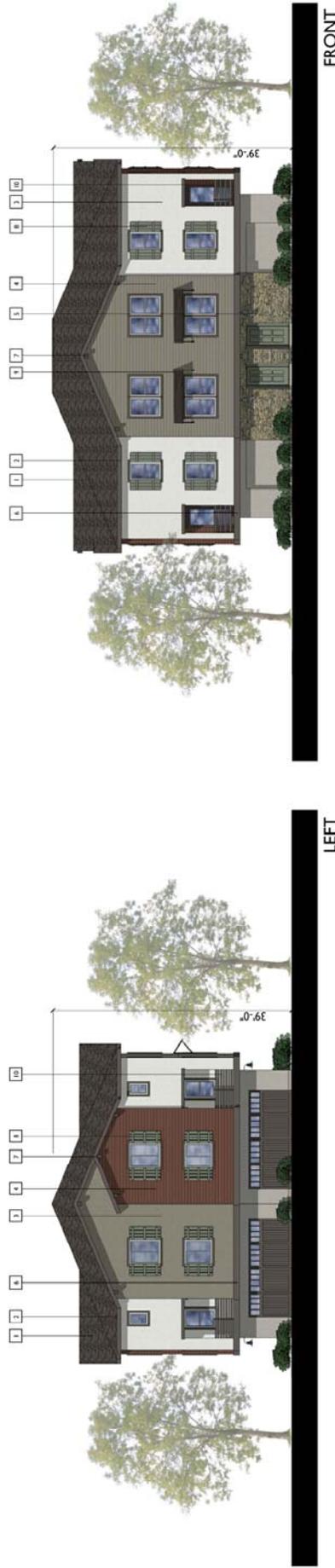
VISTA  
NO SCALE

VILLA - BUILDING B ELEVATIONS  
NUTMEG HOMES PROJECT - CITY OF ESCONDIDO

FIGURE 3-6D



RIGHT



LEFT



REAR



FRONT



PERSPECTIVE



PERSPECTIVE

**MATERIAL SCHEDULE**

- 1 ROOF - CONCRETE TILE
- 2 FASCIA - 2 X RESAWN WOOD
- 3 WALL - STUCCO
- 4 WALL - HORIZONTAL SIDING
- 5 WALL - STONE VENEER
- 6 TRIM - 2 X STUCCO OVER
- 7 DECORATIVE - OUTLOOKER
- 8 DECORATIVE - SHUTTERS
- 9 DECORATIVE - AWNING
- 10 WOOD RAILING

SOURCE: Summa Architecture.

VISTA  
NO SCALE

VILLA - BUILDING C ELEVATIONS  
NUTMEG HOMES PROJECT - CITY OF ESCONDIDO

FIGURE 3-6E



RIGHT



REAR



LEFT



FRONT



PERSPECTIVE



PERSPECTIVE

**MATERIAL SCHEDULE**

- 1 ROOF - CONCRETE TILE
- 2 FASCIA - 2 X RESAWN WOOD
- 3 WALL - STUCCO
- 4 WALL - HORIZONTAL SIDING
- 5 WALL - STONE VENEER
- 6 TRIM - 2 X STUCCO OVER
- 7 DECORATIVE - OUTLOOKER
- 8 DECORATIVE - SHUTTERS
- 9 DECORATIVE - AWNING
- 10 WOOD RAILING

SOURCE: Summa Architecture.

VISTA  
NO SCALE

VILLA - BUILDING D ELEVATIONS  
NUTMEG HOMES PROJECT - CITY OF ESCONDIDO

FIGURE 3-6F



## **4.0 ENVIRONMENTAL IMPACT ANALYSIS**

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## 4.0 Environmental Impact Analysis

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### Introduction

#### *Purpose*

The purpose of this section of the Draft Environmental Impact Report (Draft EIR) is to describe the proposed projects potential impacts on an environmental issue areas; identify associated regulatory requirements; evaluate the significance of any potential impacts; identify mitigation measures related to implementation of the proposed project; and, describe the level of significance of potential impacts after mitigation.

#### *Methodology*

The analyses in this Draft EIR consider the physical environmental effects of the proposed project related to the environmental conditions at the time the Notice of Preparation (NOP) was issued.

### Section Format

The project-level analysis of each topical environmental issue area is organized into the following sub-sections: Introduction including purpose an sources, Environmental Setting, Regulatory Setting; Significance Thresholds; Evaluation of Potential Project Impacts; Mitigation Measures; and, Level of Significance after Mitigation.

Each topical analysis section is organized and defined as provided below. Introduction - provides a brief explanation of the “scope” of the analysis section and identifies key references used for the section analysis.

#### *Environmental Setting*

The Environmental Setting provides an overview of the existing conditions and defines the baseline relevant to the scope of the particular environmental topic. This section is subdivided into two (2) sections.

##### Physical Setting

The physical setting provides a description of applicable physical conditions at the project site and surrounding area, and may include information related to the existing land uses, structures, and operational characteristics of those existing developments.

##### Regulatory and Policy Setting

The regulatory setting provides information about policies, procedures, regulations, and requirements that were in place at the time the NOP was published and/or adopted, and would be applicable to the proposed project.

#### *Thresholds of Significance*

The Thresholds of Significance section identifies and explains the City’s thresholds of significance established for the analysis and any additional criteria used to determine the significance.

***Evaluation of Project Impacts***

The evaluation of the potential impacts of the proposed project discusses the effects of the proposed project relative to the thresholds of significance. Mitigation Measures are recommended when the proposed project would result in a significant environmental impact. Finally, the levels of significance of potential project-specific impacts after mitigation are provided.

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## 4.1 Aesthetics

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### ***Purpose***

This section of the Draft Environmental Impact Report (Draft EIR) section describes the projects impacts on aesthetics resources, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the proposed Nutmeg Homes Project (proposed project).

### ***Sources***

The following sources were used in consideration and discussion of the potential environmental impacts, mitigation measures, and residual impact:

- *Project Site Photographs*, prepared by Vista Environmental, Inc., July 2018, as provided in this Draft EIR.
- *Visual Simulations*, prepared by Summa Architecture, October 2018, as provided in this Draft EIR.

General information in this section is taken from the City of Escondido General Plan (General Plan) (City of Escondido 2012) and Escondido General Plan Update and Climate Action Plan Environmental Impact Report (General Plan Program EIR) (City of Escondido 2012), unless otherwise referenced.

### **4.1.1 Environmental Setting**

#### ***Existing Visual Resources***

Existing visual resources define a community's character and identity. Scenic vistas, scenic resources, community character and quality, and light and glare are all part of the visual landscape. These features of the existing visual landscape for the purposes of this EIR are as described below.

**Scenic Vistas.** Scenic vistas are singular vantage points that offer unobstructed views of valued viewsheds, including areas designated as official scenic vistas along major highways or designated by the City as visual resources.

**Visual Character.** The visual character of a site is defined by physical characteristics such as landform, vertical relief, type of vegetation, textures, and patterns; the presence of clear or cascading water; the range of color in the soil, rock, vegetation, or water; the variety in landscape; built structures that are visually different from the natural environment; and, other visually distinguishing elements.

**Visual Quality.** The visual quality of a site results from the interpretation of physical features determined by the viewer's perception. Perceptual quality factors include vividness, intactness, unity, visual organization, scarcity, adjacent scenery, and cultural modifications. A high visual quality would include a balanced composition of line, form, color, and texture; striking visual patterns or the presence of distinct focal points; enhancement from the adjacent scenery; and overall compatibility with the character of the landscape setting. A low visual quality usually

#### 4.1 Aesthetics

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has a chaotic appearance, elements that appear random with no perceivable patterns, adjacent scenery that detracts or has little influence on the scenic quality, and cultural modifications that detract from the setting.

**Views.** Views are composed of three (3) distinct parts: the viewing scene itself; the viewing location from which an individual sees the viewing scene; and the view corridor, which is the volume of space between the viewing scene and the viewing location.

**Viewing Distance.** The viewing distance, or distance between a site and the location from which it is viewed, includes a foreground, mid-ground, and background. Foreground views encompass views within less than 0.25 miles, mid-ground views encompass views from 0.25 to three (3) miles, and background views encompass views beginning at a distance of three (3) miles and beyond.

**Viewer Sensitivity.** Viewer sensitivity is ranked as high, medium, or low, and generally is determined based on the following thresholds: types of use, amount of use, public interest, adjacent land uses, and special areas. Sensitive viewpoints generally include surrounding residences, recreational areas, and designated scenic roads.

**Viewshed.** The viewshed is the area visible from an observer's viewpoint, including the screening effects of intermediate vegetation and structures. The most comprehensive viewsheds generally are from scenic viewpoints, which are singular vantage points that offer an unobstructed view of expansive visible landscape components. Viewshed components include the underlying landform/topography (e.g., foothills, mountains, flatlands) and the overlaying land cover (e.g., water features, vegetation, cultural sites, and buildings).

#### Community Character

The City is characterized by hills and mountains surrounding an open valley, bisected by the Escondido Creek. Expanding out from the City's historic downtown and urban core are established single- and multi-family neighborhoods. Densities and intensities diminish toward the outer areas of the City. Streets follow topographic contours in outlying areas as the community transitions to higher elevations and existing agricultural operations remain or open space areas are preserved.

The City has significant visual resources including: ridgelines; hillsides; unique landforms such as rock outcroppings; creeks; lakes; and, natural open space areas. Viewsheds serve the City as a scenic amenity and contribute to the quality of life.

#### Land Use

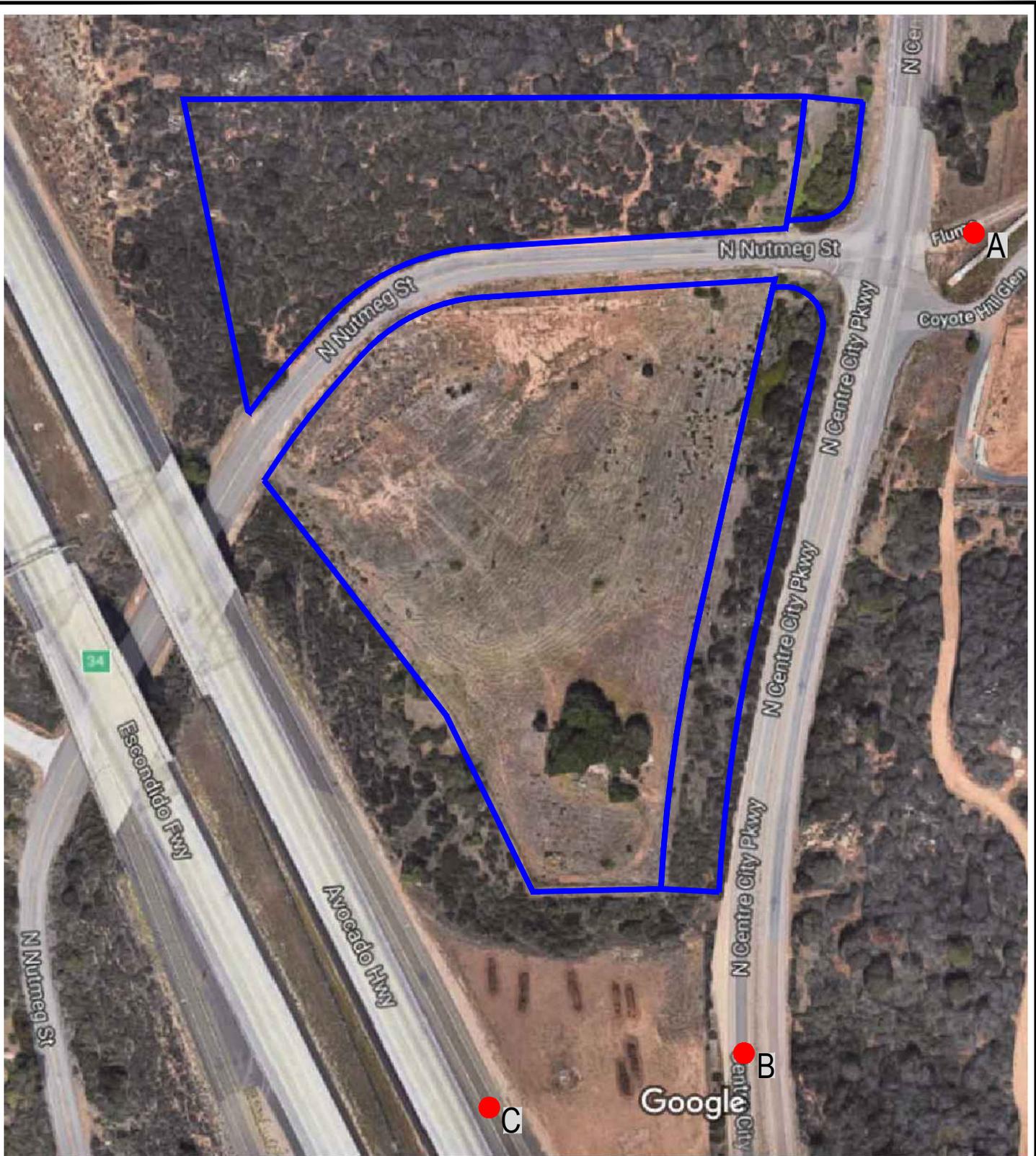
The project site is vacant. Portions of the project site are improved with existing North Nutmeg Street and North Centre City Parkway. Existing on-site and adjacent land uses are shown on Figure 3-2 through Figure 3-4. Existing on-site and adjacent land uses and land use designations are shown in Table 4.1-1. Views of the existing visual resources of the project site as depicted on Figure 4.1-2 are depicted below.

4.1 Aesthetics

**Table 4.1-1: Existing On-site and Adjacent Land Uses and Land Use Designations**

Location	Current Land Use
On-site	Vacant undeveloped.
North	Vacant undeveloped.
South	Vacant undeveloped.
East	Centre City Parkway. Across Centre City Parkway are low density single-family residences and open space.
West	I-15. Across I-15 are low density single-family residences and open space.

Source: Vista Community Planners, Inc.



**LEGEND**

● A View Simulation Location

SOURCE: Summa Architecture

**VIEW SIMULATION LOCATIONS**

**NUTMEG HOMES PROJECT - CITY OF ESCONDIDO**

VISTA  
NO SCALE



**FIGURE 4.1-1**



EXISTING



PROPOSED

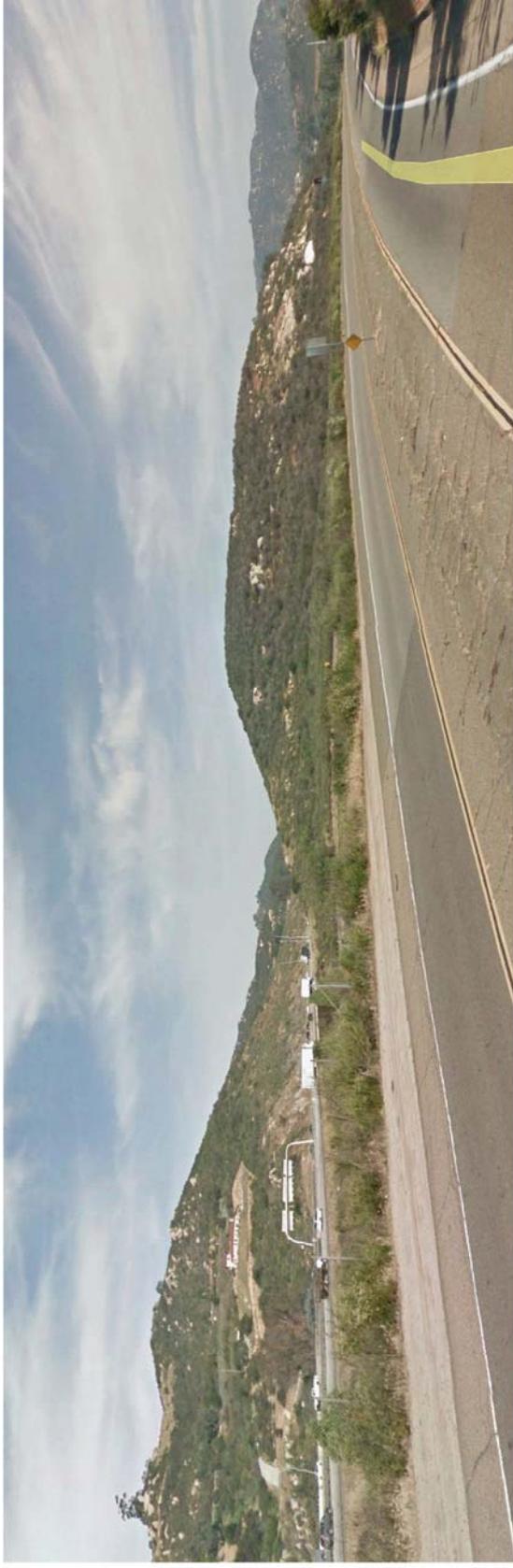
SOURCE: Summa Architecture.

VISTA  
NO SCALE

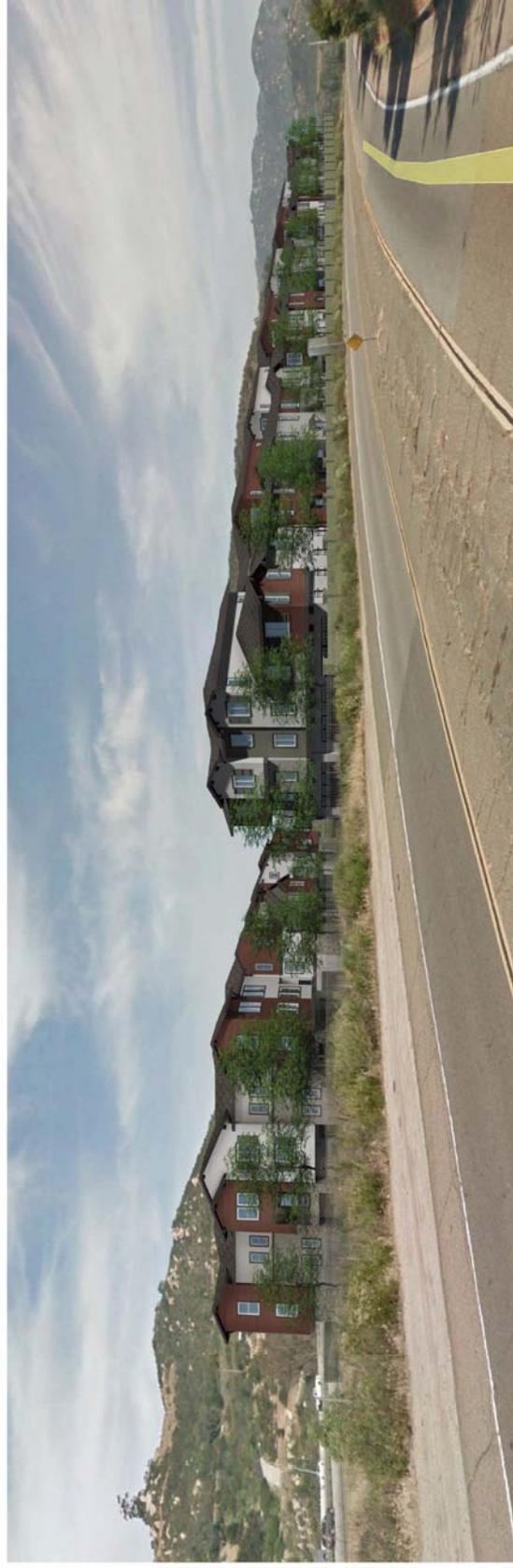
## VIEW SIMULATIONS

NUTMEG HOMES PROJECT - CITY OF ESCONDIDO

FIGURE 4.1-1A



EXISTING



PROPOSED

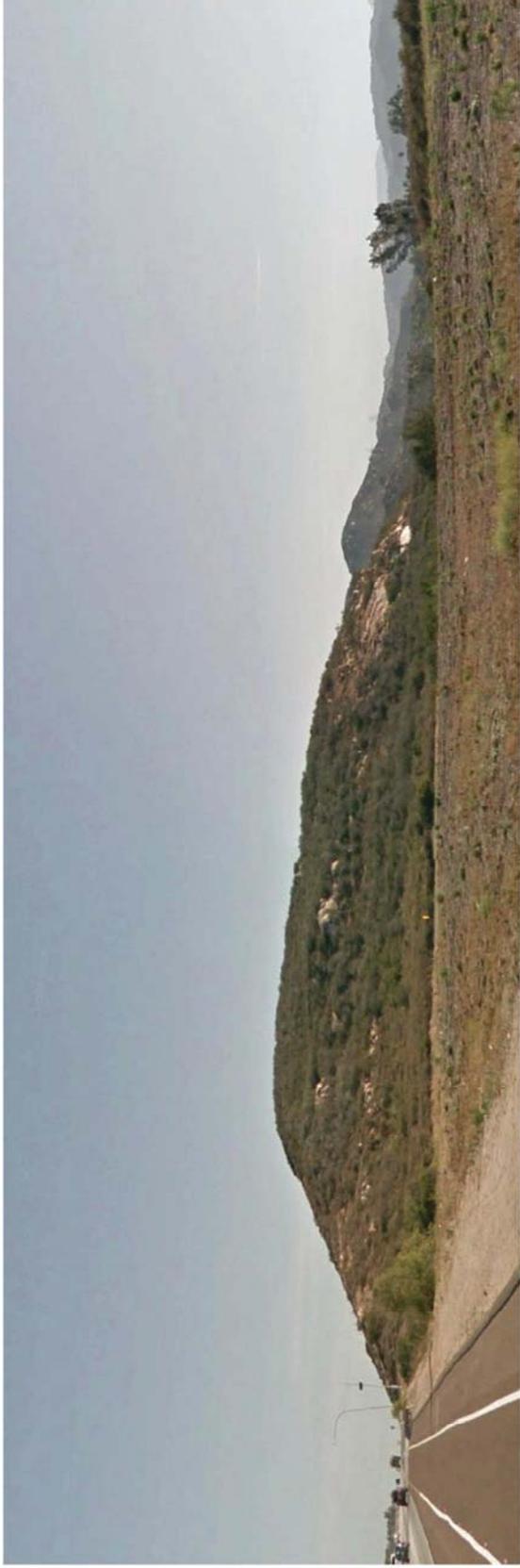
SOURCE: Summa Architecture.

VISTA  
NO SCALE

## VIEW SIMULATIONS

NUTMEG HOMES PROJECT - CITY OF ESCONDIDO

FIGURE 4.1-1B



EXISTING



PROPOSED

SOURCE: Summa Architecture.

VISTA  
NO SCALE

## VIEW SIMULATIONS

NUTMEG HOMES PROJECT - CITY OF ESCONDIDO

FIGURE 4.1-1C



Northwest Area of Project Site - Looking North



Northwest Area of Project Site - Looking Northeast



Northwest Area of Project Site - Looking East



Northwest Area of Project Site - Looking Southeast



Northwest Area of Project Site - Looking South



Northwest Area of Project Site - Looking Southwest



Northwest Area of Project Site - Looking West



Northwest Area of Project Site - Looking Northwest

SOURCE: Vista Environmental

## EXISTING SURROUNDING PHOTOS

NUTMEG HOMES PROJECT - CITY OF ESCONDIDO

VISTA  
NO SCALE



FIGURE 4.1-2A



Northeast Area of Project Site - Looking North



Northeast Area of Project Site - Looking Northeast



Northeast Area of Project Site - Looking East



Northeast Area of Project Site - Looking Southeast



Northeast Area of Project Site - Looking South



Northeast Area of Project Site - Looking Southwest



Northeast Area of Project Site - Looking West



Northeast Area of Project Site - Looking Northwest

SOURCE: Vista Environmental

# EXISTING SURROUNDING PHOTOS

## NUTMEG HOMES PROJECT - CITY OF ESCONDIDO

VISTA  
NO SCALE



FIGURE 4.1-2B

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## 4.1.2 Regulatory Setting

### ***Federal***

#### U.S. Department of Transportation

##### *Federal Highway Administration*

The Federal Highway Administration (FHWA) is an agency within the U.S. Department of Transportation that supports State and local governments in the design, construction, and maintenance of the Nation's highway system (Federal Aid Highway Program) and various federally and tribal owned lands (Federal Lands Highway Program). The Federal Highway Administration is responsible for ensuring that America's roads and highways continue to be among the safest and most technologically sound in the world through financial and technical assistance to state and local governments

##### **Nation Scenic Byways Program - America's Byways**

America's Byways is the umbrella term used for the collection of 150 distinct and diverse roads designated by the U.S. Secretary of Transportation. America's Byways include the National Scenic Byways and All-American Roads. The program defines America's Byways as gateways to adventures where no two experiences are the same.

**National Scenic Byways.** There are no national scenic byways in the vicinity of the project site. The nearest national scenic byway to the project site is the Arroyo Seco Historic Parkway – State Route 110. The Arroyo Seco Parkway connects the Cities of Los Angeles and Pasadena through the historic Arts and Crafts landscape of the Arroyo Seco. Conceived in the parkway tradition with gentle curves, lush landscaping, and scenic vistas, the byway incorporated the modern elements that would lay the groundwork for the California freeway system. The Arroyo Seco Parkway is located approximately 107 miles from the project site. National Scenic Byways in California are noted in Table 4.1-2.

**All-American Roads.** There are no All-American Roads in the vicinity of the project site. All-American Roads must meet two (2) out of the six (6) intrinsic qualities. The six (6) qualities are scenic, natural, historic, cultural, archeological, and recreational. The designation means they have features that do not exist elsewhere in the United States and are unique and important enough to be tourist destinations unto themselves. All-American Roads in California are noted in Table 4.1-2.

Table 4.1-2: National Scenic Byways and All-American Roads in California

Type	Name	Length (mi)	Length (km)	State	Southern or western terminus	Northern or eastern terminus	Date designated	Description
AAR	Route One, Big Sur Coast Highway	0	0	CA			September 19, 1996 (AAR)	Scenic drive along the Pacific coast
AAR	Route One, San Luis Obispo North Coast Byway	0	0	CA			June 13, 2002 (AAR)	Scenic drive along the Pacific coast
NSB	Arroyo Seco Parkway Scenic Byway	9.5	15.3	CA			13-Jun-02	The first freeway in the Western U.S., connecting Los Angeles and Pasadena through the Arroyo Seco
NSB	Death Valley Scenic Byway	0	0	CA			9-Jun-98	Scenic drive through the lowest place in North America, surrounded by mountains
NSB	Ebbetts Pass Scenic Byway	0	0	CA			22-Sep-05	Crossing of the Sierra Nevada past giant sequoia groves
NSB	Tioga Road/Big Oak Flat Road	0	0	CA			19-Sep-96	High mountain pass through Yosemite National Park
AAR	Volcanic Legacy Scenic Byway	0	0	CA; OR			June 9, 1998 (AAR, Oregon)	Scenic drive through the Cascade Volcanic Arc

Source: Federal Highway Administration (FHWA)

Notes:

AAR – All-American Road

NSB – Federal Highway Administration (FHWA)

**State**

California Environmental Quality Act

Primary environmental legislation in California is found in the California Environmental Quality Act (CEQA) and its implementing guidelines (State CEQA Guidelines). CEQA and the State CEQA Guidelines require that projects with potential adverse effects (or impacts) on the environment undergo environmental review.

California Scenic Highway Program

The State Department of Transportation's (Caltrans) Landscape Architecture Program administers the Scenic Highway Program contained in the Streets and Highways Code, Sections 260-263. State highways are classified as either Officially Listed or Eligible. The intent of this program is to protect and enhance the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view.

*Designated Scenic Highways*

A freeway, highway, road, or other vehicular right-of-way along a corridor with considerable natural landscape and a high aesthetic value would have the potential to be eligible for a scenic highway designation. Scenic highway corridors generally include the land adjacent to and visible from the vehicular right-of-way. The dimension of the corridor is usually identified using a motorist's line of vision, but a reasonable boundary is selected when the view extends to the distant horizon. State Scenic Highways are those highways that are either officially designated as State Scenic Highways by Caltrans or are eligible for such designation. Table 4.1-3, provides a list of the Caltrans official State Scenic Highways.

There are no officially listed or eligible highways near or overlooking the project site. The nearest officially listed highway is State Route 78 (SR-78) approximately seven (7) miles from the project site.

California Street and Highways Code

The California Street and Highways Code defines a number of different types of highways and establishes standards for undertaking the development and designation of official scenic highways and assigns responsibility for the development of scenic highways to local jurisdictions. It establishes the State Scenic Highway system by designating highways that are either eligible for designation as a State Scenic Highway or have been designated as such. The code defines the thresholds under which freeways may be designated a California Historic Parkway as a part of the overarching State Scenic Highway system.

**Table 4.1-3: Caltrans State Scenic Highways in San Diego County – District 11**

Route	Status*	"OD" or "E" State Scenic Highway Location (from/to)	Miles	Length	Date Designated
52	OD	From near Santo Road to near Mast Boulevard	9.5-13.0	3.5	February 2, 2016
75	OD	From Imperial Beach to Avenida Del Sol In Coronado	11.2-18.40	7.2	March 4, 1974
75	OD	San Diego - Coronado Bridge	20.5-21.9	1.4	December 17, 1969
78	OD	From West Boundary of Anza Borrego Desert State Park to East boundary	71.9-90.1	18.2	December 14, 1971
125	OD	From SR 94 near Spring Valley To I-8 near La Mesa	13.5-R15.3	1.8	March 1, 1971
163	E	Ash Street In San Diego to I-8	0.6-3.8		
163	OD	From South boundary Balboa Park to North boundary	0.9-2.2	1.2	April 24, 1992
209	E	Pt Loma/I-5 In San Diego (all)	0.0-R7.8		

Source: <http://www.dot.ca.gov/design/lap/livability/scenic-highways/index.html>

Notes:

OD: Officially Designated

E: Eligible

### *California Historic Parkway System*

Those portions of the state highway system that (1) were constructed prior to 1945; (2) have been recognized by Caltrans or the Office of Historic Preservation in the Department of Parks and Recreation as having historical significance, including notable landmarks, historical sites, or natural or human achievements that exist or that occurred during the original construction of the parkway or in the immediately adjacent land area through which the parkway currently passes; (3) are bounded on one or both sides by federal, state, or local parkland, Native American lands or monuments, or other open space, greenbelt areas, natural habitat or wildlife preserves, or similar acreage used for or dedicated to historical or recreational uses; and (4) are traversed, at the time of designation and by the department's best count or estimate using existing information, by not less than 40,000 vehicles per day on an annual daily average basis. [SHC Section 280]

### **City of Escondido**

#### City General Plan

The City's General Plan emphasizes the protection of viewsheds that serve as a scenic amenity and contribute to the quality of life for City residents. The General Plan indicates that valuable scenic vistas include hillsides, ridgelines, unique landforms, open space, agricultural areas, and bodies of water.

The Resource Conservation Element of the General Plan identifies the visual importance of preserving scenic open space features such as ridgelines, unique landforms, and steep slopes in the City's viewshed. The Land Use and

**4.1 Aesthetics**

Community Form Element prioritizes preserving the unique community character of the City, including the historic downtown, agricultural areas, valleys, and mountains.

The project site does not include any of these scenic resources and is not located within a scenic roadway area. SR-78 located to the south of the project site does serve as a gateway into the City and offers distant views of mountains as drivers enter the City. The applicable goals and policies from these elements are identified in Table 4.1-4, City General Plan Goals and Policies.

**Table 4.1-4: City General Plan Goals and Policies**

Goal	Policy
<b>Goal LU-1</b>	<b>A community composed of distinct residential neighborhoods, business districts, and employment centers, whose urban form reflects the natural environmental setting.</b>
Policy LU-1.1	New development should serve to reinforce the city’s present development pattern of higher-intensity development within the downtown area and lower-intensity development in outlying areas. As a guide toward accomplishing this objective, new development projects shall be at an appropriate density or clustered intensity based upon their compatibility with the majority of the existing surrounding land uses. This policy shall limit density transfers from constrained portions of a property as defined in the land use and open space goals.
Policy LU-1.3	Focus development into areas where land use changes achieve the community’s long term goals. Facilitate development that is consistent with the build out vision for each area through incentive programs and efficient administrative and discretionary approval processes for plot plans, Planned Developments, Area Plans, Specific Plans, and Zoning Overlays.
Policy LU-1.5	The city should maintain its single-family residential development pattern, except in locations such as the downtown, along major transportation corridors, and around commercial and public activity centers, where higher densities are more appropriate.
Policy LU-1.10	Reduce light pollution and preserve views of the night sky through the design and siting of light fixtures to minimize light spill-over onto adjacent properties.
Policy LU-1.11	Encourage new development to minimize the creation of incompatible glare through development design features (e.g., minimizing use of certain types of exterior building materials).
<b>Goal LU-3</b>	<b>Residential Development</b>
Policy LU-3.10	Encourage proportionate numbers of two story dwelling units within single family detached subdivisions to promote variety and avoid monotonous streetscapes and visual impacts.
<b>Goal LU-5</b>	<b>Clustering of single family residential units to maintain site topography, protect natural resources, and avoid hazards.</b>
Policy LU-5.2	Clustering is not intended to maximize the density or yield, or to circumvent the existing zoning. It shall be utilized as a tool to preserve slopes, ridgelines and sensitive habitat or provide a community benefit.
Policy LU-5.4	When utilizing cluster provisions, a project shall not have an adverse visual impact on the surrounding areas by blocking scenic views, by resulting in a scale of development incompatible with the setting, by siting buildings that project above the ridgeline, or by extensive grading, cutting and filling, or by terracing that disrupts the natural shape and contour of the site.
Policy LU-5.10	When clustering, the portion of the site to be developed for residential purposes shall not significantly

**Table 4.1-4: City General Plan Goals and Policies**

Goal	Policy
	change the character of the surrounding area.
<b>Goal RC-3</b>	<b>Preservation of significant visual resources such as ridgelines, hillsides, and viewsheds that serve as a scenic amenity and contribute to the quality of life for residents.</b>
Policy RC-3.1	Preserve significant visual resources that include unique landforms (e.g., skyline ridges, intermediate ridges, hilltops, and rock outcroppings), creeks, lakes, and open space areas in a natural state, to the extent possible.
Policy RC-3.2	Require new development to avoid obstructing views of, and to minimize impacts to significant visual resources through the following: creative site planning; integration of natural features into the project; appropriate scale, materials, and design to complement the surrounding natural landscape; clustering of development to preserve open space vistas and natural features; minimal disturbance of topography; and creation of contiguous open space networks.
Policy RC-3.3	Maintain density and development standards designed to protect significant visual resources such as existing terrain, steep slopes, floodways, habitat areas, and ridgelines, and to minimize visual impacts of grading and structures.

Source: City of Escondido General Plan

There are no officially designated or eligible highways within the City. The City has identified several scenic roadways in the City for the purposes of preserving the significant views from these roadways. SR-78 located to the south of the project site as serves as a gateway into the City and offers distant views of mountains as drivers enter the City.

City Municipal Code

Chapter 33 of the City’s Municipal Code contains the Escondido Zoning Ordinance. The Zoning Ordinance contains several articles that pertain to aesthetic character and resources, which are summarized below.

*Open Space Development Standards*

Article 5, the Open Space Development Standards of the City’s Zoning Ordinance, establishes standards for the development of lands identified as having open space value to the community and its citizens in one or more of the following categories: slopes greater than 15%, vegetation conservation areas, and natural drainage courses not otherwise defined as floodways. All developments proposed on these lands must demonstrate compliance with certain development standards, including protecting natural features such as rock outcroppings, creeks and other natural drainage courses, and wooded areas; and grading for buildings and roads to follow existing site terrain contours, except as necessary for safety.

*Outdoor Lighting Ordinance*

Article 35 of the City’s Zoning Ordinance, referred to as the Escondido Outdoor Lighting Ordinance, is intended to minimize unnecessary glare, light trespass, and artificial sky glow for the benefit of the citizens of the City and astronomical research at Palomar Mountain Observatory. Section 33-713 defines requirements for outdoor

#### 4.1 Aesthetics

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lighting, such as shielding, automatic timing devices, and requiring that certain outdoor light fixtures and lamps be turned off at night.

##### *Grading and Erosion Control*

The purpose of Article 55, the Grading and Erosion Control article of the City's Zoning Ordinance, is to assure that development occurs in a manner that protects the natural and topographic character and identity of the environment, the visual integrity of hillsides and ridgelines, sensitive species and unique geologic/geographic features, and the health, safety, and welfare of the general public by regulating grading on private and public property and providing standards and design thresholds. In addition to establishing design thresholds for grading on steep slopes and ridgelines, the article recommends that grading designs be sensitive to natural topographic, cultural, or environmental features, as well as mature and protected trees, by preserving the following features in permanent open space easements, or such other means that will assure their preservation: undisturbed steep slopes (over 35%); riparian areas, mitigation areas, and areas with sensitive vegetation or habitat; unusual rock outcroppings; other unique or unusual geographic features; and significant cultural or historical features.

##### *Protected Trees*

Section 33-1052 of the City's Municipal Code includes definitions for a "mature tree" and a "protected tree" (refer to Section 3.3.2.3).

Section 33-1068 of the City's Municipal Code establishes regulations and standards for the preservation, protection, and selected removal of mature and protected trees.

Section 33-1069 of the City's Municipal Code provides that every feasible effort and measure to avoid damage to existing trees to remain on site must be taken by the owner and developer during clearing, grading, and construction activities. Section 33-1069 includes replacement ratios for mature and protected trees.

#### **4.1.3 Significance Thresholds**

The following threshold of significance has been established to evaluate the proposed project's potential aesthetic impacts consistent with the Appendix G of the State CEQA Guidelines:

**Threshold AES-A      Would the proposed project have a substantial adverse effect on a scenic vista?**

#### **4.1.4 Evaluation of Potential Project Impacts**

This section will evaluate whether the proposed project would potentially have a substantial adverse effect on aesthetic resources. This evaluation assumes that the proposed project will be implemented consistent with the project description.

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**Scenic Vista**

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**Threshold AES-A:      Would the proposed project have a substantial adverse effect on a scenic vista?**

**[CEQA Aesthetic Threshold 1(a)]**

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The project site is located to the east of Interstate – 15 [Escondido Freeway (I-15)], to the north and south of North Nutmeg Street, and to the west of North Centre City Parkway in the City of Escondido (City), County of San Diego (County) CA. The I-15 Freeway bounds the project site to the west and is substantially above the project site.

The proposed project includes the development of 135 unit attached residential homes, off-street parking, and on- and off-site circulation improvements. The proposed project would include open space, tot-lots, and outdoor space area central located within the complex. Pedestrian access would be provided from each building to these areas. The project site area will be landscaped. To the north of North Nutmeg Street the proposed project would provide a small park, seating area with overhead cover, exercise station, and two (2) landscape detention basin areas. To the south of North Nutmeg Street the proposed project would provide a park, seating area with overhead cover, barbeque, spa, tot lot, exercise stations, and four (4) landscape detention basin areas.

The proposed project would provide landscaped setbacks, sidewalks, fences, and signage along North Centre City Parkway, North Nutmeg Street, and I-15. The project site will be fenced with tan split faced block wall along North Centre City Parkway and as needed for sound control. Tubular steel fencing would be provided for perimeter and basin security.

The proposed project would realign North Nutmeg Street. This will increase safety and retain views from the intersection of North Nutmeg Street and North Centre City Parkway of the low hills to the east of I-15. The proposed project would retain views along I-15 north of the project site of the adjacent low hills. The proposed project would reform the Caltrans slope bank to achieve an improved edge for the community. The proposed project would include the introduction of a total of 222 trees to the project site.

The General Plan Visual Resources Policy 3.6 identifies the I-15 corridor within the City as scenically important, and requires a visual assessment for projects within this corridor. Therefore, the proposed project may have an aesthetic resource impact. This Draft EIR evaluates the potential significance of this potential impact to aesthetic resources.

***Existing Visual Resources***

Views of the existing visual resources of the project site are as depicted on Figure 4.1-2. Figure 4.1-1 provides view simulations of the proposed project from multiple locations. One view indicates that looking to the west from the intersection the small hills across the I-15 Freeway would be visible. These small hills will serve as a reasonable backdrop for the project site. One view indicates that the ridge of the small hill to the north of the project site would remain substantially visible. The visibility of this ridge would be dependent on the location and speed of the viewer on I-15. One view indicates that the small hills to the west of the project site would be substantially visible.

#### **4.1 Aesthetics**

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The visibility of these small hills would be dependent on the location and speed of the viewer traveling to the north on North Centre City Parkway.

These potential effects of the proposed project related to visual resources/vistas would be reduced to a less than significant level with the compliance with existing Federal, state, and local regulations. Based on the proposed project development in accordance the review and approval of the City, the proposed project would result in less than significant impacts. Therefore, the proposed project would have a less than significant impact and no mitigation measures would be required.

Therefore, based on the information provided above the proposed project would have a less than significant impact on existing visual resources.

#### ***Visual Landscape***

The proposed project will not have an impact on any Federal, state or local designated scenic vista. There are no officially listed or eligible highways near or overlooking the project site. The nearest officially listed highway is State Route 78 (SR-78) approximately seven (7) miles from the project site. There are no officially designated or eligible highways within the City.

#### ***Regulatory Setting***

##### Federal, State, and City

The proposed project would not have an impact on any Federal or state scenic resources identified in existing regulations. There are no officially listed or eligible highways near or overlooking the project site. The nearest officially listed highway is State Route 78 (SR-78) approximately seven (7) miles from the project site. There are no officially designated or eligible highways within the City. Therefore, no impact will occur related to the Federal and state visual resource regulations.

Please refer to Appendix L and Appendix M for a detailed discussion of the proposed project's consistency with the City's General Plan and Municipal Code.

#### ***Level of Significance***

The proposed project would have a less than significant impact related to the existing visual landscape and no mitigation measures would be required.

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## 4.2 Air Quality

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### ***Purpose***

This section of the Draft Environmental Impact Report (Draft EIR) section describes the projects impacts on air quality and contribution to regional air quality conditions and climate change of the project site, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the proposed Nutmeg Homes Project (proposed project).

### ***Sources***

The following sources were used in consideration and discussion of the potential environmental impacts, mitigation measures, and residual impact:

- *Air Quality Technical Report for the Nutmeg Homes Project*, prepared by Vista Environmental, Inc., March 2019, as provided in Technical Appendix B of this Draft EIR.

The proposed project application package was used in the analysis. General information in this section was taken from the City of Escondido General Plan (General Plan) (City of Escondido 2012); Escondido General Plan Update and Climate Action Plan Environmental Impact Report (General Plan Program EIR) (City of Escondido 2012); and City of Escondido Municipal Code unless otherwise referenced.

### **4.2.1 Environmental Setting**

#### ***Atmospheric Setting***

The project site is located within the western portion of San Diego County in the City of Escondido, which is part of the San Diego Air Basin (Air Basin) that is contiguous with the political boundary of San Diego County. The Air Basin is divided by the Laguna Mountain Range with peaks that exceed 6,000 feet and runs approximately parallel to the coast about 45 miles inland and separates the coastal area from the desert. To the north of the Air Basin are the Santa Ana Mountains, which run along the Orange County coast, turning east to join with the Laguna Mountains near the San Diego-Orange County border.

The climate of western San Diego County, is characterized by warm dry summers and mild, wet winters. The climate of the Air Basin, as well as all of Southern California, is largely controlled by the strength and position of the Pacific High, which is a semi-permanent high-pressure center located over the Pacific Ocean. The Pacific High influences the direction of prevailing winds (westerly to north-westerly) and maintains clear skies for much of the year.

The same atmospheric conditions that create a desirable living climate combine to limit the ability of the atmosphere to disperse the air pollution generated by the large population attracted to the pleasant climate. In the summer, subsidence inversions occur as descending air associated with the Pacific high-pressure cell comes into contact with cool marine air. The boundary between the two layers of air creates a temperature inversion that

## 4.2 Air Quality

traps pollutants. In the winter, radiation inversion occurs when air near the ground cools through radiation and the air aloft remains warm. This creates a shallow inversion layer between these two air masses that can also trap pollutants.

Limited rainfall occurs in the western San Diego County during the winter, as the oceanic high-pressure center is the weakest and farthest south as the fringes of mid-latitude storms occasionally move through the area. The temperature and precipitation levels for the Escondido 2 Monitoring Station, which is the nearest weather station to the project site with historical data are shown below in Table 4.2-1. Table 4.2-1 shows that August is typically the warmest month and January is typically the coolest month. Rainfall in the project area varies considerably in both time and space. Almost all the annual rainfall comes from the fringes of mid-latitude storms from late November to early April, with summers being almost completely dry.

**Table 4.2-1: Monthly Climate Data**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Avg. Max. Temperature	69.0	69.0	70.3	74.5	76.6	82.0	87.2	88.6	86.6	79.9	73.3	68.9
Avg. Min. Temperature	43.1	44.4	47.1	50.4	54.6	58.1	62.1	63.3	61.4	55.2	46.6	41.8
Avg. Total Precipitation (in.)	3.00	3.46	2.71	1.14	0.26	0.12	0.08	0.08	0.20	0.74	1.33	1.82

Source: <https://wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca2863>

## **Pollutants**

Air pollutants are generally classified as either criteria pollutants or non-criteria pollutants. Federal ambient air quality standards have been established for criteria pollutants, whereas no ambient standards have been established for non-criteria pollutants. For some criteria pollutants, separate standards have been set for different periods. Most standards have been set to protect public health. For some pollutants, standards have been based on other values (such as protection of crops, protection of materials, or avoidance of nuisance conditions). A summary of federal and state ambient air quality standards is provided in the Regulatory Framework section.

### Criteria Pollutants and Ozone Precursors

The criteria pollutants consist of: ozone, NO<sub>x</sub>, CO, SO<sub>x</sub>, lead (Pb), and particulate matter (PM). The ozone precursors consist of NO<sub>x</sub> and VOC. These pollutants can harm your health and the environment, and cause property damage. The Environmental Protection Agency (EPA) calls these pollutants “criteria” air pollutants because it regulates them by developing human health-based and/or environmentally-based criteria for setting permissible levels. The following provides descriptions of each of the criteria pollutants and ozone precursors.

## 4.2 Air Quality

### *Nitrogen Oxides*

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Nitrogen Oxides (NO<sub>x</sub>) is the generic term for a group of highly reactive gases which contain nitrogen and oxygen. While most NO<sub>x</sub> are colorless and odorless, concentrations of NO<sub>2</sub> can often be seen as a reddish-brown layer over many urban areas. NO<sub>x</sub> form when fuel is burned at high temperatures, as in a combustion process. The primary manmade sources of NO<sub>x</sub> are motor vehicles, electric utilities, and other industrial, commercial, and residential sources that burn fuel. NO<sub>x</sub> reacts with other pollutants to form, ground-level ozone, nitrate particles, acid aerosols, as well as NO<sub>2</sub>, which cause respiratory problems. NO<sub>x</sub> and the pollutants formed from NO<sub>x</sub> can be transported over long distances, following the patterns of prevailing winds. Therefore, controlling NO<sub>x</sub> is often most effective if done from a regional perspective, rather than focusing on the nearest sources.

### *Ozone*

Ozone is not usually emitted directly into the air but in the vicinity of ground-level is created by a chemical reaction between NO<sub>x</sub> and volatile organic compounds (VOC) in the presence of sunlight. Motor vehicle exhaust, industrial emissions, gasoline vapors, chemical solvents as well as natural sources emit NO<sub>x</sub> and VOC that help form ozone. Ground-level ozone is the primary constituent of smog. Sunlight and hot weather cause ground-level ozone to form with the greatest concentrations usually occurring downwind from urban areas. Ozone is subsequently considered a regional pollutant. Ground-level ozone is a respiratory irritant and an oxidant that increases susceptibility to respiratory infections and can cause substantial damage to vegetation and other materials. Because NO<sub>x</sub> and VOC are ozone precursors, the health effects associated with ozone are also indirect health effects associated with significant levels of NO<sub>x</sub> and VOC emissions.

### *Carbon Monoxide*

Carbon monoxide (CO) is a colorless, odorless gas that is formed when carbon in fuel is not burned completely. It is a component of motor vehicle exhaust, which contributes approximately 56 percent of all CO emissions nationwide. In cities, 85 to 95 percent of all CO emissions may come from motor vehicle exhaust. Other sources of CO emissions include industrial processes (such as metals processing and chemical manufacturing), residential wood burning, and natural sources such as forest fires. Woodstoves, gas stoves, cigarette smoke, and unvented gas and kerosene space heaters are indoor sources of CO. The highest levels of CO in the outside air typically occur during the colder months of the year when inversion conditions are more frequent. The air pollution becomes trapped near the ground beneath a layer of warm air. CO is described as having only a local influence because it dissipates quickly. Since CO concentrations are strongly associated with motor vehicle emissions, high CO concentrations generally occur in the immediate vicinity of roadways with high traffic volumes and traffic congestion, active parking lots, and in automobile tunnels. Areas adjacent to heavily traveled and congested intersections are particularly susceptible to high CO concentrations.

CO is a public health concern because it combines readily with hemoglobin and thus reduces the amount of oxygen transported in the bloodstream. The health threat from lower levels of CO is most serious for those who suffer from heart disease such as angina, clogged arteries, or congestive heart failure. For a person with heart disease, a single exposure to CO at low levels may cause chest pain and reduce that person's ability to exercise; repeated

## 4.2 Air Quality

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exposures may contribute to other cardiovascular effects. High levels of CO can affect even healthy people. People who breathe high levels of CO can develop vision problems, reduced ability to work or learn, reduced manual dexterity, and difficulty performing complex tasks. At extremely high levels, CO is poisonous and can cause death.

### *Sulfur Oxides*

Sulfur Oxide (SO<sub>x</sub>) gases are formed when fuel containing sulfur, such as coal and oil is burned, as well as from the refining of gasoline. SO<sub>x</sub> dissolves easily in water vapor to form acid and interacts with other gases and particles in the air to form sulfates and other products that can be harmful to people and the environment.

### *Lead*

Lead is a metal found naturally in the environment as well as manufactured products. The major sources of lead emissions have historically been motor vehicles and industrial sources. Due to the phase out of leaded gasoline, metal processing is now the primary source of lead emissions to the air. High levels of lead in the air are typically only found near lead smelters, waste incinerators, utilities, and lead-acid battery manufacturers. Exposure of fetuses, infants and children to low levels of Pb can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence quotient. In adults, increased lead levels are associated with increased blood pressure.

### *Particulate Matter*

Particle matter (PM) is the term for a mixture of solid particles and liquid droplets found in the air. PM is made up of a number of components including acids (such as nitrates and sulfates), organic chemicals, metals, and soil or dust particles. The size of particles is directly linked to their potential for causing health problems. Particles that are less than 10 micrometers in diameter (PM<sub>10</sub>) are the particles that generally pass through the throat and nose and enter the lungs. Once inhaled, these particles can affect the heart and lungs and cause serious health effects. Particles that are less than 2.5 micrometers in diameter (PM<sub>2.5</sub>) have been designated as a subset of PM<sub>10</sub> due to their increased negative health impacts and its ability to remain suspended in the air longer and travel further.

### *Volatile Organic Compounds*

Hydrocarbons are organic gases that are formed from hydrogen and carbon and sometimes other elements. Hydrocarbons that contribute to formation of O<sub>3</sub> are referred to and regulated as VOCs (also referred to as reactive organic gases). Combustion engine exhaust, oil refineries, and fossil-fueled power plants are the sources of hydrocarbons. Other sources of hydrocarbons include evaporation from petroleum fuels, solvents, dry cleaning solutions, and paint.

VOC is not classified as a criteria pollutant, since VOCs by themselves are not a known source of adverse health effects. The primary health effects of VOCs result from the formation of O<sub>3</sub> and its related health effects. High levels of VOCs in the atmosphere can interfere with oxygen intake by reducing the amount of available oxygen through displacement. Carcinogenic forms of hydrocarbons, such as benzene, are considered toxic air contaminants (TACs). There are no separate health standards for VOCs as a group.

*Toxic Air Contaminants*

In addition to the above-listed criteria pollutants, toxic air contaminants (TACs) are another group of pollutants of concern. TACs is a term that is defined under the California Clean Air Act and consists of the same substances that are defined as Hazardous Air Pollutants (HAPs) in the Federal Clean Air Act. There are over 700 hundred different types of TACs with varying degrees of toxicity. Sources of TACs include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Cars and trucks release at least 40 different toxic air contaminants. The most important of these TACs, in terms of health risk, are diesel particulates, benzene, formaldehyde, 1,3-butadiene, and acetaldehyde. Public exposure to TACs can result from emissions from normal operations as well as from accidental releases. Health effects of TACs include cancer, birth defects, neurological damage, and death.

TACs are less pervasive in the urban atmosphere than criteria air pollutants, however they are linked to short-term (acute) or long-term (chronic or carcinogenic) adverse human health effects. There are hundreds of different types of TACs with varying degrees of toxicity. Sources of TACs include industrial processes, commercial operations (e.g., gasoline stations and dry cleaners), and motor vehicle exhaust.

According to The California Almanac of Emissions and Air Quality 2013 Edition, the majority of the estimated health risk from TACs can be attributed to relatively few compounds, the most important of which is DPM. DPM is a subset of PM<sub>2.5</sub> because the size of diesel particles are typically 2.5 microns and smaller. The identification of DPM as a TAC in 1998 led the CARB to adopt the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-fueled Engines and Vehicles in September 2000. The plan's goals are a 75-percent reduction in DPM by 2010 and an 85-percent reduction by 2020 from the 2000 baseline. Diesel engines emit a complex mixture of air pollutants, composed of gaseous and solid material. The visible emissions in diesel exhaust are known as particulate matter or PM, which includes carbon particles or "soot." Diesel exhaust also contains a variety of harmful gases and over 40 other cancer-causing substances. California's identification of DPM as a toxic air contaminant was based on its potential to cause cancer, premature deaths, and other health problems. Exposure to DPM is a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems. Overall, diesel engine emissions are responsible for the majority of California's potential airborne cancer risk from combustion sources.

*Asbestos*

Asbestos is listed as a TAC by CARB and as a HAP by the EPA. Asbestos occurs naturally in mineral formations and crushing or breaking these rocks, through construction or other means, can release asbestiform fibers into the air. Asbestos emissions can result from the sale or use of asbestos-containing materials, road surfacing with such materials, grading activities, and surface mining. The risk of disease is dependent upon the intensity and duration of exposure. When inhaled, asbestos fibers may remain in the lungs and with time may be linked to such diseases as asbestosis, lung cancer, and mesothelioma. The nearest likely locations of naturally occurring asbestos, as identified in the General Location Guide for Ultramafic Rocks in California, prepared by the California Division of

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Mines and Geology, is located in Santa Barbara County. The nearest historic asbestos mine to the project site, as identified in the Reported Historic Asbestos Mines, Historic Asbestos Prospects, and Other Natural Occurrences of Asbestos in California, prepared by U.S. Geological Survey, is located at Asbestos Mountain, which is approximately 50 miles northeast of the project site in the San Jacinto Mountains. Due to the distance to the nearest natural occurrences of asbestos, the project site is not likely to contain asbestos.

#### **Monitored Local Air Quality**

The air quality at any site is dependent on the regional air quality and local pollutant sources. Regional air quality is determined by the release of pollutants throughout the Air Basin. The SDAPCD operates an extensive monitoring network throughout the County that continuously monitor ambient levels of criteria pollutants in compliance with federal monitoring regulations.

The project site is located in Escondido. The nearest monitoring site is the Escondido-E Valley Parkway Monitoring Station (Escondido Station), which is located approximately 3.2 miles southeast of the project site at 600 East Valley Parkway, Escondido. The 2015 monitoring data is from the Escondido Station, however at the end of 2015 air monitoring was discontinued at the Escondido Station, so the 2016 and 2017 monitoring data has been obtained from both the Del Mar-Mira Costa College Monitoring Station (Del Mar Station), which is located approximately 13 miles southwest of the project site and the San Diego-Kearny Villa Road Monitoring Station (San Diego Station), which is located approximately 21 miles south of the project site. The monitoring data is presented in Table 4.2-2 and shows the most recent three years of monitoring data from CARB. CO measurements have not been provided, since CO is currently in attainment in the Air Basin and monitoring of CO within the Air Basin ended on March 31, 2013. It should also be noted that due to the air monitoring station's distance from the project site, recorded air pollution levels at the air monitoring stations reflect with varying degrees of accuracy, local air quality conditions at the project site. Table 4.2-2 shows that ozone and particulate matter (PM10 and PM2.5) are the air pollutants of primary concern in the project area, which are detailed below:

#### Ozone

The State 1-hour concentration standard for ozone has not been exceeded one day over the past three years at the Escondido Station and Del Mar Station. The State 8-hour ozone standard has been exceeded by 3 days at the Escondido Station in 2015 and by 3 days at the Del Mar Station in 2016 and no exceedances occurred in 2017. The Federal 8-hour ozone standard has been exceeded by 2 days at the Escondido Station in 2015 and by 1 day at the Del Mar Station in 2016 and no exceedances occurred in 2017.

Ozone is a secondary pollutant as it is not directly emitted. Ozone is the result of chemical reactions between other pollutants, most importantly hydrocarbons and NO<sub>2</sub>, which occur only in the presence of bright sunlight. Pollutants emitted from upwind cities react during transport downwind to produce the oxidant concentrations experienced in the area. Many areas of San Diego County contribute to the ozone levels experienced in Escondido, with the more significant areas being those directly upwind.

Table 4.2-2: Local Area Air Quality Monitoring Summary

Pollutant (Standard)	Year <sup>1</sup>		
	2015 <sup>1</sup>	2016 <sup>2</sup>	2017 <sup>2</sup>
<b>Ozone:</b>			
Maximum 1-Hour Concentration (ppm)	0.079	0.079	0.075
Days > CAAQS (0.09 ppm)	0	0	0
Maximum 8-Hour Concentration (ppm)	0.079	0.071	0.061
Days > NAAQS (0.070 ppm)	<b>2</b>	<b>1</b>	0
Days > CAAQs (0.070 ppm)	<b>3</b>	<b>3</b>	0
<b>Nitrogen Dioxide:</b>			
Maximum 1-Hour Concentration (ppb)	48.0	53.0	54.0
Days > NAAQS (100 ppb)	0	0	0
<b>Inhalable Particulates (PM10):</b>			
Maximum 24-Hour California Measurement (ug/m <sup>3</sup> )	31.0	36	46
Days > NAAQS (150 ug/m <sup>3</sup> )	0	0	0
Days > CAAQS (50 ug/m <sup>3</sup> )	0	0	0
Annual Arithmetic Mean (AAM) (ug/m <sup>3</sup> )	17.5	17.1	17.6
Annual > NAAQS (50 ug/m <sup>3</sup> )	No	No	No
<b>Annual &gt; CAAQS (20 ug/m<sup>3</sup>)</b>	No	No	No
<b>Ultra-Fine Particulates (PM2.5):</b>			
Maximum 24-Hour National Measurement (ug/m <sup>3</sup> )	62.5	19.4	27.5
Days > NAAQS (35 ug/m <sup>3</sup> )	0	0	0
Annual Arithmetic Mean (AAM) (ug/m <sup>3</sup> )	ND	7.5	7.9
Annual > NAAQS and CAAQS (12 ug/m <sup>3</sup> )	No	No	No

Source: <http://www.arb.ca.gov/adam/>

Notes: Exceedances are listed in **bold**. CAAQS = California Ambient Air Quality Standard; NAAQS = National Ambient Air Quality Standard; ppm = parts per million; ppb = parts per billion; ND = no data available.

<sup>1</sup> Data obtained from the Escondido Station.

<sup>2</sup> Ozone data obtained from the Del Mar Station and NO<sub>2</sub>, PM10, and PM2.5 data obtained from the San Diego Station.

### Nitrogen Dioxide

Neither the Escondido Station nor the San Diego Station recorded any exceedances of the Federal 1-hour NO<sub>2</sub> standard for the last three years.

### Particulate Matter

Both the State and Federal 24-hour and annual concentration standards for PM10 has not been exceed for the last three years at the Escondido and San Diego Stations. Over the past three years both the 24-hour concentration

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standard and annual concentration standard for PM<sub>2.5</sub> has not been exceeded at the Escondido and San Diego Stations. There does not appear to be a noticeable trend for PM<sub>10</sub> or PM<sub>2.5</sub> in either maximum particulate concentrations or days of exceedances in the area. Particulate levels in the area are due to natural sources, grading operations, and motor vehicles.

According to the EPA, some people are much more sensitive than others to breathing fine particles (PM<sub>10</sub> and PM<sub>2.5</sub>). People with influenza, chronic respiratory and cardiovascular diseases, and the elderly may suffer worsening illness and premature death due to breathing these fine particles. People with bronchitis can expect aggravated symptoms from breathing in fine particles. Children may experience decline in lung function due to breathing in PM<sub>10</sub> and PM<sub>2.5</sub>. Other groups considered sensitive are smokers and people who cannot breathe well through their noses. Exercising athletes are also considered sensitive, because many breathe through their mouths during exercise.

### 4.2.2 Regulatory Setting

The air quality at the project site is addressed through the efforts of various international, federal, state, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, regulations, planning, policy-making, education, and a variety of programs. The agencies responsible for improving the air quality are discussed below.

#### ***Federal***

##### Clean Air Act

The Clean Air Act, first passed in 1963 with major amendments in 1970, 1977 and 1990, is the overarching legislation covering regulation of air pollution in the United States. The Clean Air Act has established the mandate for requiring regulation of both mobile and stationary sources of air pollution at the state and federal level.

##### *Environmental Protection Agency (EPA)*

The Environmental Protection Agency (EPA) was created in 1970 in order to consolidate research, monitoring, standard-setting and enforcement authority into a single agency. The EPA is responsible for setting and enforcing the National Ambient Air Quality Standards (NAAQS) for atmospheric pollutants. It regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain locomotives. NAAQS pollutants were identified using medical evidence and are shown below in Table 4.2-3.

Table 4.2-3: State and Federal Criteria Pollutant Standards

Air Pollutant	Concentration / Averaging Time		Most Relevant Effects
	California Standards	Federal Primary Standards	
Ozone (O <sub>3</sub> )	0.09 ppm / 1-hour 0.07 ppm / 8-hour	0.070 ppm, / 8-hour	(a) Pulmonary function decrements and localized lung edema in humans and animals; (b) Risk to public health implied by alterations in pulmonary morphology and host defense in animals; (c) Increased mortality risk; (d) Risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (e) Vegetation damage; and (f) Property damage.
Carbon Monoxide (CO)	20.0 ppm / 1-hour 9.0 ppm / 8-hour	35.0 ppm / 1-hour 9.0 ppm / 8-hour	(a) Aggravation of angina pectoris and other aspects of coronary heart disease; (b) Decreased exercise tolerance in persons with peripheral vascular disease and lung disease; (c) Impairment of central nervous system functions; and (d) Possible increased risk to fetuses.
Nitrogen Dioxide (NO <sub>2</sub> )	0.18 ppm / 1-hour 0.030 ppm / annual	100 ppb / 1-hour 0.053 ppm / annual	(a) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (b) Risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; and (c) Contribution to atmospheric discoloration.
Sulfur Dioxide (SO <sub>2</sub> )	0.25 ppm / 1-hour 0.04 ppm / 24-hour	75 ppb / 1-hour 0.14 ppm/annual	(a) Bronchoconstriction accompanied by symptoms which may include wheezing, shortness of breath and chest tightness, during exercise or physical activity in persons with asthma.
Suspended Particulate Matter (PM <sub>10</sub> )	50 µg/m <sup>3</sup> / 24-hour 20 µg/m <sup>3</sup> / annual	150 µg/m <sup>3</sup> / 24-hour	(a) Exacerbation of symptoms in sensitive patients with respiratory or cardiovascular disease; (b) Declines in pulmonary function growth in children; and (c) Increased risk of premature death from heart or lung diseases in elderly.
Suspended Particulate Matter (PM <sub>2.5</sub> )	12 µg/m <sup>3</sup> / annual	35 µg/m <sup>3</sup> / 24-hour 12 µg/m <sup>3</sup> / annual	
Sulfates	25 µg/m <sup>3</sup> / 24-hour	No Federal Standards	(a) Decrease in ventilatory function; (b) Aggravation of asthmatic symptoms; (c) Aggravation of cardio-pulmonary disease; (d) Vegetation damage; (e) Degradation of visibility; and (f) Property damage.
Lead	1.5 µg/m <sup>3</sup> / 30-day	0.15 µg/m <sup>3</sup> / 3-month rolling	(a) Learning disabilities; and (b) Impairment of blood formation and nerve conduction.
Visibility Reducing Particles	Extinction coefficient of 0.23 per kilometer - visibility of ten miles or more due to particles when relative humidity is less than 70 percent.	No Federal Standards	Visibility impairment on days when relative humidity is less than 70 percent.

Source: <http://www.arb.ca.gov/research/aaqs/aaqs2.pdf>

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The EPA requires each state with federal nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the national standards as part of its enforcement responsibilities. The SIP must integrate federal, state, and local components and regulations to identify specific measures to reduce pollution, using a combination of performance standards and market-based programs within the timeframe identified in the SIP. The CARB defines attainment as the category given to an area with no violations in the past three years. As indicated below in Table 4.2-4, the Air Basin has been designated by EPA for the national standards as a non-attainment area for ozone (O<sub>3</sub>) and by CARB as nonattainment for ozone, PM10, and PM2.5.

**Table 4.2-4: San Diego Air Basin Attainment Status**

5 line	M	1.2	
		Federal	California
Ozone (O <sub>3</sub> )	1-Hour	No Federal Standard	<b>Nonattainment</b>
	8-Hour	<b>Nonattainment</b>	<b>Nonattainment</b>
Carbon Monoxide (CO)	1-Hour	Attainment	Attainment
	8-Hour	Attainment	Attainment
Nitrogen Dioxide (NO <sub>2</sub> )	1-Hour	No Federal Standard	Attainment
	Annual	Attainment	No State Standard
Sulfur Dioxide (SO <sub>2</sub> ) <sup>7</sup>	1-Hour	No Federal Standard	Attainment
	24-Hour	Attainment	Attainment
	Annual	Attainment	No State Standard
PM10	24-Hour	Attainment	<b>Nonattainment</b>
	Annual	Attainment	<b>Nonattainment</b>
PM2.5	24-Hour	Attainment	Attainment
	Annual	Attainment	<b>Nonattainment</b>
Lead	30-Day	No Federal Standard	Attainment
	3-Months Rolling	Attainment	No State Standard
Sulfates	24-Hour	No Federal Standard	Attainment
Hydrogen Sulfide	1-Hour	No Federal Standard	Unclassified
Visibility Reducing Particulates	8-Hour	No Federal Standard	Unclassified

Source: California Air Resources Board and EPA

#### State

##### California Air Resources Board (CARB)

The California Air Resources Board (CARB), which is a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, the CARB conducts research, sets the California Ambient Air Quality Standards (CAAQS),

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compiles emission inventories, develops suggested control measures, provides oversight of local programs, and prepares the SIP. The CAAQS for criteria pollutants are shown above in Table 4.2-4. In addition, the CARB establishes emission standards for motor vehicles sold in California, consumer products (e.g. hairspray, aerosol paints, and barbeque lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions.

The Air Basin has been designated by the CARB as a non-attainment area for ozone, PM10 and PM2.5. Currently, the Air Basin is in attainment with the ambient air quality standards for CO, NO<sub>2</sub>, SO<sub>2</sub>, lead, and sulfates and is unclassified for visibility reducing particles and Hydrogen Sulfide.

The following lists the State of California Code of Regulations (CCR) air quality emission rules that are applicable, but not limited to all residential projects in the State.

##### *Air Toxics "Hot Spots" Information and Assessment Act (Assembly Bill 2588)*

The Air Toxics "Hot Spots" Information and Assessment Act (Assembly Bill [AB] 2588, 1987, Connelly) was enacted in 1987 as a means to establish a formal air toxics emission inventory risk quantification program. AB 2588, as amended, establishes a process that requires stationary sources to report the type and quantities of certain substances their facilities routinely release in California. The data is ranked by high, intermediate, and low categories, which are determined by: the potency, toxicity, quantity, volume, and proximity of the facility to nearby receptors.

##### *CARB Regulation for In-Use Off-Road Diesel Vehicles*

On July 26, 2007, the California Air Resources Board (CARB) adopted California Code of Regulations Title 13, Article 4.8, Chapter 9, Section 2449 to reduce diesel particulate matter (DPM) and NO<sub>x</sub> emissions from in-use off-road heavy-duty diesel vehicles in California. Such vehicles are used in construction, mining, and industrial operations. The regulation limits idling to no more than five consecutive minutes, requires reporting and labeling, and requires disclosure of the regulation upon vehicle sale. Performance requirements of the rule are based on a fleet's average NO<sub>x</sub> emissions, which can be met by replacing older vehicles with newer, cleaner vehicles or by applying exhaust retrofits. The regulation was amended in 2010 to delay the original timeline of the performance requirement making the first compliance deadline January 1, 2014 for large fleets (over 5,000 horsepower), 2017 for medium fleets (2,501-5,000 horsepower), and 2019 for small fleets (2,500 horsepower or less). Currently, no commercial operation in California may add any equipment to their fleet that has a Tier 0 or Tier 1 engine. By January 1, 2018 medium and large fleets will be restricted from adding Tier 2 engines to their fleets and by January 2023, no commercial operation will be allowed to add Tier 2 engines to their fleets. It should be noted that commercial fleets may continue to use their existing Tier 0 and 1 equipment, if they can demonstrate that the average emissions from their entire fleet emissions meet the NO<sub>x</sub> emissions targets.

##### *CARB Resolution 08-43 for On-Road Diesel Truck Fleets*

On December 12, 2008 the CARB adopted Resolution 08-43, which limits NO<sub>x</sub>, PM10 and PM2.5 emissions from on-road diesel truck fleets that operate in California. On October 12, 2009 Executive Order R-09-010 was adopted that

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codified Resolution 08-43 into Section 2025, title 13 of the California Code of Regulations. This regulation requires that by the year 2023 all commercial diesel trucks that operate in California shall meet model year 2010 (Tier 4 Final) or latter emission standards. In the interim period, this regulation provides annual interim targets for fleet owners to meet. By January 1, 2014, 50 percent of a truck fleet is required to have installed Best Available Control Technology (BACT) for NOx emissions and 100 percent of a truck fleet installed BACT for PM10 emissions. This regulation also provides a few exemptions including a onetime per year 3-day pass for trucks registered outside of California. All on-road diesel trucks utilized during construction of the proposed project will be required to comply with Resolution 08-43.

#### ***Regional/Local***

##### San Diego Air Pollution Control District

The San Diego Air Pollution Control District (SDAPCD) is the agency principally responsible for comprehensive air pollution control in the San Diego Air Basin. To that end, as a regional agency, the SDAPCD works directly with the San Diego Association of Governments (SANDAG), county transportation commissions, and local governments and cooperates actively with all federal and state agencies. The SDAPCD regulates most air pollutant sources, except for motor vehicles, marine vessels, aircraft, and agricultural equipment, which are regulated by the CARB or the EPA. In addition, the SDAPCD along with the CARB maintains and operates ambient air quality monitoring stations at numerous locations throughout San Diego County, including one in the City of Escondido. These stations are used to measure and monitor criteria pollutant levels in order to determine the attainment status of the pollutants within the Air Basin.

The Air Basin was designated nonattainment for the 1997 8-hour ozone NAAQS, effective June, 2004 based on ozone air quality measurements over the 2001-2003 three-year period. The Air Basin was designated as a “basic” (unclassified) nonattainment area, which allowed more flexibility to the SDAPCD than the more stringent nonattainment classifications. In June 2007, the SDAPCD submitted a SIP revision fulfilling the requirements EPA had established for a basic nonattainment area. However, due to a court ruling the EPA did not accept the SIP revision and instead reclassified the Air Basin as a “Moderate” ozone nonattainment area. On December 5, 2012 the SDAPCD applied for re-designation of the 1997 8-hour ozone based on air quality measurements over the 2009-2011 three-year period, which showed the Air Basin is currently in attainment for the 1997 standard.

In 2008, a more protective 8-hour ozone NAAQS was established by the EPA at a level of 0.075 ppm. The 2008 standard is independent of the 1997 standard, which currently remains in effect while the EPA undertakes rulemaking to address implementation of the 2008 standard.

In order to address the requirements of the California Clean Air Act (CCAA) of a 5 percent annual reduction in countywide emissions of ozone precursors or if that is not achievable an expeditious schedule for adopting every feasible control measure, the SDAPCD has developed the San Diego Regional Air Quality Strategy (RAQS) that identifies feasible emission control measure and provides expeditious progress toward attaining the State’s ozone standards. The RAQS control measures focus on emissions sources under the SDAPCD’s authority, specifically

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stationary emissions sources and some area-wide sources that include residential water heaters, furnaces, architectural coatings, and consumer products. The RAQS was initially adopted by the SDAPCD on June 1992 and amended on March 1993 based on CARB comments. The SDAPCD further updated the RAQS on December 1995, June 1998, August 2001, July 2004, April 2009, and December 2016.

The following lists the SDAPCD rules that are applicable but not limited to all residential projects in the Air Basin.

##### *Rule 20.2 – Non-Major Stationary Sources*

Rule 20.3 requires a new or modified emissions units, relocated emission units, replacement emission units, and emergency equipment emission units with a post-project potential to emit 10 pounds per day or more of PM<sub>10</sub>, NO<sub>x</sub>, VOC, or Sox shall be equipped with best available control technology (BACT) for each air contaminant.

##### *Rule 20.3 – Major Stationary Sources and Prevention of Significant Deterioration (PSD) Stationary Sources*

Rule 20.3 requires a new or modified emissions units, relocated emission units, replacement emission units, and emergency equipment emission units with a post-project potential to emit 10 pounds per day or more of PM<sub>10</sub>, NO<sub>x</sub>, VOC, or Sox shall be equipped with best available control technology (BACT) for each air contaminant.

##### *Rule 51 - Nuisance*

Rule 51 prohibits a person from discharging from any source whatsoever such quantities of air contaminants or other material which causes injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. Compliance with Rule 51 will reduce local air quality and odor impacts to nearby sensitive receptors.

##### *Rule 55 – Fugitive Dust Control*

Rule 55 governs emissions of fugitive dust during construction activities and requires the following:

- No person shall engage in construction or demolition activities in a manner that discharges visible dust emissions into the atmosphere beyond the property line for a period or periods aggregating more than 3 minutes in any 60-minute period.
- Visible roadway dust as a result of active operations, spillage from transport trucks, erosions, or track-out/carry-out shall be minimized by the use of any of the equally effective track-out/carry-out and erosion control measures listed in Rule 55 that apply to the project or operation. These measures include: track-out grates or gravel beds at each egress point; wheel-washing at each egress during muddy conditions; soil binders, chemical soil stabilizers, geotextiles, mulching, or seeding; watering for dust control; and using secured tarps or cargo covering, watering, or treating of transported material for outbound transport trucks.

The General Plan includes the Community Protection and Land Use and Community Form Elements. These elements include a number of goals and policies that address air quality and greenhouse gas emissions in the community. Table 4.2-5 provides applicable goals and policies related to the proposed project. Refer to Section 5.10, *Land Use and Planning* for an analysis of proposed project consistency with City General Plan Resource Element goals and policies.

**Table 4.2-5: City General Plan Goals and Policies**

Goal	Policy
<b>Goal AQ&amp;GHG - 7</b>	<b>Improved air quality in the city and the region to maintain the community's health and reduce green-house gas emissions that contribute to climate change.</b>
Policy AQ&C - 7.1	Participate in regional planning efforts and coordinate with the San Diego Air Pollution Control District and San Diego Association of Governments in their efforts to reduce air quality impacts and attain state and federal air quality standards.
Policy AQ&C - 7.2	<p>Reduce regional greenhouse gas emissions through the following measures including, but not limited to:</p> <ul style="list-style-type: none"> <li>Implementing land use patterns that reduce automobile dependence (compact, mixed-use, pedestrian, and transit-oriented development, etc.);</li> <li>Reducing the number of vehicular miles traveled through implementation of Transportation Demand Management programs, jobs-housing balance, and similar techniques;</li> <li>Supporting public transportation improvements;</li> <li>Encouraging the use of alternative modes of transportation by expanding public transit, bicycle, and pedestrian networks and facilities;</li> <li>Participating in the development of park-and-ride facilities;</li> <li>Maintaining and updating the city's traffic signal synchronization plan;</li> <li>Promoting local agriculture;</li> <li>Promoting the use of drought-tolerant landscaping; and,</li> <li>Encouraging the use of non-polluting alternative energy systems.</li> </ul>
Policy AQ&C - 7.3	Require that new development projects incorporate feasible measures that reduce construction and operational emissions.
Policy AQ&C - 7.4	Locate uses and facilities/operations that may produce toxic or hazardous air pollutants an adequate distance from each other and from sensitive uses such as housing and schools as consistent with California Air Resources Board recommendations.
Policy AQ&C - 7.5	Consider the development of park and ride facilities within the city in coordination with Caltrans.
Policy AQ&C - 7.6	Restrict the number and location of drive-through facilities in the city and require site layouts that reduce the amount of time vehicles wait for service.
Policy AQ&C - 7.7	Encourage businesses to alter local truck delivery schedules to occur during non-peak hours, when feasible.
Policy AQ&C - 7.8	Require that government contractors minimize greenhouse gas emissions in building construction and operations, which can be accomplished through the use of low or zero-emission vehicles and

**Table 4.2-5: City General Plan Goals and Policies**

Goal	Policy
	equipment.
Policy AQ&C - 7.9	Encourage city employees to use public transit, carpool, and use alternate modes of transportation for their home to work commutes.
Policy AQ&C - 7.10	Purchase low-emission vehicles for the city's fleet and use clean fuel sources for trucks and heavy equipment, when feasible.
Policy AQ&C - 7.11	Educate the public about air quality, its effect on health, and efforts the public can make to improve air quality and reduce greenhouse gas emissions.

Source: City of Escondido General Plan

### City of Escondido Municipal Code

The City of Escondido Municipal Code provides the following Section that establishes air quality thresholds for new projects within the City.

#### *Section 33-924. Coordination of CEQA, Quality of Life Standards, and Growth Management Provisions.*

The purpose of this section is to ensure consistency between the City's thresholds of environmental significance and the Public Facilities Master Plans which implements the growth management element of the general plan. The City's general plan contains quality of life standards that are to be considered in comprehensive planning efforts as well as individual project review. The degree to which a project, and the area in which it is located, conforms to the quality of life standards, is an issue in determining threshold of significance. Notwithstanding the City's goal of providing adequate infrastructure concurrent with development, the Public Facilities Master Plans acknowledges that the concurrent provision of infrastructure cannot be provided in all cases, particularly in the short term. Instead, only critical infrastructure deficiencies affect the timing of development. The following criteria are intended to clarify how facility deficiencies should affect the following CEQA determinations:

- a. Negative and mitigates negative declarations. In situations where the preparation of a negative declaration is otherwise appropriate, yet quality of life standard deficiencies are found to exist, a negative declaration may still be prepared under the following circumstances, as applicable:
- b. After mitigation, the project does not individually generate air-quality impacts for fixed, mobile or construction sources within the general plan area by more than any of the following thresholds per day:

**Table 4.2-6: Section 33-924 Criteria Pollutant Emissions Pounds per Day Thresholds**

	Pounds per Day Thresholds						
	PM10	PM2.5	NOx	SOx	CO	Lead <sup>1</sup>	VOCs <sup>2</sup>
Construction	100	55	250	250	550	3.2	75
Operation	100	55	250	250	550	3.2	55

Source: City of Escondido Municipal Code Section 33-924

Notes:

<sup>1</sup> Not applicable to construction

<sup>2</sup> Thresholds for VOCs per SCAQMD CEQA Air Quality Handbook

### 4.2.3 Significance Thresholds

The following thresholds of significance have been established for the evaluation of the proposed project's potential air quality impacts consistent with the Appendix G of the State CEQA Guidelines:

- |                        |  |
|------------------------|--|
| <b>Threshold AIR-A</b> | <b>Would the proposed project conflict with or obstruct implementation of the applicable air quality plan?</b>   |
| <b>Threshold AIR-B</b> | <b>Would the proposed project violate an air quality standard or contribute to an existing or projected air quality violation?</b>   |
| <b>Threshold AIR-C</b> | <b>Would the proposed project 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)?</b> |
| <b>Threshold AIR-D</b> | <b>Would the proposed project expose sensitive receptors to substantial pollutant concentrations?</b>  |

### 4.2.4 Evaluation of Potential Project Impacts

This section will evaluate whether the proposed project would potentially have a substantial adverse effect on air quality. This evaluation assumes that the proposed project will be implemented consistent with the project description.

#### **Air Quality Compliance**

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**Threshold AIR-A: Would the proposed project conflict with or obstruct implementation of the applicable air quality plan?**

**[CEQA Air Quality Threshold 3(a)]**

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The proposed project would not conflict with or obstruct implementation of the SDAPCD's Regional Air Quality Strategy (RAQS) or the California State Implementation Plan (SIP). The following section discusses the proposed project's consistency with the SDAPCD's RAQS and SIP.

The California Clean Air Act requires areas that are designated nonattainment of state ambient air quality standards of any of the criteria pollutants to prepare and implement plans to attain the standards by the earliest practicable dates. The Air Basin is designated by the EPA for the national standards as a non-attainment area for ozone (O3) and by CARB as nonattainment for ozone, PM10, and PM2.5. According the RAQS was developed to identify feasible emission control measures and provide expeditious progress toward attaining the state standard for ozone and particulate matter. The two pollutants in the RAQS are VOCs and NOx, which are precursors to the

#### 4.2 Air Quality

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formation of ozone. Projected increases in motor vehicle usage, population, and growth create challenges in controlling and reducing air emissions. The RAQs, in conjunction with the Transportation Control Measures, were most recently revised in 2016 as part of the RAQS for San Diego County.

The SIP is the document that sets forth the State's strategies for attaining the NAAQS. The SDAPCD is the agency responsible for preparing the portion of the SIP applicable to the Air Basin. The RAQS outlines the plans and control measures designed to attain the NAAQS for ozone. The SDAPCD relies on information from CARB and SANDAG, including projected growth, mobile, area and all other source emissions in order to predict future emissions and develop appropriate strategies for the reduction of source air emissions through regulatory controls. The CARB mobile source emission projections and SANDAG growth projections are based on population and vehicle trends and land use plans developed by the incorporated cities and County of San Diego. As such, projects that propose development that is consistent with the growth anticipated by SANDAG would be consistent with the RAQS and the SIP.

The Escondido General Plan Update Final EIR assessed whether development consistent with the General Plan would conflict or obstruct implementation of the RAQS and SIP. The Final EIR determined that the growth accommodated General Plan would be consistent with the growth accounted for in the RAQS and SIP. As such, such development consistent with the Escondido General Plan would be consistent with the RAQS and SIP.

The City General Plan designation for the project site is Office (O). The proposed project would require a General Plan Amendment (GPA) to change the General Plan designations to Urban III (U3). This would allow the project site to be developed as multi-family residential housing (18.0 DU/AC). This re-designation would not have been accounted for in the City's General Plan. The emissions generated at the project site if developed under the City General Plan designation of Office (O) are greater than those of the proposed project. Therefore, the proposed project emissions are consistent with the growth anticipated by SANDAG for the project site.

The proposed project would be in substantial compliance with the Land Use Element goals and policies and the proposed development of a 135-unit townhouse complex would provide housing to meet the projected population growth in the County that is anticipated in SANDAG's 2050 Regional Growth Forecast. Therefore, the housing and population growth introduced by implementation of the proposed project would be consistent with SANDAG and RAQS growth forecasts. It should also be noted that the primary source of air emissions of a project is from project-generated vehicle emissions and the Traffic Impact Analysis prepared for the proposed project found that development of the project site under the current General Plan Designation would generate up to 2,298 daily vehicle trips, while the proposed project would generate 1,096 daily vehicle trips, which would result in the proposed project creating less than half of the mobile source emissions that would have been created with development under the current General Plan Designation. The proposed project's emissions have been accounted for in the RAQS, which was created to bring the Air Basin into attainment for ozone and particulate matter.

The proposed project will not result in an inconsistency with the SDAPCD RAQS. Therefore, a less than significant impact will occur in relation to implementation of the SDAPCD's RAQS and SIP.

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**Level of Significance**

The proposed project would have less than significant impact related to air quality compliance and no mitigation measures would be required.

**Air Quality Standard Violation**

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**Threshold AIR-B:      Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?**

**[CEQA Air Quality Threshold 3(b)]**

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The proposed project would not violate an air quality standard or contribute substantially to an existing or projected air quality violation. The Environmental Quality Regulations, as established in the City of Escondido Municipal Code Section 33-924(a)(6), establish criteria pollutant emissions thresholds to determine if a project's incremental contribution to air quality impacts would create a significant impact. The following section calculates the potential air emissions associated with the construction and operations of the proposed project and compares the emissions to the City's standards.

**Construction Emissions**

The construction activities for the proposed project are anticipated to include site preparation and grading of both the 7.66-acre project site and approximately 1.3-acres of adjacent Caltrans property, building construction of 135 residential townhome units, paving of onsite parking areas and driveways, and application of architectural coatings.

The CalEEMod model has been utilized to calculate the construction-related emissions from the proposed project. The worst-case summer or winter daily construction-related criteria pollutant emissions from the proposed project for each phase of construction activities are shown in Table 4.2-7. Since it is possible that building construction, paving, and architectural coating activities may occur concurrently, Table 4.2-7 also shows the combined criteria pollutant emissions from building construction, paving, and architectural coating phases of construction.

Table 4.2-7 shows that during site-preparation or grading or the combined building construction, paving, and architectural coatings phases that none of the analyzed criteria pollutants would exceed the City of Escondido emissions thresholds for construction activities as detailed in Section 33-924(a)(6) of the Municipal Code. Therefore, a less than significant air quality impact would occur from construction of the proposed project.

**Table 4.2-7: Construction-Related Criteria Pollutant Emissions**

Activity <sup>4</sup>	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO <sub>2</sub>	PM10	PM2.5
Site Preparation	4.45	46.37	22.81	0.04	20.65	12.19
<i>Grading - CalEEMod</i>	<i>5.79</i>	<i>134.96</i>	<i>41.17</i>	<i>0.31</i>	<i>15.01</i>	<i>6.82</i>
<i>Grading - Blasting</i>	<i>0.00</i>	<i>31.80</i>	<i>62.40</i>	<i>0.60</i>	<i>7.28</i>	<i>0.42</i>
Grading Total	5.79	166.76	103.57	0.91	22.29	7.24
<i>Building Construction</i>	<i>3.25</i>	<i>26.28</i>	<i>23.30</i>	<i>0.05</i>	<i>2.90</i>	<i>1.67</i>
<i>Paving</i>	<i>1.68</i>	<i>14.11</i>	<i>15.08</i>	<i>0.02</i>	<i>0.87</i>	<i>0.72</i>
<i>Architectural Coatings</i>	<i>57.20</i>	<i>1.77</i>	<i>2.74</i>	<i>0.00</i>	<i>0.37</i>	<i>0.18</i>
Combined Building Construction, Paving, and Architectural Coatings	62.13	42.16	41.12	0.07	4.14	2.57
Maximum Daily Construction Emissions	<b>62.13</b>	<b>166.76</b>	<b>103.57</b>	<b>0.91</b>	<b>22.29</b>	<b>12.19</b>
City of Escondido Construction Thresholds <sup>3</sup>	<b>75</b>	<b>250</b>	<b>550</b>	<b>250</b>	<b>100</b>	<b>55</b>
<b>Exceeds Threshold?</b>	No	No	No	No	No	No

Source: CalEEMod Version 2016.3.2

Notes:

<sup>1</sup> Onsite emissions from equipment not operated on public roads<sup>2</sup> Offsite emissions from vehicles operating on public roads<sup>3</sup> City of Escondido Thresholds from Section 33-924(a)(6) of the Municipal Code<sup>4</sup> Construction equipment quantities are detailed on pages 36 to 38 of Appendix B, Air Quality Report

### **Operational Emissions**

The on-going operation of the proposed project would result in a long-term increase in air quality emissions. This increase would be due to emissions from the project-generated vehicle trips and through operational emissions from the on-going use of the proposed project.

The operations-related criteria air quality impacts created by the proposed project have been analyzed through use of the CalEEMod model. The worst-case summer or winter VOC, NOx, CO, SO<sub>2</sub>, PM10, and PM2.5 daily emissions created from the proposed project's long-term operations have been calculated and are summarized below in Table 4.2-8.

Table 4.2-8 shows that during operation of the proposed project that none of the analyzed criteria pollutants would exceed the City of Escondido emissions thresholds for operational activities as detailed in Section 33-924(a)(6) of the Municipal Code. Therefore, a less than significant air quality impact would occur from operation of the proposed project.

**Table 4.2-8: Operational Criteria Pollutant Emissions**

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO <sub>2</sub>	PM10	PM2.5
Area Sources <sup>1</sup>	5.71	0.13	11.34	0.00	0.06	0.06
Energy Usage <sup>2</sup>	0.06	0.50	0.21	0.00	0.04	0.04
Mobile Sources <sup>3</sup>	2.09	8.89	24.57	0.08	6.71	1.85
<b>Total Emissions</b>	<b>7.86</b>	<b>9.52</b>	<b>36.12</b>	<b>0.08</b>	<b>6.81</b>	<b>1.95</b>
<b>City of Escondido Operational Thresholds<sup>4</sup></b>	<b>55</b>	<b>250</b>	<b>550</b>	<b>250</b>	<b>100</b>	<b>55</b>
Exceeds Threshold?	No	No	No	No	No	No

Source: Calculated from CalEEMod Version 2016.3.2

Notes:

<sup>1</sup> Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment

<sup>2</sup> Energy usage consist of emissions from natural gas usage (excluding hearths)

<sup>3</sup> Mobile sources consist of emissions from vehicles and road dust

<sup>4</sup> City of Escondido Thresholds from Section 33-924(a)(6) of the Municipal Code

### **Level of Significance**

The proposed project would have less than significant impact related to air quality standards/violations and no mitigation measures would be required.

### **Criteria Pollutant**

**Threshold AIR-C: Would the project 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)?**

**[CEQA Air Quality Threshold 3(c)]**

The proposed project would not 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).

Cumulative projects include local development as well as general growth within the project area. However, as with most development, the greatest source of emissions is from mobile sources, which travel throughout the local area. Therefore, from an air quality standpoint, the cumulative analysis would extend beyond any local projects and when wind patterns are considered would cover an even larger area. Accordingly, the cumulative analysis for the project's air quality must be generic by nature. The Air Basin has been designated by the EPA as nonattainment for ozone and by CARB as nonattainment for ozone, PM10, and PM2.5. Construction and operation of cumulative projects will further degrade the local air quality, as well as the air quality of the Air Basin.

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**Construction-Related Impacts**

The Air Basin is currently designated by the EPA for federal standards as a non-attainment area for ozone and by CARB for the state standards as a non-attainment area for ozone, PM10, and PM2.5. The ozone, PM10, and PM2.5 emissions associated with construction of the proposed project have been calculated and found that development of the proposed project would result in less than significant emissions of VOC and NOx (ozone precursors), PM10, and PM2.5 during construction of the proposed project. Therefore, a less than significant cumulative impact would occur from construction of the proposed project.

**Operational-Related Impacts**

The greatest cumulative operational impact on the air quality to the Air Basin will be the incremental addition of pollutants mainly from increased traffic from residential, commercial, and industrial development. The City of Escondido adopted project-level thresholds for ozone and particulate matter, in order to ensure that no individual project would create a significant cumulative impact to air quality. The ozone, PM10, and PM2.5 emissions created from the on-going operations of the proposed project have been calculated and found that development of the proposed project would not exceed the City of Escondido's thresholds of significance as detailed in Section 33-924(a)(6) of the Municipal Code for VOC and NOx (ozone precursors), PM10, and PM2.5 during operation of the proposed project. However, the analysis above in Section 8.3 only assessed if an air quality violation would occur and did not assess the cumulative health impacts that may be created from the air emissions created from the on-going operation of the proposed project.

Pursuant to the Sierra Club v. Friant Ranch Supreme Court Ruling (Case No. S219783, December 24, 2018), which found on page 6 of the ruling that EIRs need to "makes a reasonable effort to substantively connect a project's air quality impacts to likely health consequences." Also, on page 24 of the ruling it states "The Court of Appeal identified several ways in which the EIR could have framed the analysis so as to adequately inform the public and decision makers of possible adverse health effects. The County could have, for example, identified the Project's impact on the days of nonattainment per year."

Table 4.2-8 above shows that the primary source of operational air emissions would be created from mobile source emissions that would be generated throughout the Air Basin. As such, any adverse health impacts created from the proposed project should be assessed on a basin-wide level. As indicated above in Table 4.2-4, the Air Basin has been designated by EPA for the national standards as a non-attainment area for ozone. In addition, PM10 and PM2.5 have been designated by the State as non-attainment. It should be noted that VOC and NOx are ozone precursors, as such they have been considered as non-attainment pollutants.

According to The California Almanac of Emissions and Air Quality 2013 Edition, prepared by CARB, shows that for the County of San Diego in the year 2020 the total VOC emissions will be 114 tons per day, NOx emissions will be 68 tons per day, SOx emissions will be 1 ton per day, PM10 emissions will be 74 tons per day, and PM2.5 emissions will be 19 tons per day. The Report does not provide any data for CO emissions. The project contribution to each criteria pollutant in the Air Basin is shown in Table 4.2-9

**Table 4.2-9: Project's Contribution to Criteria Pollutants in the Air Basin**

Emissions Source	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO <sub>2</sub>	PM10	PM2.5
Project Emissions <sup>1</sup>	6.68	9.52	32.12	0.08	6.81	1.95
Total Emissions in Air Basin <sup>2</sup>	228,000	136,000	--	2,000	148,000	38,000
<b>Project's Percent of Air Emissions</b>	<b>0.0029%</b>	<b>0.007%</b>	--	<b>0.004%</b>	<b>0.0046%</b>	<b>0.0051%</b>
Notes: <sup>1</sup> From the project's total operational emissions shown above in Table 4.2-8 shows that during operation of the proposed project that none of the analyzed criteria pollutants would exceed the City of Escondido emissions thresholds for operational activities as detailed in Section 33-924(a)(6) of the Municipal Code. Therefore, a less than significant air quality impact would occur from operation of the proposed project. <sup>2</sup> California Almanac of Emissions and Air Quality 2013 Edition.						

As shown in Table 4.2-9, the project would increase criteria pollutant emissions by as much as 0.007 percent for NOx in the Air Basin. Due to these nominal increases in the Air Basin-wide criteria pollutant emissions, no increases in days of non-attainment are anticipated to occur from operation of the proposed project. As such, operation of the project is not anticipated to result in a quantitative increase in premature deaths, asthma in children, days children will miss school, asthma-related emergency room visits, or an increase in acute bronchitis among children due to the criteria pollutants created by the proposed project. With respect to long-term emissions, the proposed project would create a less than significant cumulative impact.

### ***Level of Significance***

The proposed project would have less than significant impact related to criteria pollutant and no mitigation measures would be required.

### **Sensitive Receptors**

**Threshold AIR-D:      Would the project expose sensitive receptors to substantial pollutant concentrations?**

**[CEQA Air Quality Threshold 3(d)]**

The proposed project would not expose sensitive receptors to substantial pollutant concentrations. The local concentrations of emissions produced in the nearby vicinity of the proposed project, which may expose sensitive receptors to substantial concentrations have been calculated for both construction and operations, which are discussed separately below. The discussion below also includes an analysis of the potential impacts from toxic air contaminant emissions. The nearest sensitive receptors to the project are residents at the single-family homes located as near as 610 feet west of the project site on the west side of Interstate 15. There are also single-family homes located as near as 725 feet to the east and 770 feet to the southeast of the project site.

### ***Construction-Related Sensitive Receptor Impacts***

Construction of the proposed project may expose sensitive receptors to substantial pollutant concentrations of localized criteria pollutant concentrations and from toxic air contaminant emissions created from onsite construction equipment, which are described below.

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***Construction-Related Fugitive Dust Emissions***

Construction activities are a source of fugitive dust (PM10 and PM2.5) emissions that may have a substantial, although temporary, impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the immediate vicinity of the proposed construction activities. Fugitive dust emissions from the proposed project would be created during onsite earth moving activities. The anticipated onsite worst-case PM10 emissions for each phase of construction have been provided above in Table 4.2-7. However, it should be noted that fugitive dust emissions vary substantially from day to day, depending on the level and type of activity and weather conditions. Additionally, most of the PM10 emissions from onsite construction activities are from inert silicates, rather than the complex organic particles released from combustion sources, which are more harmful to health.

Construction activities associated with the proposed project would be required to implement emissions control measures detailed in SDAPCD’s Rule 55 – Fugitive Dust Control, which restricts construction activities from creating visible dust emissions at the property line that lasts more than three minutes in any hour and requires the removal of all track-out from the nearby roadways. With implementation of SDAPCD’s Rule 55, the proposed project would not exceed the SDAPCD standards for fugitive dust. Local air quality impacts would be less than significant for construction activities.

***Toxic Air Contaminants Impacts from Construction***

The greatest potential for toxic air contaminant emissions would be related to diesel particulate matter (DPM) emissions associated with heavy equipment operations during construction of the proposed project. SDAPCD and CAPCOA methodology, health effects from carcinogenic air toxics are usually described in terms of “individual cancer risk”. “Individual Cancer Risk” is the likelihood that a person exposed to concentrations of toxic air contaminants over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. Given the relatively limited number of heavy-duty construction equipment and the short-term construction schedule, the proposed project would not result in a long-term (i.e., 70 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. In addition, California Code of Regulations Title 13, Article 4.8, Chapter 9, Section 2449 regulates emissions from off-road diesel equipment in California. This regulation limits idling of equipment to no more than five minutes, requires equipment operators to label each piece of equipment and provide annual reports to CARB of their fleet’s usage and emissions. This regulation also requires systematic upgrading of the emission Tier level of each fleet, and currently no commercial operator is allowed to purchase Tier 0 or Tier 1 equipment and by January 2023 no commercial operator is allowed to purchase Tier 2 equipment. In addition to the purchase restrictions, equipment operators need to meet fleet average emissions targets that become more stringent each year between years 2014 and 2023. Therefore, no significant short-term toxic air contaminant impacts would occur during construction of the proposed project. As such, construction of the proposed project would result in a less than significant exposure of sensitive receptors to substantial pollutant concentrations.

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***Operations-Related Sensitive Receptor Impacts***

The on-going operations of the proposed project may expose sensitive receptors to substantial pollutant concentrations of local CO emission impacts from the project-generated vehicular trips and from the potential operational toxic air contaminant impacts.

***Local CO Hotspot Impacts from Project-Generated Vehicle Trips***

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential impacts to sensitive receptors. The Transportation Project-Level Carbon Monoxide Protocol (CO Protocol), prepared for Caltrans, December 1997, provides a screening method to determine if the vehicle trips generated by a project has the potential to create a CO hotspot at any of the nearby intersections. According to the CO Protocol, projects may worsen air quality if they increase the percentage of vehicles in cold start mode by two percent or more; significantly increase the traffic volume by five percent or more over existing volumes, or worsen traffic flow at an intersection, which is defined as increasing average delay at signalized intersections operating at Level of Service (LOS) E or F, or causing an intersection that would operate at LOS D or better without the project to operate at LOS E or F.

Of the seven (7) study intersections analyzed in the Traffic Impact Analysis, two (2) are two-way stop controlled, one is all-way stop controlled, and four (4) are signalized. Of the signalized intersections analyzed Centre City Parkway/El Norte Parkway is the only intersection to operate at LOS E or worse for the existing conditions. The Traffic Impact Analysis also shows that for the existing with project conditions for Centre City Parkway/El Norte Parkway will remain at LOS E, however the change in delay will improve by 0.6 second with development of the proposed project. All other signalized intersections will operate at LOS D or better. As such, no local CO Hotspots are anticipated to be created at any nearby intersections from the vehicle traffic generated by the proposed project. CO hotspot impacts would be less than significant.

***Operations-Related Toxic Air Contaminant Impacts***

Particulate matter (PM) from diesel exhaust is the predominant TAC in most areas and according to The California Almanac of Emissions and Air Quality 2013 Edition, prepared by CARB, about 80 percent of the outdoor TAC cancer risk is from diesel exhaust. Some chemicals in diesel exhaust, such as benzene and formaldehyde have been listed as carcinogens by State Proposition 65 and the Federal Hazardous Air Pollutants program. Due to the nominal number of diesel truck trips generated by the proposed residential project, a less than significant TAC impact would occur during on-going operations of the proposed project and no mitigation would be required.

Therefore, operation of the proposed project would result in a less than significant exposure of sensitive receptors to substantial pollutant concentrations.

***Level of Significance***

The proposed project would have less than significant impact related to sensitive receptors and no mitigation measures would be required.

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## 4.3 Biology Resources

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### ***Purpose***

The purpose of this section is to identify any existing Biological resources and potential impacts to Biological resources from project implementation. This section also identifies mitigation measures, when necessary, to reduce any potentially significant Biological resources impacts and describes the residual impact, if any, after imposition of the mitigation.

### ***Sources***

The following sources were used in consideration and discussion of the potential environmental impacts, mitigation measures, and residual impact:

- *Biological Resources Letter Report for the Nutmeg Street Development, City of Escondido, California*, prepared by Evert and Associates, Environmental Consultants, January 30, 2019, as provided in Technical Appendix C to this Draft EIR.

The proposed project application package was used in the analysis. General information in this section was taken from the City of Escondido General Plan (General Plan) (City of Escondido 2012); Escondido General Plan Update and Climate Action Plan Environmental Impact Report (General Plan Program EIR) (City of Escondido 2012); and City of Escondido Municipal Code unless otherwise referenced.

### **4.3.1 Environmental Setting**

The project site is located in the north-central portion of San Diego County approximately 13 miles inland from the Pacific Ocean. Project site elevation ranges from between 880 and 980 feet above mean sea level (MSL). The northern portion of the project site is largely undisturbed and covered with scrub vegetation. The southern portion of the project site has been brushed and is largely clear of native vegetation and dominated by annual weeds. Please refer to Technical Appendix C, *Biological Resources*, to this Draft EIR.

### ***Biological Setting***

#### Regional

The City of Escondido (City) is located within the boundary of the Multiple Habitat Conservation Program (MHCP) for the Cities of Carlsbad, Encinitas, Escondido, Oceanside, San Marcos, Solana Beach, and Vista, which the San Diego Association of Governments (SANDAG) adopted in 2003 (SANDAG 2003). The City of Escondido (City) is located within the boundary of the County of San Diego's South County and North County MSCP areas, and adjacent to the City of San Diego's MSCP Cornerstone Lands at Hodges Reservoir and San Pasqual Valley. The MHCP is a comprehensive, multiple jurisdictional planning program designed to create, manage, and monitor an ecosystem preserve in northwestern San Diego County.

### 4.3 Biological Resources

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Each jurisdiction is responsible for preparing a subarea plan to implement the MHCP in its jurisdiction. A draft subarea plan, the Draft Escondido Subarea Plan, has been prepared for incorporated and unincorporated areas of Northern San Diego County but has not been adopted. A public review draft of the Draft Escondido Subarea Plan was released in 2001 (City of Escondido 2001). The Draft Escondido Subarea Plan covers the entire City boundary and approximately 3,000 acres of unincorporated County land within the City's sphere of influence (City of Escondido 2012).

#### Project Site

Project site vegetation is shown on Figure 4.3-1.

##### *South of North Nutmeg Street*

The project site on the south side of North Nutmeg Street contains:

- Ruderal non-native and invasive plants interspersed with Non-Native Grassland (NNG); and,
- Coast Live Oak Woodland (CLOW) with a small area of coast live oaks *Quercus agrifolia*.

The project site on the south side of North Nutmeg Street was cleared of all vegetation in early 2007. The clearing was accomplished without appropriate permitting. This resulted in the then property owner being required to purchase credits for impacts to Coastal Sage Scrub (CSS) at the Red Mountain Mitigation Bank in 2009. The purchase was accomplished fully mitigating these actions.

##### *North of North Nutmeg Street*

The project site on the north side of North Nutmeg Street contains:

- Coastal Sage Scrub (CSS); and,
- Southern Mixed Chaparral (SMC).

Approximately half (1/2) of the project site on the north side of North Nutmeg Street contains CSS and half (1/2) contains SMC. The SMC occurs in the steeper topography in the northern half of the portion of the project site on the north side of North Nutmeg Street.

##### *City and Caltrans Rights-of-Way*

The areas of the project site in the City and Caltrans Rights-of-Way contain Coastal Sage Scrub (CSS).

##### *Soil Types*

Soil types on the project site were based on soil conservation service maps (Bowman 1973). The soil types on the south side of North Nutmeg Street include Ramona sandy loam, 5 to 9 percent (5% to 9%) slopes, eroded (RaC2), Cieneba-Fallbrook rocky coarse sandy loam, 9 to 30 percent (9% to 30%) slopes, eroded (CmE2), and Vista coarse sandy loam 5 to 9 percent (5% to 9%) slopes (VaC). The soil types on the north side of North Nutmeg Street

### 4.3 Biological Resources

contain VaC and Cieneba very rocky coarse sandy loam, 9 to 30 percent (9% to 30%) slopes, eroded (CmrG). At some time in the past soil may have been imported to the south side of North Nutmeg Street.

#### *Vegetation Communities*

Four (4) vegetation communities occur on the project site:

1. Non-Native Grassland (NNG);
2. Diegan Coastal Sage Scrub (CSS);
3. Southern Mixed Chaparral (SMC); and,
4. Coast Live Oak Woodland (CLOW).

These habitat types are discussed below and depicted on a biological resources map provided in Appendix C, *Biological Resources*, to this Draft EIR. They are illustrated with photographs in the appendix to Appendix C, *Biological Resources*, to this Draft EIR.

#### Non-native grassland (holland code 42200)

There are 4.01 acres of Non-Native Grassland (NNG) on the project site. The NNG occurs on the south side of North Nutmeg Street. The NNG area on the project site is dominated by weedy herbaceous non-native species, including non-native grasses.

#### Diegan coastal sage scrub (holland code 32500)

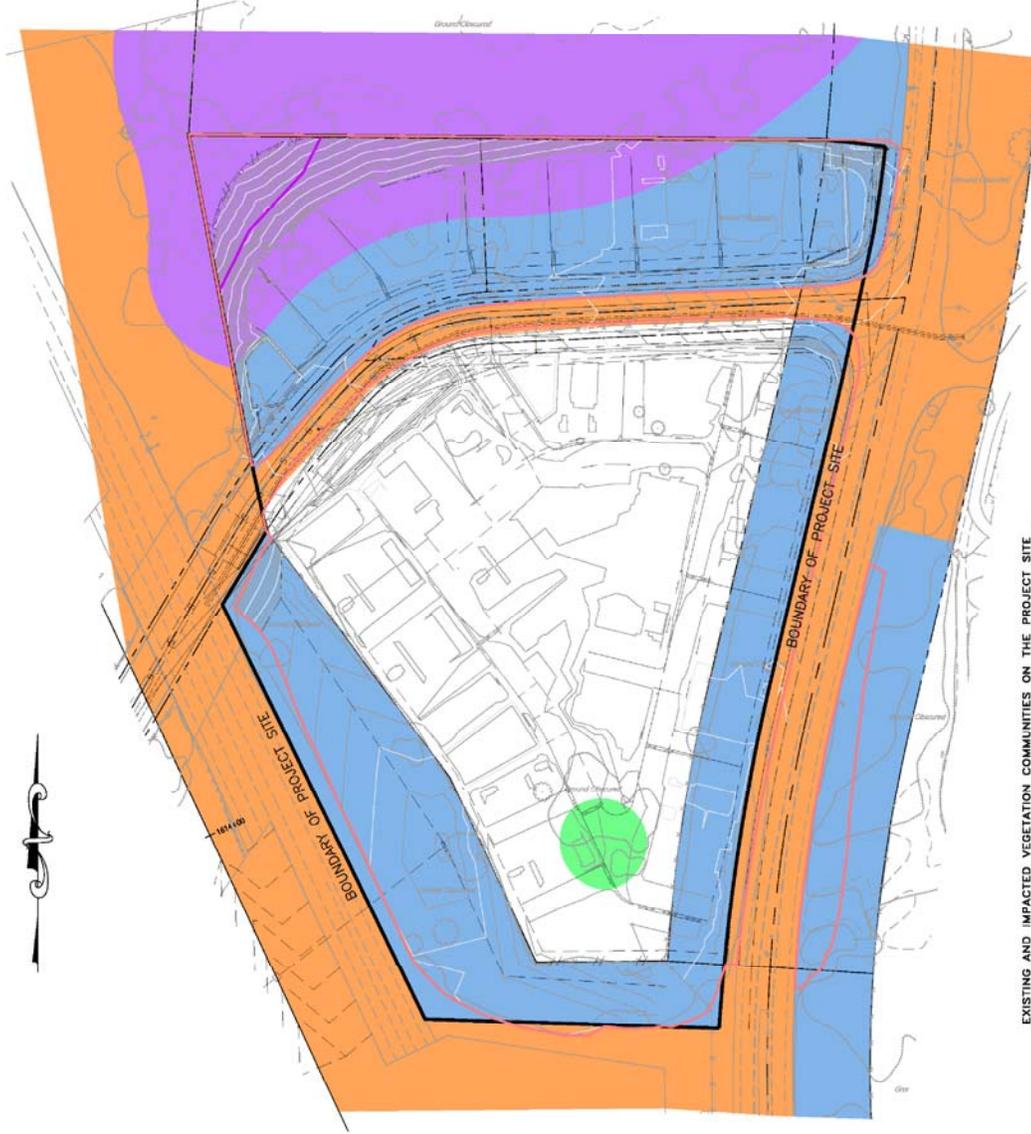
There is Diegan Coastal Sage Scrub (CSS) on the project site. The CSS is located on the less steep portions of the south facing slopes on the north side of North Nutmeg Street; and, within the right-of-way for Interstate 15 and Centre City Parkway. The areas of CSS on the project site that contain: California sagebrush *Artemesia californica*; black sage *Salvia mellifera*; laurel sumac *Malosma laurina*; California flat-top buckwheat; *Adenostoma fasciculatum*; and, other typical CSS species.

#### Southern mixed chaparral (holland code 37120)

There is Southern Mixed Chaparral (SMC) on the project site. SMC occurs on the north side of North Nutmeg Street along the northern boundary a steep south-facing slope contains. The areas of SMC on the project site contain a few typical CSS plant species, but also scrub oak *Quercus berberidifolia*; yucca *Yucca schidigera*; and, mission manzanita *Xyloccous bicolor*. All of these species are most often associated with SMC.

LEGEND

- NON-NATIVE GRASSLAND  
HOLLAND CODE 42200
- COASTAL SAGE SCRUB  
HOLLAND CODE 32500
- URBAN/DEVELOPED  
HOLLAND CODE 12000
- SOUTHERN MIXED CHAPARRAL  
HOLLAND CODE 37120
- COAST LIVE OAK WOODLAND  
HOLLAND CODE 71160



**EXISTING AND IMPACTED VEGETATION COMMUNITIES ON THE PROJECT SITE**

COMMUNITY	EXISTING PLANT FACILITY ON-SITE	IMPACTED AREAS ON-SITE	NEUTRAL AREAS ON-SITE	IMPACTED AREAS REQUIRING MITIGATION ON-SITE	NEUTRAL AREAS REQUIRING MITIGATION OFF-SITE
Southern Mixed Chaparral	1.78	1.78	0	1.78	0
Coastal Sage Scrub	3.56	3.56	2.76*	0	1.10
Coastal Live Oak Woodland	4.27	4.27	4.27**	0	0
Coast Live Oak Woodland	0.25	0.25	0	0.25	0.50
<b>TOTAL</b>	<b>9.86</b>	<b>9.86</b>	<b>7.03</b>	<b>2.45</b>	<b>2.49</b>

\* WHEN ON-SITE ALONG STREET OR COVER CITY PARKWAY RIGHT OF WAY  
 \*\* WHEN ON-SITE FOR WHICH OUTSIDE OF A FUTURE PLANNING AREA

SOURCE: Everett and Associates.

VISTA  
NO SCALE

# VEGETATION MAP

NUTMEG HOMES PROJECT - CITY OF ESCONDIDO

FIGURE 4.3-1

#### 4.3 Biological Resources

##### Coast live oak woodland (holland code 71160)

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There is Coast Live Oak Woodland (CLOW) on the project site. The CLOW is located on the south side of North Nutmeg Street in the south-central portion of the project site. This area contains 11 coast live oak trees; an understory of non-native grasses; and, boulder outcroppings. The CLOW was not previously cleared.

##### Wildlife

A complete list of animal species detected on the project site is provided in Appendix C, *Biological Resources*, Appendix B, to this Draft EIR. A small variety of common bird species were observed during the site survey. These included: Mourning Dove *Zenaida macroura*; Nuttall's Woodpecker *Picoides nuttallii*; House Finch *Haemorhous mexicanus*; and, American Crow *Corvus brachyrhynchos*.

Southern Pocket Gopher *Thomomys bottae* and California Ground Squirrel *Spermophilus beecheyi* burrows were observed on the project site. The nest of a Duskey-footed Woodrat *Neotoma fuscipes macrotis* was observed in the SMC. Other common mammal species found in similar habitats are likely to occur. The only reptile or amphibian observed was Western Fence Lizard *Sceloporus occidentalis*.

#### ***Field Survey and Data Review***

##### Field Survey

An assessment of biological resources of the project site was conducted by Mr. William T. Everett, Certified Biological Consultant, on October 4, 2017. Mr. Everett noted that the conditions for observation were excellent, with no clouds, no impediments to visibility, temperatures in the mid-70s, and a 3-6kt SW wind. The project site visit lasted from approximately 11:30 AM to 3:10 PM. Mr. Everett noted that he was able to examine the entire project site and adjacent areas on foot. Observations on-site were recorded as they were made.

Mr. Everett noted animals were identified using scat, tracks, burrows, vocalizations, or direct observation with the aid of 10X42 Leica binoculars. Vegetation mapping was conducted in accordance with vegetation community definitions as described in Oberbauer, et. al. (2008). In addition, vegetation mapping on-site was aided by the use of a digital color satellite photograph. All vegetation community mapping was verified on the ground to the greatest degree possible in the absence of a systematic land survey. All vegetation areas and boundaries are estimates subject to final delineation by a professional land surveyor.

There is Coast Live Oak Woodland (CLOW) on the project site. The CLOW is located on the south side of North Nutmeg Street in the south-central portion of the project site. This area contains 11 coast live oak trees; an understory of ruderal vegetation; and, boulder outcroppings. The CLOW was not previously cleared.

The project site contains a total of 11 coast live oak (*Quercus agrifolia*) trees. These coast live oak trees are considered protected trees by the City. No other heritage trees or protected trees occur on the project site. The

### 4.3 Biological Resources

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proposed project would result in the removal of the coast live oak trees. The proposed project would have a potentially impact by conflicting with local policies or ordinances protecting biological resources.

#### Data Review - Sensitive Species and Habitats

A variety of sources are reviewed to ascertain the possible occurrence of sensitive species at the project site prior to a project site visit. These included the following:

Soil types (Bowman 1973) were checked to determine if the site contains soils known to support sensitive plant species.

- Records searches for the USGS quadrangle and surrounding quads were done of the California Natural Diversity Data Base (CNDDDB) and California Native Plant Society (CNPS) On-Line Inventory of Rare and Endangered Plants.
- Any sensitive species known to occur in the vicinity were given special attention, and available natural history information is reviewed.
- Seasonal occurrence patterns (e.g., annual plants, migratory birds) were factored into survey plans in the event that site visits are made during time periods when certain species are not present or conspicuous.
- Information sources included the Jepson Manual (2012), Rare Plants of San Diego (Reiser 1994), A Flora of San Diego County, California (Beauchamp 1986), San Diego Native Plants (Lightner 2011), U.S. Fish and Wildlife Service Recovery Plans for Threatened/Endangered Species, the San Diego County Bird Atlas (Unitt 2004), and numerous other references, publications, and on-line resources.

During project site visits, all habitats are assessed for their suitability for occupation by any sensitive species with potential to occur. Please refer to Technical Appendix C, *Biological Resources*, to this Draft EIR.

#### **4.3.2 Regulatory Setting**

##### ***Federal***

##### Federal Endangered Species Act

The federal Endangered Species Act of 1973 (ESA), as amended (16 U.S.C. 1531 et seq.), provides for listing of endangered and threatened species of plants and animals and designation of critical habitat for listed animal species. The ESA also prohibits all persons subject to U.S. jurisdiction from “taking” endangered species, which includes any harm or harassment. Section 7 of the ESA requires that federal agencies, prior to project approval, consult the U.S. Fish and Wildlife Service (USFWS) and/or the National Marine Fisheries Service to ensure adequate protection of listed species that may be affected by the project.

#### 4.3 Biological Resources

##### Migratory Bird Treaty Act

All migratory bird species that are native to the United States or its territories are protected under the federal Migratory Bird Treaty Act (MBTA), as amended under the Migratory Bird Treaty Reform Act of 2004 (Senate Bill 2547). The MBTA is generally protective of migratory birds but does not actually stipulate the type of protection required. In common practice, the MBTA is now used to place restrictions on disturbance of active bird nests during the nesting season (generally January 15 to September 15). In addition, USFWS commonly places restrictions on disturbances allowed near active raptor nests.

##### Clean Water Act

The 1972 Clean Water Act (CWA) was designed to restore and maintain the chemical, physical, and biological integrity of the waters of the U.S. The CWA also directs states to establish water quality standards for all waters of the U.S. and to review and update such standards on a triennial basis. Refer to Hydrology and Water Quality Section 4.8.2, *Regulator Setting* of this Draft EIR.

#### **State**

##### California Endangered Species Act

Similar to the federal ESA, the California ESA of 1970 provides protection to species considered threatened or endangered by the State of California (California Fish and Game Code, Section 2050 et seq.). The California ESA recognizes the importance of threatened and endangered fish, wildlife, and plant species and their habitats, and prohibits the taking of any endangered, threatened, or rare plant and/or animal species unless specifically permitted for education or management purposes.

##### California Environmental Quality Act

The California Environmental Quality Act (CEQA) and its implementing guidelines (State CEQA Guidelines) serve as the primary environmental legislation in California relative to the evaluation of environmental impacts. CEQA requires that projects having the potential to adversely affect the environment be subject to environmental review. If found to be significant, such environmental impacts are typically mitigated based upon the findings of the environmental review process and in conformance with applicable laws and regulations.

##### California Fish and Game Code

The California Fish and Game Code regulates the handling and management of the state's fish and wildlife. Most of the code is administered or enforced by the California Department of Fish and Wildlife [CDFW; prior to January 2013, California Department of Fish and Game (CDFG)].

Section 1602 regulates activities that would divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake that supports fish or wildlife. CDFW has jurisdiction over riparian habitats associated with watercourses. Jurisdictional waters are delineated by the outer edge of riparian vegetation

### 4.3 Biological Resources

or at the top of the bank of streams or lakes, whichever is wider. CDFW jurisdiction does not include tidal areas or isolated resources.

Sections 1600 et seq. of the California Fish and Game Code require notification and, if required, a Streambed Alteration Agreement for any activity that would alter the flow, change, or use any material from the bed, channel, or bank of any perennial, intermittent, or ephemeral river, stream, and/or lake. Typical activities that require notification include excavation or fill placed within a channel, vegetation clearing, structures for diversion of water, installation of culverts and bridge supports, cofferdams for construction dewatering, and bank reinforcement. Pursuant to California Fish and Game Code Section 3503, it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto. Raptors and owls and their active nests are protected by California Fish and Game Code Section 3503.5, which states that it is unlawful to take, possess, or destroy any birds of prey or to take, possess, or destroy the nest or eggs of any such bird unless authorized by CDFW. Section 3513 states that it is unlawful to take or possess any migratory non-game bird as designated in the MBTA. These regulations could require that construction activities (particularly vegetation removal or construction near nests) be reduced or eliminated during critical phases of the nesting cycle unless surveys by a qualified biologist demonstrate that nests, eggs, or nesting birds will not be disturbed, subject to approval by CDFW and/or USFWS.

#### California Native Plant Society

The California Native Plant Society (CNPS) maintains a list of special-status plant species based on collected scientific information. Designation of these species by the CNPS does not constitute legal status or protection under federal or state endangered species legislation. CNPS's California Rare Plant Ranks (CRPRs) are defined as follows: CRPR 1A (plants presumed extinct), CRPR 1B (plants rare, threatened, or endangered in California and elsewhere), CRPR 2 (plants rare, threatened, or endangered in California, but more numerous elsewhere), CRPR 3 (plants about which more information is needed— review list), and CRPR 4 (plants of limited distribution—a watch list). In general, substantial adverse effects to plants designated as CRPR 1A, 1B, or 2 would be considered significant.

#### California Natural Community Conservation Planning Act of 1991

The Natural Community Conservation Planning Act of 1991 provides a framework for state and local government, as well as private interest efforts for the protection of regional biodiversity and the ecosystems upon which they depend. Natural community conservation plans allow for the appropriate, compatible economic activity to occur while ensuring the long-term conservation of multiple species. As a result of this act, the Carlsbad Habitat Management Plan was prepared under the MHCP.

**Regional/Local**

*City General Plan*

The General Plan includes the Biological and Open Space Resource Element. This element includes a number of goals and policies that address biological resources in the community. Table 4.3-1 provide applicable goals and policies related to the proposed project. Refer to Section 5.10, *Land Use and Planning* for an analysis of proposed project consistency with City General Plan Biological and Open Space Resource Element goals and policies.

**Table 4.3-1: City General Plan Biological and Open Space Resources Element Goals and Policies**

Goal	Policy
<b>Goal 1</b>	<b>Preservation and enhancement of Escondido’s open spaces and significant biological resources as components of a sustainable community.</b>
Policy 1.1	Establish and maintain an interconnected system of open space corridors, easements, trails, public/quasi-public land, and natural areas that preserves sensitive lands, permanent bodies of water, floodways, and slopes over 35 percent, and provides for wildlife movement.
Policy 1.2	Maintain open space and rural residential uses around the perimeter of the city to serve as a buffer from the surrounding urbanizing areas.
Policy 1.3	Protect land areas with steep topography (generally over 25%) from intensive urban development, regulate development in areas with topographic constraints such as steep slopes, and include these areas within the overall open space system.
Policy 1.4	Coordinate the planning and development of the overall open space system with other public facilities and services within Escondido.
Policy 1.5	Participate in the planning and preservation of an interconnected biological resources and open space plan with appropriate federal, state, and local agencies that enhances the viability of the regional ecosystem.
Policy 1.6	Preserve and protect significant wetlands, riparian, and woodland habitats as well as rare, threatened or endangered plants and animals and their habitats through avoidance. If avoidance is not possible, require mitigation of resources either on- or off-site at ratios consistent with State and federal regulations, and in coordination with those agencies having jurisdiction over such resources.
Policy 1.7	Require that a qualified professional conduct a survey for proposed development projects located in areas potentially containing significant biological resources to determine their presence and significance. This shall address any flora or fauna of rare and/or endangered status, declining species, species and habitat types of unique or limited distribution, and/or visually prominent vegetation.
Policy 1.8	Require that proposed development projects implement appropriate measures to minimize potential adverse impacts on sensitive habitat areas, such as buffering and setbacks. In the event that significant biological resources are adversely affected, consult with appropriate state and federal agencies to determine adequate mitigation or replacement of the resource
Policy 1.9	Encourage proposed development projects to minimize the removal of significant stands of trees unless needed to protect public safety and to limit tree removal to the minimum amount necessary to assure continuity and functionality of building spaces.
Policy 1.10	Prohibit any activities in riparian areas other than those permitted by appropriate agencies to protect those resources. Biological and Open Space Resources Policy 1.11: Construct appropriate barriers to be maintained by property owners or homeowners’ associations that restrict access to areas containing sensitive biological resources.
Policy 1.12	Promote the use of native plants for public and private landscaping purposes within the city (City of Escondido 2012).

Source: City of Escondido General Plan

#### 4.3 Biological Resources

##### City's Municipal Code:

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The City has established regulations and standards for the preservation, protection, and selected removal of mature and protected trees. A City issued vegetation removal permit is required before clearing, pruning, or destroying vegetation and before any encroachments by construction activities that disturb the root system within the dripline (i.e., the outer extent margin of a tree's canopy) of any mature and protected trees. Issuance of a vegetation removal permit requires the submittal of a tree survey and, as applicable, a tree protection and/or replacement mitigation plan.

##### *Section 33-1502*

City Municipal Code Section 33-1502 provides that a mature tree is any self-supporting woody perennial plant, native or ornamental, with a single well-defined stem or multiple stems supporting a crown of branches. The single stem, or one of multiple stems of any mature oak tree (genus *Quercus*), shall have a diameter 4 inches or greater when measured at 4.5 feet diameter at breast height (DBH) above the tree's natural grade. All other mature trees shall have a DBH of 8 inches, or greater, for a single stem or one of the multiple stems.

A protected tree is any oak that has a 10-inch or greater DBH, or any other tree species or individual specimen listed on the historic register, or is determined to substantially contribute to the historic character of a property or structure listed on the local historic register, pursuant to Article 40 of the City Zoning Code.

##### *Section 33-1068*

City Municipal Code Section 33-1068 provides regulations and standards are established to safeguard life and property and the public welfare concerning the preservation, protection, and selected removal of mature trees, protected trees, and historically significant trees located within the boundaries of the City. A vegetation removal permit and appropriate standards for the replacement of vegetation approved for removal is required before clearing, pruning, or destroying City-regulated vegetation, and before any encroachments by construction activities that destroy or disturb the root system within the dripline of regulated trees. Issuance of a vegetation removal permit requires the submittal of a tree survey and may potentially require a tree replacement and/or protection plan.

##### *Section 33-1069*

City Municipal Code Section 33-1069 states that every feasible effort and measure to avoid damage to existing trees to remain on site shall be taken by the owner and developer during clearing, grading, and construction activity, including the placement of City approved tree protection barriers. If mature trees cannot be preserved on site, they shall be replaced at a minimum ratio of 1:1. If protected trees cannot be preserved on site they shall be replaced at a minimum ratio of 2:1. However, the number, size, and species of replacement trees can be determined on a case-by-case basis by the City's Director of Community Development.

### 4.3.3 Significance Thresholds

The following thresholds of significance have been established for the evaluation of the proposed project's potential biological resource impacts consistent with the Appendix G of the State CEQA Guidelines:

- Threshold BIO-A**      **Would the proposed project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?**
  
- Threshold BIO-B**      **Would the proposed project 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 (DFW) or U.S. Fish and Wildlife Service?**
  
- Threshold BIO-C**      **Would the proposed project 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?**
  
- Threshold BIO-D**      **Would the proposed project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**
  
- Threshold BIO-E**      **Would the proposed project conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy/ordinance?**
  
- Threshold BIO-F**      **Would the proposed project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?**

### 4.3.4 Evaluation of Potential Project Impacts

This section will evaluate whether the proposed project would potentially have a substantial adverse effect on biological resources. This evaluation assumes that the proposed project will be implemented consistent with the project description.

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**Sensitive Species**

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

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**[CEQA Biology Threshold 4(a)]**

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The project site on the south side of Nutmeg Street was cleared (with the exception of a small area of coast live oaks *Quercus agrifolia*) in early 2007. This clearing was done without permits and resulted in the owner at that time purchasing credits for impacts to Coastal Sage Scrub (CSS) at the Red Mountain Mitigation Bank in 2009. This purchase fully mitigated the impacts to CSS of this action. The proposed project will comply with all Federal, State, Regional, and City requirements related to biological resources. Encroachment permits from Caltrans and the City will be required. The proposed project will implement all City standard conditions related to biological resources and water quality standards.

Prior to the issuance of any grading permit the Final Landscape Concept Plan will be reviewed and approved by the City. Development will occur in accordance with the Final Landscape Concept Plan. The existing trees on the project site will be replaced with a total of 222 trees. The trees types will include Strawberry Tree, Bronze Loquat, Crape Myrtle, Southern Magnolia, Purple Robe Locust, Trumpet Tree, King Palm, Date Palm, and Queen Palm. Low ornamental grasses that are non-invasive will be provided in the Final Landscape Concept Plan.

The California Natural Diversity Data Base (CNDDDB) reports the two (2) sensitive plant species in the vicinity of the project site on the west side of Interstate-15. These species are conspicuous perennial plants, and would have been easily detected, if they occurred on the project site:

- Summer holly *Comarostaphylis diversifolia* ssp. *Diversifolia*; and,
- Rainbow manzanita *Arctostaphylos rainbowensis*,

The following sensitive species would be anticipated to occur to the west of Interstate-15:

- San Diego thornmint *Acanthomintha ilicifolia* to the west of Interstate-15 in clay soils. There are no clay soils on the project site.
- Rufous-crowned Sparrow *Aimophila ruficeps canescans* to the west of Interstate-15. It is a sedentary and characteristic species of Coastal Sage Scrub. No Rufous-crowned Sparrows were detected during site visits.

The following sensitive animal species is recorded in the CNDDDB as occurring in CSS approximately 1/10th of a mile south of the project site:

#### 4.3 Biological Resources

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- California Gnatcatcher *Poliioptila californica* is a federal threatened species; a state species of concern; and, a "target species" of the California Natural Communities Conservation Program (NCCP) process. This species is a non-migratory resident whose range covers the coastal plains and foothills of Southern California and northern Baja California. California Gnatcatchers were not detected (see Appendix C, *Biological Resources, Appendix D*, to this Draft EIR) during focused protocol surveys of the project site.

No other sensitive plant or animal species were observed or considered as potentially occurring. In order to prevent any potential adverse impacts to off-site biological resources, Mitigation Measure MM BIO-1 has been provided.

**MM BIO-1** Prior to the issuance of any permit (i.e. grading, tree-trimming, or vegetation removal) by the City the Project Applicant shall demonstrate to the satisfaction of the City Community Development Director or City designee that if initial grading and vegetation removal activities (i.e., earthwork, clearing, and grubbing) must occur during the general bird breeding season for migratory birds and raptors (January 15 and September 15), the Project Applicant shall retain a qualified biologist to perform a pre-construction survey of potential nesting habitat to confirm the absence of active nests belonging to migratory birds and raptors afforded protection under the Migratory Bird Treaty Act and California Fish and Game Code. The pre-construction survey shall be performed no more than seven (7) days before the start of the activities. If the qualified biologist determines that no active migratory bird or raptor nests occur, the activities shall be allowed to proceed without any further requirements. If the qualified biologist determines that an active migratory bird or raptor nest is present, no construction activities shall occur until the young have fledged the nest and the nest is confirmed to no longer be active, as determined by the qualified biologist.

The mitigation as proposed is deemed to be adequate to reduce the overall impacts of the proposed project to a level below significant. Therefore, the proposed project would have less than significant levels related to sensitive species with the incorporation of MM BIO-1.

#### **Level of Significance**

The proposed project would have less than significant levels related to sensitive species with the incorporation of MM BIO-1.

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**Jurisdictional wetlands**

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**Threshold BIO-B**      **Would the proposed project 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 (DFW) or U.S. Fish and Wildlife Service?**

**Threshold BIO-C**      **Would the proposed project 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?**

**[CEQA Biology Threshold 4(b) and 4(c)]**

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***U.S Army Corps of Engineers***

The U.S. Army Corps of Engineers’ (ACOE) requires that formal or informal wetland delineations be conducted under guidelines set forth in the 1987 Corps of Engineers Wetland Delineation Manual. The ACOE defines a wetland as:

“...an area... inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.”

ACOE wetlands are typically characterized by the presence of hydrophytic vegetation, hydric soils, and wetland hydrology. The absence of any one (1) of these three (3) characteristics precludes the presence of an ACOE wetland. Wetland Delineations are conducted only in locations where there is a level of doubt whether or not an area is under ACOE jurisdiction, or where the limits of jurisdictions are not clear.

The ACOE also has jurisdiction over “Waters of the United States”. A determination of whether or not “Waters” occur on a site is based on the Corp’s Final Summary Report: *Guidelines for Jurisdictional Determinations for Waters of the United States in the Arid Southwest*, June 2001. A variety of indicators are considered, including (but not limited to) the presence of an Ordinary High Water Mark (OHWM); absence of vegetation; interruption of upland vegetation; presence of hydrophytic vegetation, and litter, debris; or, clay deposits. In the absence of these indicators, especially where upland vegetation dominates in a drainage feature, there are no “Waters of the United States”.

***California Regional Water Quality Control Board***

Jurisdiction of the Regional Water Quality Control Board (RWQCB) is most often concurrent with ACOE jurisdiction under the federal Clean Water Act (CWA). In cases where a wetland resource is determined to be isolated from navigable waters of the United States the RWQCB may assert jurisdiction under the Porter-Cologne Act.

The extent of CDFW wetlands typically is determined by the limits of riparian vegetation as it extends from a stream, creek, river, pond, lake, or other water feature.

A wetland survey was conducted on the project site. This was done to assess whether or not obvious wetlands were present or potential wetlands or waters that would require delineation. The project site contains no features that would suggest the presence of any jurisdictional wetlands or waters of the United States.

No riparian habitat exists on the project site. No jurisdictional wetlands will be impacted by project implementation. Therefore, the proposed project would have a less than significant impact and no mitigation measures would be required.

***Level of Significance***

The proposed project would have less than significant impacts related to jurisdictional wetlands and no mitigation measures would be required.

**Migratory Corridors / Wildlife Nurseries**

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**Threshold BIO-D      Would the proposed project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

**[CEQA Biology Threshold 4(d)]**

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***Wildlife Corridor***

A wildlife corridor can be defined as a linear landscape feature allowing animal movement between two (2) larger patches of habitat. Connections between extensive areas of open space are integral to maintain regional biodiversity and population viability. In the absence of corridors, habitats become isolated islands surrounded by development. Fragmented habitats support significantly lower numbers of species and increase the likelihood of local extinction for select species when they are restricted to small isolated areas of habitat. Areas that serve as wildlife movement corridors are considered biologically sensitive.

Wildlife corridors can be defined in two (2) categories regional wildlife corridors and local corridors as defined below:

1. Regional corridors link large sections of undeveloped land and serve to maintain genetic diversity among wide-ranging populations; and,

#### 4.3 Biological Resources

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2. Local corridors permit movement between smaller patches of habitat. These linkages effectively allow a series of small, connected patches to function as a larger block of habitat and perhaps result in the occurrence of higher species diversity or numbers of individuals than would otherwise occur in isolation.

Target species for wildlife corridor assessment typically include species such as bobcat, mountain lion, and mule deer.

It is necessary to determine what areas of larger habitats it connects and to examine the quality of the corridor as it passes through a variety of settings to assess the function and value of a particular site as a wildlife corridor. High quality corridors connect extensive areas of native habitat, and are not degraded to the point where free movement of wildlife is significantly constrained. High quality corridors typically consist of an unbroken stretch of undisturbed native habitat.

The project site is bordered on the east by the highly trafficked North Centre City Parkway and on the west by Interstate-15. Wildlife movement across these barriers would be extremely limited. Impacts to wildlife movement corridors by project implementation are not anticipated.

Large mammals, such as mule deer *Odocoileus hemionus* and mountain lion *Felis concolor* prefer large un-fragmented natural areas that offer extensive adequate forage or hunting opportunities as well as the opportunity for movement across long distances. The project site is unsuitable for use by large mammal species because the project site is mostly disturbed and bordered on three (3) sides by high-volume roadways.

Based on the above data no wildlife corridor will be impacted by project implementation. Therefore, the proposed project would have a less than significant impact and no mitigation measures would be required.

#### ***Native Wildlife Nursery Sites***

Native Wildlife Nursery Sites, which are considered sensitive resources that require protection, are defined as “sites where wildlife concentrates for hatching and/or raising young, such as rookeries, spawning areas, and bat colonies”. Features such as individual raptor or woodrat nests do not constitute places where wildlife concentrate, thus they do not meet this definition and are therefore not considered Native Wildlife Nursery Sites. There are no native wildlife nursery sites occur on or near the project site. No native wildlife nursery sites will be impacted by project implementation. Therefore, the proposed project would have a less than significant impact and no mitigation measures would be required.

#### ***Level of Significance***

The proposed project would have less than significant impacts related to migration corridors and wildlife nurseries and no mitigation measures would be required.

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**Local Policies or Ordinances**

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**Threshold BIO-E**      **Would the proposed project conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy/ordinance?**

**[CEQA Biology Threshold 4(e)]**

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The proposed project meets the following City requirements:

- The proposed project will comply with the federal Endangered Species Act of 1973 (ESA), as amended (16 U.S.C. 1531 et seq.), provides for listing of endangered and threatened species of plants and animals and designation of critical habitat for listed animal species.
- The proposed project will comply with Section 7 of the ESA requires that federal agencies, prior to project approval, consult the U.S. Fish and Wildlife Service (USFWS) and/or the National Marine Fisheries Service to ensure adequate protection of listed species that may be affected by the project.
- The proposed project will comply with the federal Migratory Bird Treaty Act (MBTA), as amended under the Migratory Bird Treaty Reform Act of 2004 (Senate Bill 2547). the MBTA is now used to place restrictions on disturbance of active bird nests during the nesting season (generally January 15 to September 15).
- The proposed project will comply with the California ESA of 1970 that provides protection to species considered threatened or endangered by the State of California (California Fish and Game Code, Section 2050 et seq.). The California ESA recognizes the importance of threatened and endangered fish, wildlife, and plant species and their habitats, and prohibits the taking of any endangered, threatened, or rare plant and/or animal species unless specifically permitted for education or management purposes.
- The proposed project will comply with the California Fish and Game Code regulates the handling and management of the state’s fish and wildlife.
- The proposed project will comply with the California Fish and Game Code that provides specific protection and listing for several types of biological resources.
- The proposed project will comply with the Sections 1600 et seq. of the California Fish and Game Code that requires notification and, if required, a Streambed Alteration Agreement for any activity that would alter the flow, change, or use any material from the bed, channel, or bank of any perennial, intermittent, or ephemeral river, stream, and/or lake.
- The proposed project will comply with the Natural Community Conservation Planning Act of 1991.

Tree Preservation

The City Zoning Code Article 55, Section 33-1069 includes vegetation and replacement standards for impacts to mature and/or protected trees (e.g., oaks) and defines the characteristics of such trees for the propose of protection and/or requirements for replacement if removed.

### 4.3 Biological Resources

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The project site supports 0.25 acres of coastal live oak woodland, as well as 11 coast live oak trees, would be removed or otherwise impacted with project implementation. The project impacts to the oak trees would be potentially significant and would require migration measures to reduce impacts to a level below significance.

**MM BIO -2:** Prior to the issuance of any permit (i.e. grading, tree-trimming, or vegetation removal) that would impact Coastal Sage Scrub, Southern Mixed Chaparral, or Coast Live Oak Woodland habitat on the project site. The Project Applicant shall demonstrate to the satisfaction of the City Community Development Director or City designee that they will/have purchased off-site of suitable habitat within a City approved mitigation bank (such as the Daley Ranch Conservation Bank) at mitigation ratios noted in Table 4.3-2.

**MM BIO -3:** Prior to the issuance of any permit (i.e. grading, tree-trimming, or vegetation removal) by the City the Project Applicant shall demonstrate to the satisfaction of the City Community Development Director or City designee that the replacement of impacted mature trees will occur. Unless otherwise determined by the City mature trees will be replaced at a minimum 1:1 ratio. The Project Applicant shall replace protected trees at a minimum 2:1 ratio, unless otherwise determined by the City. The number, size, and species of replacement trees shall be determined on a case-by-case basis by the City's Director of Community Development or City designee.

Mitigation Measures MM BIO-2 and MM BIO-3 would reduce these potential impacts to less than significant. The proposed project would not conflict with the City's Municipal Code (Section 33-1069) or any local policies or ordinances protecting biological resources.

#### ***Level of Significance***

The proposed project would have less than significant impacts related to local policies and regulations related to Biological Resources with the inclusion of MM BIO-2 and MM BIO-3.

#### **Habitat Conservation Plan or Natural Community Conservation Plan**

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**Threshold BIO-F**      **Would the proposed project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?**

**[CEQA Biology Threshold 4(f)]**

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The California Environmental Quality Act (CEQA), California Natural Communities Conservation Program (NCCP), and the Multiple Habitat Conservation Program Plan (MHCP) require that the potential impacts of the proposed projects be avoid or adequately mitigate for the loss of sensitive species and habitats. As indicated in the Table 4.3-2 the proposed project would impact sensitive habitats.

### 4.3 Biological Resources

The proposed project would potentially conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Mitigation Measure BIO-2 would provide for acquisition of habitat as prescribed by the Multiple Habitat Conservation Program Plan (MHCP). This would include potential impacts to Diegan Coastal Sage Scrub (CSS), Southern Mixed Chaparral (SMC), and Coast Live Oak Woodland (CLOW). A total of 9.4 acres of mitigation credits would be obtained. Prior impacts to coastal sage scrub on the southern parcel were previously mitigated and approved through the US Fish and Wildlife Service and California Department of Fish and Wildlife. No further mitigation is required to the 4.27-acres identified in Table 4.3-2 as that acreage is now impact neutral.

**Table 4.3-2: Existing and Impacted Habitat on the Project Site**

Plant community	Acreage On-site	Impacted Acreage	No or Previously Addressed	Acreage preserved on-site	Impacts Requiring mitigation	Mitigation required (ratio)***
Southern Mixed Chaparral (SMC)	1.78	1.78	0	0	1.78	1.78 (1:1)
Diegan Coastal Sage Scrub (CSS)	3.56	3.56	0	0	3.56	7.12 (2:1)
Non-Native Grassland (NNG)	4.27	4.27	4.27**	0	0	0
Coast Live Oak Woodland (CLOW)	0.25	0.25	0	0	0.25	0.50 (2:1)
<b>TOTAL</b>	<b>9.86</b>	<b>9.86</b>	<b>4.27</b>	<b>0</b>	<b>5.59</b>	<b>9.40</b>

Source: Appendix C, *Biological Resources*, Appendix D, to this Draft EIR & Draft Escondido Subarea Plan

\*\* Within area previously mitigated and approved through the US Fish and Wildlife Service and California Department of Fish and Wildlife

\*\*\* Mitigation ratio for impacts per Draft Escondido Subarea Plan, Table 5-2

During construction the proposed project could potentially conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan related to off-site resources. Mitigation Measure MM BIO-2 would provide for acquisition of habitat as prescribed by the Multiple Habitat Conservation Program Plan (MHCP).

The mitigation would be adequate to reduce the overall impacts of the proposed project to a level below significant. Therefore, the proposed project potentially significant impacts related to an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan would be mitigated to a less than significant level. The proposed project would have a less than significant impact with the incorporation of MM BIO-1 through MM BIO-3.

### **Level of Significance**

The proposed project would have less than significant impacts related to conservation habitat with the inclusion of MM BIO-1 through MM BIO-3.

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## 4.4 Cultural

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### ***Purpose***

The purpose of this section is to identify any existing cultural resources and potential impacts to cultural resources from project implementation. This section also identifies mitigation measures, when necessary, to reduce any potentially significant cultural resources impacts and describes the residual impact, if any, after imposition of the mitigation.

### ***Sources***

The following sources were used in consideration and discussion of the potential environmental impacts, mitigation measures, and residual impact:

- *Cultural Resources Survey Report for the Nutmeg Homes Project, City of Escondido, California*, prepared by Laguna Mountain Environmental, June 2018, as provided in Technical Appendix D to this Draft EIR.

The proposed project application package was used in the analysis. General information in this section was taken from the City of Escondido General Plan (General Plan) (City of Escondido 2012); Escondido General Plan Update and Climate Action Plan Environmental Impact Report (General Plan Program EIR) (City of Escondido 2012); and City of Escondido Municipal Code unless otherwise referenced.

### **4.4.1 Environmental Setting**

The project site is located in the north-central portion of San Diego County approximately 13 miles inland from the Pacific Ocean. Project site elevation ranges from between 880 and 980 feet above mean sea level (MSL). The northern portion of the project site is largely undisturbed and covered with scrub vegetation. The southern portion of the project site has been brushed and is largely clear of native vegetation and dominated by annual weeds. Please refer to Section 4.3, *Biological Resources* for detailed information related to project site vegetation. Technical Appendix D, *Cultural Resources*, to this Draft EIR defines the following cultural setting periods.

#### ***Cultural Setting***

##### Paleoindian Period

The earliest well documented prehistoric sites in southern California are identified as belonging to the Paleoindian period, which has locally been termed the San Dieguito complex/tradition. The Paleoindian period is thought to have occurred between 9,000 years ago, or earlier, and 8,000 years ago in this region.

##### Early Archaic Period

Native Americans during the Archaic period had a generalized economy that focused on hunting and gathering. In many parts of North America, Native Americans chose to replace this economy with types based on horticulture and agriculture. Coastal southern California economies remained largely based on wild resource use until

#### **4.4 Cultural Resources**

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European contact (Willey and Phillips 1958). Changes in hunting technology and other important elements of material culture have created two distinct subdivisions within the Archaic period in southern California. The Early Archaic period is differentiated from the earlier Paleoindian period by a shift to a more generalized economy and an increased focus on the use of grinding and seed processing technology. At sites dated between approximately 8,000 and 1,500 years before present, the increased use of groundstone artifacts and atlatl dart points, along with a mixed core-based tool assemblage, identify a range of adaptations to a more diversified set of plant and animal resources.

##### Late Archaic or Late Prehistoric Period

Around 2,000 BP, dramatic cultural changes occurred. An intrusion of Shoshonean-speakers into the northern portion of the county took place around 1,500 BP. Uto-Aztecan-speaking people from the Great Basin region began migrating into southern California around this same time. The Late Prehistoric Period in San Diego County is recognized archaeologically by smaller projectile points, the replacement of flexed inhumations with cremation, the introduction of ceramics, and an emphasis on inland plant food collection and processing, especially acorns (True 1966).

##### Ethnohistoric Period

The Ethnohistoric period refers to a brief period when Native American culture was initially being affected by Euroamerican culture. Historical records on Native American activities are limited. The missions recruited the Luiseño to use as laborers and convert them to Catholicism. The inland Luiseño were not heavily affected by Spanish influence until 1816, when an outpost of the mission was established 20 miles farther inland, at Pala (Sparkman 1908).

##### Historic Period

Cultural activities within San Diego County between the late 1700s and the present provide a record of Native American, Spanish, Mexican, and American control, occupation, and land use. An abbreviated history of San Diego County is presented for the purpose of providing a background on the presence, chronological significance, and historical relationship of cultural resources within the county. Native American control of the southern California region ended in the political views of western nations with Spanish colonization of the area beginning in 1769. The Spanish Period (1769-1821) represents a period of Euroamerican exploration and settlement. The Mexican Period ended when Mexico was forced to cede California to the United States after the Mexican-American War of 1846-48. Soon after American control was established (1848-present), gold was discovered in California.

#### ***Records Search and Literature Review***

Technical Appendix D, *Cultural Resources*, to this Draft EIR includes archival and other background studies performed prior to field survey of the project site. The archival research consisted of literature and record searches at local archaeological repositories, in addition to an examination of historic maps, and historic site

#### 4.4 Cultural Resources

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inventories. This information was used to identify previously recorded resources and determine the types of resources that might occur.

The records and literature search for the project was conducted at the South Coastal Information Center at San Diego State University. The records search included a one (1) mile radius of the project site to provide background on the types of sites that would be expected in the region. Copies of historic maps were provided by the South Coastal Information Center. At least 39 cultural resource studies have been undertaken within one (1) mile of the project.

One (1) historic cultural resource has been recorded on the project site and nine (9) prehistoric cultural resources have been recorded outside of the project site, within a one (1) mile radius.

##### Locus A of Prehistoric Site (CA-SDI-4561):

One (1) prehistoric cultural resource has been recorded on the project site. Locus A of a prehistoric site (CA-SDI-4561) was recorded within the southern portion of the project site in 1971. CA-SDI-4561 was recorded as two (2) loci and was surface collected in 1971 (Kearns 1971). Locus A of site CA-SDI-4561 was tested in 2006 (Smith and Lorenzen 2006). The surface collection and subsurface testing resulted in the recovery of 47 artifacts and the recordation of five (5) bedrock milling features. The testing collection has not yet been curated in an appropriate facility (Smith and Lorenzen 2006).

##### Vista Flume (P-37-030889):

One (1) historic cultural resource has been recorded on the project site. A recorded easement for the historic water flume (Vista Flume, P-37-030889) bisects the southern parcel of the proposed project. The 1938 aerial photograph of the project site depicts the Vista Flume crossing through the project site along with a dirt road alignment to the north of the flume (Historic Aerials.com 1938). Historical USGS quadrangle maps do not show any structures within the project site other than the Vista Flume. The existing flume is located within the North Nutmeg Street right-of-way as a transmission main. An action of the proposed project tentative tract map would eliminate the easement and depict the flume within the North Nutmeg Street right-of-way in its present location.

#### ***Native American Consultation***

A sacred sites search was conducted with the California Native American Heritage Commission (NAHC). The sacred sites search did not indicate the presence of recorded resources within the project area, but identified the region as generally sensitive. Mr. Richard Hernandez, of the company Saving Sacred Sites, served as the Native American monitor. Tribal consultation per Assembly Bill 52 for the proposed project has also been conducted. The Tribal

#### **4.4 Cultural Resources**

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consultation has included outreach and information requests to local Native American groups. As of the preparation of the Draft EIR, the Native American Consultation and the SB-18 consultation is underway. Copies of correspondence received are located in Appendix A of this EIR.

#### **4.4.2 Regulatory Setting**

##### ***Federal***

Section 106 of the National Historic Preservation Act (NHPA), as amended, requires Federal agencies to consider the effects of proposed Federal undertakings on historic properties. NHPA's implementation regulations require Federal agencies (and their designees, permittees, licensees, or grantees) to initiate consultation with the State Historic Preservation Officer (SHPO) as part of the Section 106 review process.

##### ***State***

##### State Historic Preservation Programs

The State Office of Historic Preservation oversees four historic preservation programs:

- National Register of Historic Places,
- California Register of Historical Resources,
- California Historical Landmarks, and
- California Points of Historic Interest.

Each program has its own specific eligibility criteria, though historic resources often overlap on multiple lists.

##### Native American Consultation

A Native American Consultation is required in conformance with the provisions of SB-18 due to the proposed General Plan Amendment.

##### ***Local***

The City General Plan and Municipal Code establish policies and standards related to cultural resources these include:

- General Plan:
  - Section 5.10 Land Use and Planning establishes goals and polices related to cultural resources.
- City's Municipal Code:

#### 4.4 Cultural Resources

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- Section 33-791 establishes the City's Historic Preservation Commission (HPC).
- Section 33-792 establishes a local register of historical resources.
- Section 33-797 establishes procedures and findings for designating a historical district.
- Section 33-801 establishes guidelines for the demolition permit for a historic resource.
- Section 33-792 provides for the establishment of a local register of historical places.
- Section 33-925 establishes the coordination of CEQA, quality of life standards, and growth management provisions.

#### 4.4.3 Significance Thresholds

The following thresholds of significance have been established for the evaluation of the proposed project's potential biological resource impacts consistent with the Appendix G of the State CEQA Guidelines:

**Threshold CR-A**            **Would the proposed project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of CEQA?**

**Threshold CR-B**            **Would the proposed project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of CEQA?**

#### 4.4.4 Evaluation of Potential Project Impacts

This section will evaluate whether the proposed project would potentially have a substantial adverse effect on cultural resources. This evaluation assumes that the project will be implemented consistent with the project description.

#### Historical Resources

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**Threshold CR-A**            **Would the proposed project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of CEQA?**

**[CEQA Cultural Resource Threshold 5(a)]**

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#### ***Field Survey and Data Review***

An archaeological survey was conducted by Mr. Andrew R. Pignolo, RPA on and June 4, 2018. Fieldwork included an intensive 10 to 15 meter interval transect survey throughout the project site. Please refer to Technical Appendix D, *Cultural Resources*, to this Draft EIR. The field survey was conducted to update previous survey efforts; identify any unrecorded resources within the project site; and assess the current condition of the previously identified cultural resources within the project site. The survey did not identify any new cultural resources within the project site. CA-SDI-4561 Locus A and a segment of the Vista Irrigation District Flume (P-37-030889) both remain within the project site.

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**Historical Resources**

The Initial Study for the proposed project states that a historic designation may be given to a property by National, State, or local authorities. In order for a building to qualify for listing in the National Register of Historic Places, the California Register of Historical Resources, or as a locally significant property in the City, it must meet one (1) or more identified criteria of significance. The property must also retain sufficient architectural integrity to continue to evoke the sense of place and time with which it is historically associated. The Initial Study determined that the project site has a potentially historic site the Vista Irrigation District Flume. This Draft EIR evaluates the potentially impact to this historical resource.

Vista Flume (P-37-030889)

Surface evidence of the Vista Flume (P-37-030889) was not present in the field survey. This historic resource is completely underground within the project site and appears to be south of Nutmeg Street cutting through the northern portion of the southern portion of the project site. The Vista Irrigation District Flume (P-37-030889) is a previously recorded historic resource constructed in 1926. The bench flumes and siphons were previously recommended as eligible for nomination to the California Register under Criterion A (Giletti et al. 2009). The above-ground bench flumes were also eligible under Criterion C, due to unique design (Giletti et al. 2009).

The cultural resources survey provided in Technical Appendix D, *Cultural Resources* to this Draft EIR, determined that Vista Flume (P-37-030889) will not be directly or indirectly impacted by the proposed project. Therefore, no impact would occur and no mitigation measures are required.

**Level of Significance**

The proposed project would have no impact related to historical resources and no mitigation measures would be required.

**Archaeological Resources**

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**Threshold CR-B      Would the proposed project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of CEQA?**

**[CEQA Cultural Resource Threshold 5(b)]**

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The Initial Study for the proposed project states that a prehistoric archaeological resource potentially exists on the project site. This archaeological resource would be expected to be encountered during construction activities associated with the proposed project. Therefore, the proposed project could potentially impact an archaeological resource. This Draft EIR evaluates the potentially impact to archaeological resources.

#### 4.4 Cultural Resources

##### Locus A of Prehistoric Site (CA-SDI-4561):

One (1) prehistoric and one (1) prehistoric cultural resource has been recorded on the project site. Locus A of a prehistoric site (CA-SDI-4561) was recorded within the southern portion of the project site in 1971. CA-SDI-4561 was recorded as two (2) loci and was surface collected in 1971 (Kearns 1971). Locus A of site CA-SDI-4561 was tested in 2006 (Smith and Lorenzen 2006). The surface collection and subsurface testing resulted in the recovery of 47 artifacts and the recordation of five (5) bedrock milling features. The testing collection has not yet been curated in an appropriate facility (Smith and Lorenzen 2006).

The survey resulted in the relocation of CA-SDI-4561 Locus A. Previous testing and evaluation indicated that Locus A of CA-SDI-4561 represented a small temporary camp site. The site was recommended as not eligible for nomination to the California Register because the resource did not meet the criteria for eligibility. The limited quantity and low diversity of cultural material recovered did not indicate further research potential (Smith and Lorenzen 2006). This resource was recommended as not significant under CEQA and City guidelines (Smith and Lorenzen 2006).

Locus A of CA-SDI-4561 would be directly impacted by the proposed project. This resource remains underground within the project area and within its own easement. The proposed project would place fill over this resource. Mitigation Measures MM CR -1 through MM CR-10 related to cultural resource monitoring by archaeological and Native American monitors during construction excavation and grading of native soils ensure that impacts to potentially buried features are reduced to less than significant levels.

**MM CR-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 proposed project, including additional archaeological surveys and/or studies, excavations, geotechnical investigations, grading, and all other ground disturbing activities.

**MM CR-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 from a TCA Tribe. The City, prior to any pre-construction meeting, shall approve all persons involved in the monitoring program.

**MM CR-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 CR-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 CR-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 CR-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 CR-7** The avoidance and/or preservation of the significant tribal cultural resource and/or unique archaeological resource must first be considered and evaluated 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 MCR-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 on-site 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 CR-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 CR-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

#### **4.4 Cultural Resources**

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submitted with the report. The report will include California Department of Parks and Recreation Primary and Archaeological Site Forms for any newly discovered resources.

#### **Native American Resources**

The proposed project would potentially impact tribal cultural resource as defined in Public Resources Code Section 21074. Letters were sent to each tribal contact requesting that they evaluate impacts to Native American resources of the proposed project to evaluate the significance of this potential impact. Additionally, the Notice of Preparation (NOP) for this Draft EIR was transmitted to potentially impacted tribes. The City transmitted AB52 letters to 4 tribes, who had previously requested to be on the City's list for AB52 correspondence. Additionally, the City sent SB18 letters to 29 tribes, including the four (4) tribes listed for AB52 and 25 other tribes. This list was based on information provided to the City by Native American Heritage Commission (NAHC). As of January 2019, none of the tribes have identified any significant tribal resources on the proposed project site. Tribal consultation requirements in accordance with AB52 and SB18 have not been concluded, as of the preparation of this Draft EIR.

While no significant impacts on known tribal resources have been identified, there is potential for the proposed project to result in impacts on unknown subsurface tribal resources during grading. Project impacts would be potentially significant if unknown tribal resources were unearthed during grading activities. Mitigation Measures MM CR -1 through MM CR-10 would require monitoring by archaeological and Native American monitors during construction, excavation, and grading of native soils to ensure that potentially impacts to tribal cultural resources would be reduced to less than significant levels.

#### ***Level of Significance***

The proposed project would have less than significant impacts to Native American and Archaeological resources with the inclusion of Mitigation Measures MM CR-1 through MM CR-10.

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## 4.5 Geology and Soils

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### ***Purpose***

The purpose of this section is to identify any potential impacts to geology and soils, which may result from the construction and operation of the proposed project. This section also identifies mitigation measures to reduce any potentially significant geology and soils impacts and describes the residual impact, if any, after imposition of the mitigation.

### ***Sources***

The following sources were used in consideration and discussion of the potential environmental impacts, mitigation measures, and residual impact:

- Geotechnical Evaluation for Proposed Multi-Family Residential Development APNS 224-260-23, -46, and -47, prepared by GeoTek, Inc., June 15, 2018, as provide in Appendix F to this Draft EIR.

The proposed project application package was used in the analysis. General information in this section was taken from the City of Escondido General Plan (General Plan) (City of Escondido 2012); Escondido General Plan Update and Climate Action Plan Environmental Impact Report (General Plan Program EIR) (City of Escondido 2012); and City of Escondido Municipal Code unless otherwise referenced.

The GeoTek, Inc. work efforts included a geotechnical field exploration conducted on April 19, 2018 and May 18, 2018. A geologist from GeoTek logged twelve (12) exploratory borings. Five (5) borings were advanced on the project site. Seven (7) borings were advanced along and offset from the proposed sewer alignment within Centre City Parkway. The approximate locations of the exploratory borings are presented in the report. Samples of soils and bedrock encountered in the borings were returned to the laboratory for testing and evaluation.

A seismic refraction survey was conducted on May 18, 2018, which involved recording of three (3) seismic lines in addition to the geotechnical borings. Two (2) seismic lines were performed on the project site and one (1) seismic line was performed off-site along the shoulder of Centre City Parkway. The survey was performed by a Subsurface Surveys & Associates, Inc. The seismic survey summary report is included in Appendix F to this Draft EIR.

### **4.5.1 Environmental Setting**

#### ***Regional Geologic Setting***

The project site is situated in the Peninsular Ranges geomorphic province. The Peninsular Ranges province is one of the largest geomorphic units in western North America. It extends basically from the point of contact with the Transverse Ranges geomorphic province, southerly to the tip of Baja California. This province varies in width from about 30 to 100 miles. It is bounded on the west by the Pacific Ocean, on the south by the Gulf of California, and on the east by the Colorado Desert Province.

#### **4.5 Geology and Soils**

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The Peninsular Ranges are essentially a series of northwest-southeast oriented fault blocks. Several major fault zones are found in this province. The Elsinore Fault zone and the San Jacinto Fault zone trend northwest-southeast and are found in the near middle of the province. The San Andreas Fault zone borders the northeasterly margin of the province.

No faults are shown presently in the immediate site vicinity on the maps reviewed for the area of the project site. The project site is located in an area geologically mapped to be underlain by granitic bedrock (Monzogranite and Metavolcanic varieties) (Kennedy and Tan, 2007).

#### ***Soil /Geologic Conditions***

Soils are divided into associations (USDA 1973) to generally describe soils types. A soil association normally consists of one (1) or more major soils and at least one (1) minor soil, and is named for the major soils. Soils in an association typically differ in slope, depth, stoniness, drainage, and other characteristics that affect management. The San Diego region has been divided into 34 soil associations, each with variable susceptibility to erosive forces, depending on their individual characteristics.

The project site is generally underlain by undocumented fill, topsoil, colluvium, younger and older alluvium, and granitic bedrock (Monzogranite and Metavolcanic varieties). A brief description of the earth materials at the project site is provided below.

#### **Undocumented Artificial Fill (Afu)**

Undocumented fill material was encountered in seven (7) of the exploratory borings on the project site. These materials in general typically consist of brown medium dense silty sand with minor units of clayey sand and silty clay.

#### **Quaternary Colluvium (Qcol)**

Colluvial materials were not encountered in the exploratory borings on the project site; however, colluvium may exist at the base of steep slopes along the ascending slope located in the northern vicinity of the project site. Colluvium material in general consists of unconsolidated, loose material transported in short distances from its origin, and may contain abundant vegetation.

#### **Quaternary Young Alluvium (Qal)**

Young alluvium was encountered in four (4) of the exploratory borings on the project site. Alluvial materials in general typically consist of light brown to brown, loose to medium dense, fine to medium grained, and poorly graded sand to silty sand.

#### 4.5 Geology and Soils

##### Quaternary Older Alluvium (Qoa)

Older alluvium was encountered in five (5) of the exploratory borings on the project site. Older alluvial materials in general typically consist of light brown to brown and mottled brown-orange brown-reddish brown; dense to very dense; fine to medium grained; and, well cemented silty sand.

##### Cretaceous Granitic Bedrock (Kmm and Kjd)

Granitic bedrock (Monzogranite and Metavolcanic, undifferentiated) was encountered) on the project site. The granitic material ranged from a weathered clay matrix to an unaltered crystalline matrix.

The approximate locations of the above described geologic units within the project site are provided in Appendix F, *Geology and Soils Report* of this Draft EIR.

### **Surface and Groundwater**

#### Surface Water

Surface water was not observed on the site during subsurface exploration for the preparation of the geology and soils report. If encountered during the earthwork construction, surface water on the project would be the result of precipitation. Overall site area drainage is generally by sheet flow in a southwesterly direction.

#### Groundwater

Perched groundwater was encountered during the preparation of the geology and soils report in one (1) location at a depth of approximately eight feet (8') below ground surface (bgs) referring to the depth below the ground surface. The perched groundwater was located within the young alluvial soils overlying the more dense older alluvial soils. Perched groundwater would be anticipated to occur near the interface of material density differences, such as young alluvium overlying older alluvium and alluvium overlying granitic bedrock. Perched groundwater may travel near surface granitic bedrock and pond in low points and subject to seasonal storm events.

Groundwater is not considered to be a design constraint of the proposed project. A groundwater table was not encountered in project site testing. No groundwater data is available in the vicinity or pertinent to the project site based on the data provided in the State Water Resources Control Board (SWRCB) database. (<http://www.water.ca.gov/waterdatalibrary/>)

### **4.5 Faulting and Seismicity**

The geologic structure of the entire southern California area is dominated mainly by northwest trending faults associated with the San Andreas system. The site is in a seismically active region. No active or potentially active fault is presently known to exist at this site nor is the site situated within an "Alquist-Priolo" Earthquake Fault Zone. The nearest zoned fault is the Elsinore fault, located approximately thirteen miles to the northeast.

## **4.5 Geology and Soils**

### **4.5.1 Seismic Design Parameters**

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The project site is located at approximately 33.1662 Latitude and -117.1064 Longitude. Project site spectral accelerations ( $S_s$  and  $S_1$ ), for 0.2 and 1.0 second periods for a Class "C" site, were determined from the USGS Website, Earthquake Hazards Program, U.S. Seismic Design Maps for Risk-Targeted Maximum Considered Earthquake (MCER) Ground Motion Response Accelerations for the Conterminous 48 States by Latitude/Longitude.

#### ***Liquefaction and Seismically Induced Settlement***

Liquefaction is not considered to be a hazard at the project site due to the current and historical absence of a groundwater table and the shallow presence of dense older alluvium and granitic bedrock. The proposed project rough grading would be anticipated to remove all unsuitable materials and replace them with engineered compacted fill. Seismically-induced settlement of surficial sandy sediments would not be anticipated.

#### ***Landslides***

The potential for landslides is considered negligible for design purposes. There was no evidence of ancient landslides or slope instabilities observed at the project site.

#### ***Rockfalls***

The natural terrain of a granitic hillside inherently exhibits core stone or boulders resulting from differential weathering of granitic material. As the surrounding weathered granitic material is eroded from around core stones, the core stones propagate out of the slope face creating apparent boulder outcrops which may or may not be well rooted or seated.

Localized outcrops of core stones occur within and upslope of the proposed project in the northern portion of the project site. The proposed cut slope may expose core stones at design grades. The core stones observed located upslope of the development were found to be seated into the hillside. The potential for rockfalls is considered low provided that potential core stones exposed during grading of cut slopes are removed or evaluated to be reasonably stable.

#### ***Other Seismic Hazards***

The potential for secondary seismic hazards such as a seiche or tsunami is considered negligible due to the project site elevation and distance to an open body of water.

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## 4.5.2 Regulatory Setting

### ***Federal***

#### International Building Code

The International Building Code (IBC) is a model building code developed by the International Code Council and provides the basis for the California Building Code (CBC). The IBC provides minimum standards for building construction to ensure public safety, health, and welfare. Prior to the creation of the IBC, several different building codes were used; by the year 2000, the IBC replaced these previous codes. The IBC is updated every 3 years.

#### Occupational Safety and Health Administration Regulations

Excavation and trenching are among the most hazardous construction activities. The Occupational Safety and Health Administration (OSHA) Excavation and Trenching Standard (29 CFR, Part 1926(P) et seq.) covers requirements for excavation and trenching operations. OSHA requires that all excavations in which employees could potentially be exposed to cave-ins be protected by sloping or benching the sides of the excavation, supporting the sides of the excavation, or placing a shield between the side of the excavation and the work area.

#### U.S. Geological Survey Landslide Hazard Program

The United States Geological Service (USGS) was created by an act of Congress in 1879. The USGS is the sole science agency for the Department of the Interior. The USGS created the Landslide Hazard Program in the mid-1970s in fulfillment of the requirements of Public Law 106-113. According to USGS, the primary objective of the National Landslide Hazards Program (LHP) is to reduce long-term losses from landslide hazards by improving the understanding of the causes of ground failure and suggesting mitigation strategies (<https://www.usgs.gov/natural-hazards/landslide-hazards>). The federal government takes the lead role in funding and conducting this research. The reduction of losses due to geologic hazards is primarily a state and local responsibility.

### ***State***

#### California Building Code

The CBC is based largely on the IBC. The CBC includes the addition of more specific seismic provisions for structures located in seismic zones. The provisions of the CBC apply to the construction, alteration, movement, replacement, and demolition of every building or structure or any appurtenances connected or attached to such buildings or structures throughout California.

#### California Environmental Quality Act

The California Environmental Quality Act (CEQA) and its implementing guidelines (CEQA Guidelines) serve as the primary environmental legislation in California relative to the evaluation of environmental impacts. CEQA requires that projects having the potential to adversely affect the environment be subject to environmental review. If

#### 4.5 Geology and Soils

found to be significant, such environmental impacts are typically mitigated based upon the findings of the environmental review process and in conformance with applicable laws and regulations.

##### Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning (AP) Act passed in 1972. This state law requires that proposed developments incorporating tracts of four (4) or more dwelling units investigate the potential for ground rupture within Alquist-Priolo (AP) zones. These zones identify the probability of ground rupture during future earthquakes. Where such zones are designated, no buildings or structures may be constructed on the line of the fault, and before any construction is allowed, a geologic study must be conducted to determine the locations of all active fault lines in the zone.

The AP Act provides a mechanism for reducing losses from surface fault rupture on a statewide basis. The intent of the AP Act is to ensure public safety by prohibiting the siting of most structures for human occupancy across traces of active faults that constitute a potential hazard to structures from surface faulting or fault creep. The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards.

The law requires the State Geologist to establish regulatory zones (known as Earthquake Fault Zones) around the surface traces of active faults and to issue appropriate maps. ["Earthquake Fault Zones" were called "Special Studies Zones" prior to January 1, 1994.] The maps are distributed to all affected cities, counties, and state agencies for their use in planning and controlling new or renewed construction. Local agencies must regulate most development projects within the zones. Projects include all land divisions and most structures for human occupancy. Single family wood-frame and steel-frame dwellings up to two stories not part of a development of four units or more are exempt. However, local agencies can be more restrictive than state law requires.

Before a project can be permitted, cities and counties must require a geologic investigation to demonstrate that proposed buildings will not be constructed across active faults. An evaluation and written report of a specific site must be prepared by a licensed geologist. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (generally 50 feet). (<http://www.conservation.ca.gov/cgs/rghm/ap>)

##### Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act passed in 1990. No seismic hazard mapping has been completed by the state for the proposed project area. Guidelines for Evaluation and Mitigating Seismic Hazards in California (Special Publication 117) were adopted by the California Mining and Geology Board in 1997 (revised and re-adopted on September 11, 2008 as Special Publication 117a) in accordance with the Seismic Hazards Mapping Act of 1990. The publication contains the guidelines for evaluating seismic hazards other than surface fault rupture (landslides and liquefaction), and for recommending mitigation measures to minimize impacts.

#### 4.5 Geology and Soils

This state law addresses non-surface fault rupture earthquake hazards, including liquefaction and seismically induced landslides. The intent of this law is to provide for a statewide seismic hazard mapping and technical advisory program to assist cities and counties in fulfilling their responsibilities for protecting the public health and safety from the effects of strong ground shaking, liquefaction, landslides, or other ground failure and other seismic hazards caused by earthquakes. It is further the intent that maps and accompanying information be made available to local governments for planning and development purposes.

The Seismic Hazards Mapping Act provides that cities and counties shall require, prior to the approval of a project located in a seismic hazard zone, a geotechnical report defining and delineating any seismic hazard. If the city or county finds that no undue hazard of this kind exists, based on information resulting from studies conducted on sites in the immediate vicinity of the project and of similar soil composition to the project site, the geotechnical report may be waived. After a report has been approved or a waiver granted, subsequent geotechnical reports shall not be required, provided that new geologic datum, or data, warranting further investigation is not recorded. Each city and county is required to submit one (1) copy of each approved geotechnical report, including the mitigation measures, if any, that are to be taken, to the State Geologist within 30 days of its approval of the report.

The Seismic Hazards Mapping Act provides that cities and counties shall consider the policies and criteria established pursuant to the act. If a project's approval is not in accordance with the policies and criteria, the city or county shall explain the reasons for the differences in writing to the State Geologist, within 30 days of the project's approval.

The Seismic Hazards Mapping Act provides that each city and county, in preparing the safety element to its general plan pursuant to subdivision (g) of Section 65302 of the Government Code, and in adopting or revising land use planning and permitting ordinances, shall take into account the information provided in available seismic hazard maps.

(<http://www.conservation.ca.gov/cgs/shzp/Pages/shmpact.aspx#2691>)

#### California Building Code

The purpose of the California Building Code (CBC) is to establish the minimum requirements to safeguard the public health, safety and general welfare through structural strength, means of egress facilities, stability, access to persons with disabilities, sanitation, adequate lighting and ventilation, and energy conservations; safety to life and property from fire and other hazards attributed to the built environments; and, to provide safety to fire fighter and emergency responders during emergency operations. (Section 1.1) Chapter 16 of the 2010 CBC contains specific requirements for seismic safety. The CBC includes the addition of more stringent seismic provisions for hospitals, schools, and essential facilities. The CBC contains specific provisions for structures located in seismic zones.

**Regional/Local**

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County of San Diego

There are not known County of San Diego requirements for the proposed project related to this topic area.

City of Escondido

*City Municipal Code*

Article 55, Grading and Erosion Control Ordinance

Article 55 of the City Municipal Code establishes the grading and erosion control regulations for the City. The purpose of this article is to assure that development occurs in a manner which protects the natural and topographic character and identity of the environment, the visual integrity of hillsides and ridgelines, sensitive species and unique geologic/geographic features, and the health, safety, and welfare of the general public. This Article regulates grading on private and public property and provides standards and design criteria to control stormwater and erosion during construction activities. The ordinance sets forth rules and regulations to control excavation, grading, earthwork construction (including fills and embankments), and development on hillsides and along ridgelines; establishes the administrative procedure for issuance of permits; and provides for approval of plans and inspection of grading construction necessary for compliance with stormwater management requirements.

Chapter 22 of the City of Escondido Municipal Code

Chapter 22 of the City of Escondido's Municipal Code establishes regulations related to storm water management and discharge control, harmful waters and wastes, sewer service charges, private sewage disposal systems, sewer connection fees, sewer-connection laterals, and industrial wastewaters. Article 5 of Chapter 22 of the Code requires all subsurface sewage disposal units and systems to be designed, placed and maintained in accordance with the rules and regulations of the County of San Diego. The County Department of Environmental Health (DEH) is the primary agency charged with regulating the design, construction, and maintenance of septic tanks, leach lines, seepage pits, and alternative onsite wastewater treatment systems throughout the County through a delegation from the Regional Water Quality Control Board (RWQCB).

**4.5.3 Significance Thresholds**

The following thresholds of significance have been established for the evaluation of the proposed project's potential hydrology and water quality impacts consistent with the Appendix G of the State CEQA Guidelines:

- |                       |   |
|-----------------------|---|
| <b>Threshold SG-A</b> | <b>Would the proposed project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</b> |
|                       | <b>(i.) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist</b>      |

for the area, or based on other substantial evidence of a known fault (Refer to DM&G Pub. 42)?

- (ii.) strong seismic ground shaking?
- (iii.) seismic-related ground failure, including liquefaction?
- (iv.) landslides?

**Threshold SG-C** Would the proposed project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

**Threshold SG-D** Would the proposed project be located on expansive soil, as defined in Table 18-1-B of the 1994 UBC, creating substantial risks to life or property?

#### 4.5.4 Evaluation of Potential Project Impacts

This section will evaluate whether the proposed project would potentially have a substantial adverse effect on geology and soil. This evaluation assumes that the project will be implemented consistent with the project description.

##### Geology and Soils Impacts:

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**Threshold SG-A** Would the proposed project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

- (i.) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area, or based on other substantial evidence of a known fault (Refer to DM&G Pub. 42)?
- (ii.) strong seismic ground shaking?
- (iii.) seismic-related ground failure, including liquefaction?
- (iv.) landslides?

[CEQA Geology and Soils Threshold 6(a)]

**Threshold SG-C** Would the proposed project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

[CEQA Geology and Soils Threshold b(c)]

**Threshold SG-D** Would the proposed project be located on expansive soil, as defined in Table 18-1-B of the 1994 UBC, creating substantial risks to life or property?

[CEQA Geology and Soils Threshold 6(d)]

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#### 4.5 Geology and Soils

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The Geology and Soils Report (Appendix G) concluded the development of the project site appears feasible from a geotechnical viewpoint provided that the recommendations provided in the report are incorporated into the design and construction phases of proposed project. The proposed project site design measures would minimize geology and soils potential impacts. The site design measures include both grading and construction and are outline in the Geology and Soils Report (Appendix G).

The proposed project total disturbed area including the grading within Caltrans and Centre City Parkway rights-of-way would be 9.86 acres. The proposed project earthwork and grading would be performed in accordance with all applicable ordinances of the City; 2016 California Building Code (CBC); California Department of Transportation; and, recommendations in this Draft EIR. Specifically, grading will be accomplished in accordance with Article 55, the Grading and Erosion Control article of the City's Zoning Ordinance. The City's Grading Ordinance assures that development occurs in a manner that protects the natural and topographic character and identity of the environment, the visual integrity of hillsides and ridgelines, sensitive species and unique geologic/geographic features, and the health, safety, and welfare of the general public by regulating grading on private and public property and providing standards and design thresholds.

Rough grading would remove all unsuitable materials and replace them with engineered compacted fill. The project site would be cleared of vegetation, roots, and debris. These materials would be properly disposed of off-site. Voids resulting from clearing would be replaced with engineered fill materials with expansion characteristics similar to the on-site soils. Undocumented fill, colluvium, and younger alluvial materials would be removed from the project site below proposed structural improvements. Core stones exposed during the grading of cut slopes would be removed or evaluated to be reasonably stable. Oversized materials would be placed in accordance the recommendations of the geology and soils report.

Grading would provide that undercut areas be brought to the final subgrade elevations with fill materials that are placed in lifts. Tall slopes (over 30-feet) stability would be evaluated once final grading plans for the project site are available. A minimum of 24 inches of engineered fill would be placed below asphaltic concrete pavement and Portland cement concrete hardscape areas. The horizontal extent of removals would extend at least two (2) feet beyond the edge, where possible. All temporary excavations for grading purposes and installation of underground utilities would be constructed in accordance with local and Cal-OSHA guidelines.

A moisture and vapor retarding system would be placed below slabs-on-grade, where moisture migration through the slab is undesirable. Foundation setbacks, general design criteria, cantilevered walls, and retaining walls would be designed in accordance with the criteria established in Geology and Soils Report (Appendix G). Additionally, pavement design, import of soils, and concrete flatwork would be designed in accordance with the criteria established in the Geology and Soils Report (Appendix G). Foundation designs would be in accordance with the design criteria established in the Geology and Soils Report (Appendix G).

The proposed project final selection of the appropriate seismic design coefficients would be made by the project structural engineer based upon the local practices and ordinances, expected building response and desired level of conservatism.

#### 4.5 Geology and Soils

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The proposed project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure including liquefaction, or landslides. The proposed project would not result in substantial soil erosion or the loss of topsoil; would not be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project; would not be located on expansive soil; and, would not involve the use of septic tanks or alternative wastewater disposal. Site design measures would be used to minimize geology and soil impacts including but not limited to removal of all deleterious material and vegetation prior to construction, remedial grading, compacting fill slopes, landscaping, and use of properly compacted soils.

Implementation of the proposed project would allow the development of residential land uses occur in areas with seismically-related risks, such as seismically-induced ground shaking, liquefaction, and landslides. The Geology and Soils Report (Appendix G) concluded the project site is not underlain by active, potentially active, or inactive faults. The California Geological Survey defines an active fault as a fault showing evidence for activity within the last 11,000 years. The project site is not located within a State of California Earthquake Fault Zone. The proposed project would comply with federal, state and local regulations and building standards, which include the following:

- The proposed project will comply with all requirements of the Alquist-Priolo Earthquake Fault Zoning (AP) Act.
- The proposed project will comply with all requirements of the Seismic Hazards Mapping Act.
- The proposed project will comply with all requirements of the California Building Code (CBC).
- The proposed project will comply with all requirements of the goals and policies that address geology and soils issues in the City General Plan.
- The proposed project will comply with all requirements of Article 55 of the City Municipal Code establishes the grading and erosion control regulations for the City.
- The proposed project will comply with all requirements of Chapter 22 of the City of Escondido's Municipal Code establishes regulations related to storm water management and discharge control, harmful waters and wastes, sewer service charges, private sewage disposal systems, sewer connection fees, sewer-connection laterals, and industrial wastewaters.

Therefore, project impacts from seismically-induced ground shaking, liquefaction, and landslides would be less than significant and no mitigation would be required.

The land uses designated by the proposed project would have the potential to allow construction and operational activities associated with future development that would have the potential to expose topsoil to erosion from water or wind. However, the proposed project would comply with federal, state and local regulations and building standards. Therefore, project impacts from the exposure of topsoil to erosion from water or wind would be less than significant and no mitigation would be required.

#### **4.5 Geology and Soils**

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The proposed project would have the potential to allow development to occur in areas susceptible to on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse. However, the proposed project would comply with federal, state and local regulations and building standards. Therefore, project impacts from the exposure to on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse would be less than significant and no mitigation would be required.

The proposed project would designate land uses that would allow for the development of structures on potentially expansive soils. However, the proposed project would comply with federal, state and local regulations and building standards. Therefore, project impacts from the exposure to potentially expansive soils would be less than significant and no mitigation would be required.

#### ***Level of Significance***

The proposed project would have a less than significant impact relating to geology and soils and no mitigation measures would be required.

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## 4.6 Greenhouse Gas Emissions

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### ***Purpose***

This section of the Draft Environmental Impact Report (Draft EIR) section describes the existing setting of the project site, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the proposed Nutmeg Homes Project (proposed project).

### ***Sources***

The following sources were used in consideration and discussion of the potential environmental impacts, mitigation measures, and residual impact:

- *Air Quality and Greenhouse Gas Emissions Impact Analysis, Nutmeg Residential Townhomes Project*, prepared by Vista Environmental, Inc., March 2019, as provided in Technical Appendix B of this Draft EIR.

The proposed project application package was used in the analysis. General information in this section was taken from the City of Escondido General Plan (General Plan) (City of Escondido 2012); Escondido General Plan Update and Climate Action Plan Environmental Impact Report (General Plan Program EIR) (City of Escondido 2012); and City of Escondido Municipal Code unless otherwise referenced.

### **4.6.1 Environmental Setting**

#### ***Greenhouse Gases***

Constituent gases of the Earth's atmosphere, called atmospheric greenhouse gases (GHGs), play a critical role in the Earth's radiation amount by trapping infrared radiation from the Earth's surface, which otherwise would have escaped to space. Prominent greenhouse gases contributing to this process include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), ozone (O<sub>3</sub>), water vapor, nitrous oxide (N<sub>2</sub>O), and chlorofluorocarbons (CFCs). This phenomenon, known as the Greenhouse Effect, is responsible for maintaining a habitable climate. Anthropogenic (caused or produced by humans) emissions of these greenhouse gases in excess of natural ambient concentrations are responsible for the enhancement of the Greenhouse Effect and have led to a trend of unnatural warming of the Earth's natural climate, known as global warming or climate change. Emissions of gases that induce global warming are attributable to human activities associated with industrial/manufacturing, agriculture, utilities, transportation, and residential land uses. Transportation is responsible for 41 percent of the State's greenhouse gas emissions, followed by electricity generation. Emissions of CO<sub>2</sub> and N<sub>2</sub>O are byproducts of fossil fuel combustion. Methane, a potent greenhouse gas, results from off-gassing associated with agricultural practices and landfills. Sinks of CO<sub>2</sub>, where CO<sub>2</sub> is stored outside of the atmosphere, include uptake by vegetation and dissolution into the ocean. The following provides a description of each of the greenhouse gases and their global warming potential.

### Water Vapor

Water vapor is the most abundant, important, and variable GHG in the atmosphere. Water vapor is not considered a pollutant; in the atmosphere it maintains a climate necessary for life. Changes in its concentration are primarily considered a result of climate feedbacks related to the warming of the atmosphere rather than a direct result of industrialization. The feedback loop in which water is involved is critically important to projecting future climate change. As the temperature of the atmosphere rises, more water is evaporated from ground storage (rivers, oceans, reservoirs, soil). Because the air is warmer, the relative humidity can be higher (in essence, the air is able to “hold” more water when it is warmer), leading to more water vapor in the atmosphere. As a GHG, the higher concentration of water vapor is then able to absorb more thermal indirect energy radiated from the Earth, thus further warming the atmosphere. The warmer atmosphere can then hold more water vapor and so on and so on. This is referred to as a “positive feedback loop.” The extent to which this positive feedback loop will continue is unknown as there is also dynamics that put the positive feedback loop in check. As an example, when water vapor increases in the atmosphere, more of it will eventually also condense into clouds, which are more able to reflect incoming solar radiation (thus allowing less energy to reach the Earth’s surface and heat it up).

### Carbon Dioxide

The natural production and absorption of CO<sub>2</sub> is achieved through the terrestrial biosphere and the ocean. However, humankind has altered the natural carbon cycle by burning coal, oil, natural gas, and wood. Since the industrial revolution began in the mid-1700s, each of these activities has increased in scale and distribution. CO<sub>2</sub> was the first GHG demonstrated to be increasing in atmospheric concentration with the first conclusive measurements being made in the last half of the 20<sup>th</sup> century. Prior to the industrial revolution, concentrations were fairly stable at 280 parts per million (ppm). The International Panel on Climate Change (IPCC) indicates that concentrations were 379 ppm in 2005, an increase of more than 30 percent. Left unchecked, the IPCC projects that concentration of carbon dioxide in the atmosphere is projected to increase to a minimum of 540 ppm by 2100 as a direct result of anthropogenic sources. This could result in an average global temperature rise of at least two degrees Celsius or 3.6 degrees Fahrenheit.

### Methane

CH<sub>4</sub> is an extremely effective absorber of radiation, although its atmospheric concentration is less than that of CO<sub>2</sub>. Its lifetime in the atmosphere is brief (10 to 12 years), compared to some other GHGs (such as CO<sub>2</sub>, N<sub>2</sub>O, and Chlorofluorocarbons (CFCs)). CH<sub>4</sub> has both natural and anthropogenic sources. It is released as part of the biological processes in low oxygen environments, such as in swamplands or in rice production (at the roots of the plants). Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of methane. Other anthropocentric sources include fossil-fuel combustion and biomass burning.

### Nitrous Oxide

Concentrations of N<sub>2</sub>O also began to rise at the beginning of the industrial revolution. In 1998, the global concentration of this GHG was documented at 314 parts per billion (ppb). N<sub>2</sub>O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. N<sub>2</sub>O is also commonly used as an aerosol spray propellant (i.e., in whipped cream bottles, in potato chip bags to keep chips fresh, and in rocket engines and race cars).

### Chlorofluorocarbons

CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane (C<sub>2</sub>H<sub>6</sub>) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the Earth's surface). CFCs have no natural source, but were first synthesized in 1928. They were used for refrigerants, aerosol propellants, and cleaning solvents. Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken and in 1989 the European Community agreed to ban CFCs by 2000 and subsequent treaties banned CFCs worldwide by 2010. This effort was extremely successful, and the levels of the major CFCs are now remaining level or declining. However, their long atmospheric lifetimes mean that some of the CFCs will remain in the atmosphere for over 100 years.

### Hydrofluorocarbons

HFCs are synthetic man-made chemicals that are used as a substitute for CFCs. Out of all the GHGs, they are one of three groups with the highest global warming potential. The HFCs with the largest measured atmospheric abundances are (in order), HFC-23 (CHF<sub>3</sub>), HFC-134a (CF<sub>3</sub>CH<sub>2</sub>F), and HFC-152a (CH<sub>3</sub>CHF<sub>2</sub>). Prior to 1990, the only significant emissions were HFC-23. HFC-134a use is increasing due to its use as a refrigerant. Concentrations of HFC-23 and HFC-134a in the atmosphere are now about 10 parts per trillion (ppt) each. Concentrations of HFC-152a are about 1 ppt. HFCs are manmade for applications such as automobile air conditioners and refrigerants.

### Perfluorocarbons

Perfluorocarbons (PFCs) have stable molecular structures and do not break down through the chemical processes in the lower atmosphere. High-energy ultraviolet rays about 60 kilometers above Earth's surface are able to destroy the compounds. Because of this, PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane (CF<sub>4</sub>) and hexafluoroethane (C<sub>2</sub>F<sub>6</sub>). Concentrations of CF<sub>4</sub> in the atmosphere are over 70 ppt. The two main sources of PFCs are primary aluminum production and semiconductor manufacturing.

Sulfur Hexafluoride

Sulfur Hexafluoride (SF<sub>6</sub>) is an inorganic, odorless, colorless, nontoxic, nonflammable gas. SF<sub>6</sub> has the highest global warming potential of any gas evaluated; 23,900 times that of CO<sub>2</sub>. Concentrations in the 1990s were about 4 ppt. Sulfur hexafluoride is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

Aerosols

Aerosols are particles emitted into the air through burning biomass (plant material) and fossil fuels. Aerosols can warm the atmosphere by absorbing and emitting heat and can cool the atmosphere by reflecting light. Cloud formation can also be affected by aerosols. Sulfate aerosols are emitted when fuel containing sulfur is burned. Black carbon (or soot) is emitted during biomass burning due to the incomplete combustion of fossil fuels. Particulate matter regulation has been lowering aerosol concentrations in the United States; however, global concentrations are likely increasing.

**Global Warming Potential**

GHGs have varying global warming potential (GWP). The GWP is the potential of a gas or aerosol to trap heat in the atmosphere; it is the cumulative radiative forcing effects of a gas over a specified time horizon resulting from the emission of a unit mass of gas relative to the reference gas, CO<sub>2</sub>. The GHGs listed by the IPCC and the CEQA Guidelines are discussed in this section in order of abundance in the atmosphere. Water vapor, the most abundant GHG, is not included in this list because its natural concentrations and fluctuations far outweigh its anthropogenic (human-made) sources. To simplify reporting and analysis, GHGs are commonly defined in terms of their GWP. The IPCC defines the GWP of various GHG emissions on a normalized scale that recasts all GHG emissions in terms of CO<sub>2</sub>e. As such, the GWP of CO<sub>2</sub> is equal to 1. The GWP values used in this analysis are based on the IPCC Second Assessment Report (SAR) and United Nations Framework Convention on Climate Change (UNFCCC) reporting guidelines, and are detailed in Table 4.6-1. The SAR GWPs are used in CARB's California inventory and Assembly Bill (AB) 32 Scoping Plan estimates.

**Table 4.6-1: Global Warming Potentials, Atmospheric Lifetimes and Abundances of GHGs**

Gas	Atmospheric Lifetime (years) <sup>1</sup>	Global Warming Potential (100 Year Horizon) <sup>2</sup>	Atmospheric Abundance
Carbon Dioxide (CO <sub>2</sub> )	50-200	1	379 ppm
Methane (CH <sub>4</sub> )	9-15	25	1,774 ppb
Nitrous Oxide (N <sub>2</sub> O)	114	298	319 ppb
HFC-23	270	14,800	18 ppt
HFC-134a	14	1,430	35 ppt
HFC-152a	1.4	124	3.9 ppt
PFC: Tetrafluoromethane (CF <sub>4</sub> )	50,000	7,390	74 ppt
PFC: Hexafluoroethane (C <sub>2</sub> F <sub>6</sub> )	10,000	12,200	2.9 ppt
Sulfur Hexafluoride (SF <sub>6</sub> )	3,200	22,800	5.6 ppt

Source: IPCC 2007, EPA 2015

Notes:

<sup>1</sup> Defined as the half-life of the gas<sup>2</sup> Compared to the same quantity of CO<sub>2</sub> emissions and is based on the Intergovernmental Panel On Climate Change (IPCC) 2007 standard, which is utilized in CalEEMod (Version 2016.3.2), that is used in this report (CalEEMod User Guide: Appendix A)

Definitions: ppm = parts per million; ppb = parts per billion; ppt = parts per trillion

## 4.6.2 Regulatory Setting

The regulatory setting related to global climate change is addressed through the efforts of various international, federal, state, regional, and local government agencies. These agencies work jointly, as well as individually, to reduce GHG emissions through legislation, regulations, planning, policy-making, education, and a variety of programs. The agencies responsible for global climate change regulations are discussed below.

### *International*

In 1988, the United Nations established the Intergovernmental Panel on Climate Change (IPCC) to evaluate the impacts of global climate change and to develop strategies that nations could implement to curtail global climate change. In 1992, the United States joined other countries around the world in signing the United Nations' Framework Convention on Climate Change (UNFCCC) agreement with the goal of controlling GHG emissions. The parties of the UNFCCC adopted the Kyoto Protocol, which set binding GHG reduction targets for 37 industrialized countries, the objective of reducing their collective GHG emissions by five percent below 1990 levels by 2012. The Kyoto Protocol has been ratified by 182 countries, but has not been ratified by the United States. It should be noted that Japan and Canada opted out of the Kyoto Protocol and the remaining developed countries that ratified the Kyoto Protocol have not met their Kyoto targets. The Kyoto Protocol expired in 2012 and the amendment for the second commitment period from 2013 to 2020 has not yet entered into legal force. The Parties to the Kyoto Protocol negotiated the Paris Agreement in December 2015, agreeing to set a goal of limiting global warming to less than 2 degrees Celsius compared with pre-industrial levels. The Paris Agreement has been adopted by 195 nations with 147 ratifying it, including the United States by President Obama, who ratified it by Executive Order on

#### **4.6 Greenhouse Gas Emissions**

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September 3, 2016. On June 1, 2017, President Trump announced that the United States is withdrawing from the Paris Agreement, however the Paris Agreement is still legally binding by the other remaining nations.

Additionally, the Montreal Protocol was originally signed in 1987 and substantially amended in 1990 and 1992. The Montreal Protocol stipulates that the production and consumption of compounds that deplete ozone in the stratosphere—CFCs, halons, carbon tetrachloride, and methyl chloroform—were to be phased out, with the first three by the year 2000 and methyl chloroform by 2005.

#### ***Federal***

##### United States Environmental Protection Agency (EPA)

The United States Environmental Protection Agency (EPA) is responsible for implementing federal policy to address global climate change. The Federal government administers a wide array of public-private partnerships to reduce U.S. GHG intensity. These programs focus on energy efficiency, renewable energy, methane, and other non-CO<sub>2</sub> gases, agricultural practices and implementation of technologies to achieve GHG reductions. EPA implements several voluntary programs that substantially contribute to the reduction of GHG emissions.

In *Massachusetts v. Environmental Protection Agency* (Docket No. 05–1120), argued November 29, 2006 and decided April 2, 2007, the U.S. Supreme Court held that not only did the EPA have authority to regulate greenhouse gases, but the EPA's reasons for not regulating this area did not fit the statutory requirements. As such, the U.S. Supreme Court ruled that the EPA should be required to regulate CO<sub>2</sub> and other greenhouse gases as pollutants under the federal Clean Air Act (CAA).

In response to the FY2008 Consolidations Appropriations Act (H.R. 2764; Public Law 110-161), EPA proposed a rule on March 10, 2009 that requires mandatory reporting of GHG emissions from large sources in the United States. On September 22, 2009, the Final Mandatory Reporting of GHG Rule was signed and published in the Federal Register on October 30, 2009. The rule became effective on December 29, 2009. This rule requires suppliers of fossil fuels or industrial GHGs, manufacturers of vehicles and engines, and facilities that emit 25,000 metric tons or more per year of GHG emissions to submit annual reports to EPA.

On December 7, 2009, the EPA Administrator signed two distinct findings under section 202(a) of the Clean Air Act. One is an endangerment finding that finds concentrations of the six GHGs in the atmosphere threaten the public health and welfare of current and future generations. The other is a cause or contribute finding, that finds emissions from new motor vehicles and new motor vehicle engines contribute to the GHG pollution which threatens public health and welfare. These actions did not impose any requirements on industry or other entities, however, since 2009 the EPA has been providing GHG emission standards for vehicles and other stationary sources of GHG emissions that are regulated by the EPA. On September 13, 2013 the EPA Administrator signed 40 CFR Part 60, that limits emissions from new sources to 1,100 pounds of CO<sub>2</sub> per MWh for fossil fuel-fired utility boilers and 1,000 pounds of CO<sub>2</sub> per MWh for large natural gas-fired combustion units.

#### **4.6 Greenhouse Gas Emissions**

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On August 3, 2015, the EPA announced the Clean Power Plan, emissions guidelines for U.S. states to follow in developing plans to reduce GHG emissions from existing fossil fuel-fired power plants (Federal Register Vol. 80, No. 205, October 23 2015). On February 9, 2016 the Supreme Court stayed implementation of the Clean Power Plan due to a legal challenge from 29 states and in April 2017, the Supreme Court put the case on a 60 day hold and directed both sides to make arguments for whether it should keep the case on hold indefinitely or close it and remand the issue to the EPA. On October 11, 2017, the EPA issued a formal proposal to repeal the Clean Power Plan, however the repeal of the Plan will require following the same rule-making system used to create regulations and will likely result in court challenges.

#### **State**

##### California Air Resources Board (CARB)

The California Air Resources Board (CARB) has the primary responsible for implementing state policy to address global climate change, however there are State regulations related to global climate change that affect a variety of State agencies. CARB, which is a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both the federal and state air pollution control programs within California. In this capacity, the CARB conducts research, sets California Ambient Air Quality Standards (CAAQS), compiles emission inventories, develops suggested control measures, provides oversight of local programs, and prepares the SIP. In addition, the CARB establishes emission standards for motor vehicles sold in California, consumer products (e.g. hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions.

In 2008, CARB approved a Climate Change Scoping Plan that proposes a “comprehensive set of actions designed to reduce overall carbon GHG emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health” (CARB 2008). The Climate Change Scoping Plan has a range of GHG reduction actions which include direct regulations; alternative compliance mechanisms; monetary and non-monetary incentives; voluntary actions; market-based mechanisms such as a cap-and-trade system. In 2014, CARB approved the First Update to the Climate Change Scoping Plan (CARB, 2014) that identifies additional strategies moving beyond the 2020 targets to the year 2050. On December 14, 2017 CARB adopted the California’s 2017 Climate Change Scoping Plan, November 2017 (CARB, 2017) that provides specific statewide policies and measures to achieve the 2030 GHG reduction target of 40 percent below 1990 levels by 2030 and the aspirational 2050 GHG reduction target of 80 percent below 1990 levels by 2050. In addition, the State has passed the following laws directing CARB to develop actions to reduce GHG emissions, which are listed below in chronological order, with the most current first.

##### California Code of Regulations (CCR) Title 24, Part 6

CCR Title 24, Part 6: *California’s Energy Efficiency Standards for Residential and Nonresidential Buildings* (Title 24) were first established in 1978 in response to a legislative mandate to reduce California’s energy consumption. The California Energy Commission (CEC) is the agency responsible for the standards that are updated periodically to

#### 4.6 Greenhouse Gas Emissions

allow consideration and possible incorporation of new energy efficiency technologies and methods. In 2008 the State set an energy-use reduction goal of zero-net-energy use of all new homes by 2020 and the CEC was mandated to meet this goal through revisions to the Title 24, Part 6 regulations.

The Title 24 standards are updated on a three-year schedule and since 2008 the standards have been incrementally moving to the 2020 goal of the zero-net-energy use. Currently the 2016 Title 24 standards are in effect and on January 1, 2020 the 2019 standards will go into effect, that have been designed so that the average new home built in California will now use zero-net-energy. Single-family homes built with 2019 standards will use about 7 percent less energy due to energy efficiency measures versus those built under the 2016 standards. The 2019 standards also now require that all single-family homes to have rooftop solar photovoltaic systems and when the solar systems are factored in, homes built under the 2019 standards will use about 53 percent less energy than homes built under the 2016 standards. In addition to requiring rooftop solar systems, the 2019 standards also encourage the use of battery storage and heat pump water heaters, require the more widespread use of LED lighting, as well as improve the building's thermal envelope through high performance attics, walls and windows. The 2019 standards also require improvements to ventilation systems by requiring highly efficient air filters to trap hazardous air particulates as well as improvements to kitchen ventilation systems. ([https://www.energy.ca.gov/title24/2019standards/documents/2018\\_Title\\_24\\_2019\\_Building\\_Standards\\_FAQ.pdf](https://www.energy.ca.gov/title24/2019standards/documents/2018_Title_24_2019_Building_Standards_FAQ.pdf)).

#### California Code of Regulations (CCR) Title 24, Part 11

CCR Title 24, Part 11: *California Green Building Standards* (Title 24) was developed in response to continued efforts to reduce GHG emissions associated with energy consumption. The most current version is the 2016 California Green Building Standards Code (CalGreen), which became effective on January 1, 2017 and replaced the 2013 CalGreen.

The CALGreen Code contains requirements for construction site selection; storm water control during construction; construction waste reduction; indoor water use reduction; material selection; natural resource conservation; site irrigation conservation; and more. The code provides for design options allowing the designer to determine how best to achieve compliance for a given site or building condition. The code also requires building commissioning, which is a process for verifying that all building systems (e.g., heating and cooling equipment and lighting systems) are functioning at their maximum efficiency.

The CALGreen Code provides standards for bicycle parking, carpool/vanpool/electric vehicle spaces, light and glare reduction, grading and paving, energy efficient appliances, renewable energy, graywater systems, water efficient plumbing fixtures, recycling and recycled materials, pollutant controls (including moisture control and indoor air quality), acoustical controls, storm water management, building design, insulation, flooring, and framing, among others. Implementation of the CALGreen Code measures reduces energy consumption and vehicle trips and encourages the use of alternative-fuel vehicles, which reduces pollutant emissions.

Some of the notable changes in the 2016 CALGreen Code over the prior 2013 CALGreen Code include: an increase in amount of bicycle parking requirements; an increase in number of EV charging stations and clean air vehicle

#### 4.6 Greenhouse Gas Emissions

parking at non-residential buildings; a reduction in water usage in urinals to 0.125 gallons per flush; an increased rate of diversion for construction and operational waste to 65 percent as well as adding organic waste as waste to be diverted; and a requirement for fireplaces to meet new EPA standards.

#### Executive Order B-30-15, Senate Bill 32 and Assembly Bill 197

The California Governor issued Executive Order B-30-15 on April 29, 2015 that aims to reduce California's GHG emissions 40 percent below 1990 levels by 2030. This executive order aligns California's GHG reduction targets with those of other international governments, such as the European Union that set the same target for 2030 in October, 2014. This target will make it possible to reach the ultimate goal of reducing GHG emissions 80 percent under 1990 levels by 2050 that is based on scientifically established levels needed in the U.S.A to limit global warming below 2 degrees Celsius – the warming threshold at which scientists say there will likely be major climate disruptions such as super droughts and rising sea levels. Assembly Bill 197 (AB 197) (September 8, 2016) and Senate Bill 32 (SB 32) (September 8, 2016) codified into statute the GHG emissions reduction targets of at least 40 percent below 1990 levels by 2030 as detailed in Executive Order B-30-15. AB 197 also requires additional GHG emissions reporting that is broken down to sub-county levels and requires CARB to consider the social costs of emissions impacting disadvantaged communities.

#### Senate Bill 100

Senate Bill 100 (SB 100) was adopted September 2018 and requires that by December 1, 2045 that 100 percent of retail sales of electricity to be generated from renewable or zero-carbon emission sources of electricity. SB 100 supersedes the renewable energy requirements set by SB 350, SB 1078, SB 107, and SB X1-2. However, the interim renewable energy thresholds from the prior Bills of 44 percent by December 31, 2024, 52 percent by December 31, 2027, and 60 percent by December 31, 2030, will remain in effect.

#### Executive Order B-29-15

The California Governor issued Executive Order B-29-15 on April 1, 2015 and directed the State Water Resources Control Board to impose restrictions to achieve a statewide 25% reduction in urban water usage and directed the Department of Water Resources to replace 50 million square feet of lawn with drought tolerant landscaping through an update to the State's Model Water Efficient Landscape Ordinance. The Ordinance also requires installation of more efficient irrigation systems, promotion of greywater usage and onsite stormwater capture, and limits the turf planted in new residential landscapes to 25 percent of the total area and restricts turf from being planted in median strips or in parkways unless the parkway is next to a parking strip and a flat surface is required to enter and exit vehicles. Executive Order B-29-15 would reduce GHG emissions associated with the energy used to transport and filter water.

#### Assembly Bill 341 and Senate Bills 939 and 1374

Senate Bill 939 (SB 939) requires that each jurisdiction in California to divert at least 50 percent of its waste away from landfills, whether through waste reduction, recycling or other means. Senate Bill 1374 (SB 1374) requires the

#### 4.6 Greenhouse Gas Emissions

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California Integrated Waste Management Board to adopt a model ordinance by March 1, 2004 suitable for adoption by any local agency to require 50 to 75 percent diversion of construction and demolition of waste materials from landfills. Assembly Bill 341 (AB 341) was adopted in 2011 and builds upon the waste reduction measures of SB 939 and 1374, and sets a new target of a 75 percent reduction in solid waste generated by the year 2020.

#### Senate Bill 375

Senate Bill 375 (SB 375) was adopted September 2008 in order to support the State's climate action goals to reduce GHG emissions through coordinated regional transportation planning efforts, regional GHG emission reduction targets, and land use and housing allocation. SB 375 requires CARB to set regional targets for GHG emissions reductions from passenger vehicle use. In 2010, CARB established targets for 2020 and 2035 for each Metropolitan Planning Organizations (MPO) within the State. It was up to each MPO to adopt a sustainable communities strategy (SCS) that will prescribe land use allocation in that MPOs Regional Transportation Plan (RTP) to meet CARB's 2020 and 2035 GHG emission reduction targets. These reduction targets are required to be updated every eight years and in June 2017 CARB released *Staff Report Proposed Update to the SB 375 Greenhouse Gas Emission Reduction Target*, which provides recommended GHG emissions reduction targets for SCAG of 8 percent by 2020 and 21 percent by 2035.

City and County land use policies, including General Plans, are not required to be consistent with the RTP and associated SCS or APS. However, new provisions of CEQA would incentivize, through streamlining and other provisions, qualified projects that are consistent with an approved SCS or APS and categorized as "transit priority projects."

The SANDAG is the MPO for the region of the proposed project. SANDAG's Sustainability Community Strategy includes four building blocks:

1. A land use component that accommodates Regional Housing Needs Assessment and includes the protection of sensitive resources, including areas protected under habitat conservation plans;
2. Transportation networks including highways, transit, and local streets and roads;
3. Transportation demand management strategies; and
4. Transportation system management programs and policies.

The SCS describes how the region will meet GHG reduction targets set by CARB of seven percent by 2020 and 13 percent by 2035 from a 2005 baseline. The SANDAG Board of Directors certified the SCS and RTP on October 28, 2011. Several organizations challenged the SCS and RTP, which resulted in the State Supreme Court Decision of *Cleveland National Forest Foundation et al. v. San Diego Association of Governments et al.*, July 13, 2017, which upheld SANDAG's RTP/SCS by concluding that the EIR prepared for the RTP/SCS does not require an analysis of the GHG reduction requirements detailed in Executive Order No. S-3-05.

Assembly Bill 1109

California Assembly Bill 1109 (AB 1109) was adopted October 2007, also known as the Lighting Efficiency and Toxics Reduction Act, prohibits the manufacturing of lights after January 1, 2010 that contain levels of hazardous substances prohibited by the European Union pursuant to the RoHS Directive. AB 1109 also requires reductions in energy usage for lighting and is structured to reduce lighting electrical consumption by: (1) At least 50 percent reduction from 2007 levels for indoor residential lighting; and (2) At least 25 percent reduction from 2007 levels for indoor commercial and all outdoor lighting by 2018. AB 1109 would reduce GHG emissions through reducing the amount of electricity required to be generated by fossil fuels in California.

Executive Order S-1-07

Executive Order S-1-07 was issued in 2007 and proclaims that the transportation sector is the main source of GHG emissions in the State, since it generates more than 40 percent of the State's GHG emissions. It establishes a goal to reduce the carbon intensity of transportation fuels sold in the State by at least ten percent by 2020. This Executive Order also directs CARB to determine whether this Low Carbon Fuel Standard (LCFS) could be adopted as a discrete early-action measure as part of the effort to meet the mandates in AB 32.

In 2009 CARB approved the proposed regulation to implement the LCFS. The standard was challenged in the courts, but has been in effect since 2011 and was re-approved by the CARB in 2015. The LCFS is anticipated to reduce GHG emissions by about 16 MMT per year by 2020. The LCFS is designed to provide a framework that uses market mechanisms to spur the steady introduction of lower carbon fuels. The framework establishes performance standards that fuel producers and importers must meet annually. Reformulated gasoline mixed with corn-derived ethanol and low-sulfur diesel fuel represent the baseline fuels. Lower carbon fuels may be ethanol, biodiesel, renewable diesel, or blends of these fuels with gasoline or diesel. Compressed natural gas and liquefied natural gas also may be low-carbon fuels. Hydrogen and electricity, when used in fuel cells or electric vehicles, are also considered as low-carbon fuels.

Senate Bill 97

Senate Bill 97 (SB 97) was adopted August 2007 and acknowledges that climate change is a prominent environmental issue that requires analysis under CEQA. SB 97 directed the Governor's Office of Planning and Research (OPR), which is part of the State Natural Resources Agency, to prepare, develop, and transmit to CARB guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions, as required by CEQA, by July 1, 2009. The Natural Resources Agency was required to certify and adopt those guidelines by January 1, 2010.

Pursuant to the requirements of SB 97 as stated above, on December 30, 2009 the Natural Resources Agency adopted amendments to the State CEQA guidelines that addresses GHG emissions. The CEQA Guidelines Amendments changed 14 sections of the CEQA Guidelines and incorporated GHG language throughout the Guidelines. However, no GHG emissions thresholds of significance were provided and no specific mitigation measures were identified. The GHG emission reduction amendments went into effect on March 18, 2010 and are summarized below:

#### 4.6 Greenhouse Gas Emissions

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- Climate Action Plans and other greenhouse gas reduction plans can be used to determine whether a project has significant impacts, based upon its compliance with the plan.
- Local governments are encouraged to quantify the GHG emissions of proposed projects, noting that they have the freedom to select the models and methodologies that best meet their needs and circumstances. The section also recommends consideration of several qualitative factors that may be used in the determination of significance, such as the extent to which the given project complies with state, regional, or local GHG reduction plans and policies. OPR does not set or dictate specific thresholds of significance. Consistent with existing CEQA Guidelines, OPR encourages local governments to develop and publish their own thresholds of significance for GHG impacts assessment.
- When creating their own thresholds of significance, local governments may consider the thresholds of significance adopted or recommended by other public agencies, or recommended by experts.
- New amendments include guidelines for determining methods to mitigate the effects of GHG emissions in Appendix F of the CEQA Guidelines.
- OPR is clear to state that “to qualify as mitigation, specific measures from an existing plan must be identified and incorporated into the project; general compliance with a plan, by itself, is not mitigation.”
- OPR’s emphasizes the advantages of analyzing GHG impacts on an institutional, programmatic level. OPR therefore approves tiering of environmental analyses and highlights some benefits of such an approach.
- Environmental impact reports must specifically consider a project's energy use and energy efficiency potential.

#### Assembly Bill 32

In 2006, the California State Legislature adopted AB 32, the California Global Warming Solutions Act of 2006. AB 32 requires CARB, to adopt rules and regulations that would achieve GHG emissions equivalent to statewide levels in 1990 by 2020 through an enforceable statewide emission cap which will be phased in starting in 2012. Emission reductions shall include carbon sequestration projects that would remove carbon from the atmosphere and utilize best management practices that are technologically feasible and cost effective.

In 2007 CARB released the calculated Year 1990 GHG emissions of 431 million metric tons of CO<sub>2</sub>e (MMTCO<sub>2</sub>e). The 2020 target of 431 MMTCO<sub>2</sub>e requires the reduction of 78 MMTCO<sub>2</sub>e, or approximately 16 percent from the State’s projected 2020 business as usual emissions of 509 MMTCO<sub>2</sub>e (CARB, 2014). Under AB 32, CARB was required to adopt regulations by January 1, 2011 to achieve reductions in GHGs to meet the 1990 cap by 2020. Early measures CARB took to lower GHG emissions included requiring operators of the largest industrial facilities that emit 25,000 metric tons of CO<sub>2</sub> in a calendar year to submit verification of GHG emissions by December 1, 2010. The CARB Board also approved nine discrete early action measures that include regulations affecting

#### 4.6 Greenhouse Gas Emissions

landfills, motor vehicle fuels, refrigerants in cars, port operations and other sources, all of which became enforceable on or before January 1, 2010.

CARB's Scoping Plan that was adopted in 2009, proposes a variety of measures including: strengthening energy efficiency and building standards; targeted fees on water and energy use; a market-based cap-and-trade system; achieving a 33 percent renewable energy mix; and a fee regulation to fund the program. The 2014 and 2017 updates to the Scoping Plan identifies strategies moving beyond the 2020 targets to the years 2030 and 2050.

The Cap and Trade Program established under the Scoping Plan sets a statewide limit on sources responsible for 85 percent of California's GHG emissions, and has established a market for long-term investment in energy efficiency and cleaner fuels since 2012.

#### Executive Order S-3-05

In 2005 the California Governor issued Executive Order S 3-05, GHG Emission, which established the following reduction targets:

- 2010: Reduce greenhouse gas emissions to 2000 levels;
- 2020: Reduce greenhouse gas emissions to 1990 levels;
- 2050: Reduce greenhouse gas emissions to 80 percent below 1990 levels.

The Executive Order directed the secretary of the California Environmental Protection Agency (CalEPA) to coordinate a multi-agency effort to reduce GHG emissions to the target levels. To comply with the Executive Order, the secretary of CalEPA created the California Climate Action Team, made up of members from various state agencies and commissions. The team released its first report in March 2006. The report proposed to achieve the targets by building on the voluntary actions of businesses, local governments, and communities and through State incentive and regulatory programs. The State achieved its first goal of reducing GHG emissions to 2000 levels by 2010.

#### Assembly Bill 1493

California Assembly Bill 1493 (also known as the Pavley Bill, in reference to its author Fran Pavley) was enacted on July 22, 2002 and required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. In 2004, CARB approved the "Pavley I" regulations limiting the amount of GHGs that may be released from new passenger automobiles that are being phased in between model years 2009 through 2016. These regulations will reduce GHG emissions by 30 percent from 2002 levels by 2016. The second set of regulations "Pavley II" is currently in development and will be phased in between model years 2017 through 2025 and will reduce emissions by 45 percent by the year 2020 as compared to the 2002 fleet. The Pavley II standards are being developed by linking the GHG emissions and formerly separate toxic tailpipe emissions standards previously known as the "LEV III" (third stage of the Low Emission Vehicle standards) into a single regulatory

#### **4.6 Greenhouse Gas Emissions**

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framework. The new rules reduce emissions from gasoline-powered cars as well as promote zero-emissions auto technologies such as electricity and hydrogen, and through increasing the infrastructure for fueling hydrogen vehicles. In 2009, the U.S. EPA granted California the authority to implement the GHG standards for passenger cars, pickup trucks and sport utility vehicles. In September 2009, the Pavley I regulations were adopted by CARB.

#### ***Regional***

##### San Diego County Air Pollution Control District SDAPCD

San Diego County Air Pollution Control District SDAPCD develops rules and regulations, establishes permitting requirements for stationary sources, inspects emission sources, and enforces such measures through educational programs or fines, when necessary. SDAPCD is directly responsible for reducing emissions from stationary, mobile, and indirect sources. The SDAPCD is also responsible for GHG emissions for projects where it is the lead agency. However, for other projects in the Air Basin where it is not the lead agency, it is limited to providing resources to other lead agencies in order to assist them in determining GHG emission thresholds and GHG reduction measures.

#### ***Local***

##### City of Escondido Greenhouse Gas Regulations

The City of Escondido has established global climate change and GHG emissions thresholds for new projects in the City in both the Municipal Code and the *City of Escondido Adopted Climate Action Plan (E-CAP)*, adopted December 2013, which are discussed separately below.

##### City of Escondido Municipal Code

The City of Escondido Municipal Code provides the following Section that establishes GHG emission thresholds for new projects within the City.

*Section 33-924. Coordination of CEQA, quality of life standards, and growth management provisions.*

The purpose of this section is to ensure consistency between the city's thresholds of environmental significance and the Public Facilities Master Plans which implements the growth management element of the general plan. The city's general plan contains quality of life standards that are to be considered in comprehensive planning efforts as well as individual project review. The degree to which a project, and the area in which it is located, conforms to the quality of life standards, is an issue in determining threshold of significance. Notwithstanding the city's goal of providing adequate infrastructure concurrent with development, the Public Facilities Master Plans acknowledges that the concurrent provision of infrastructure cannot be provided in all cases, particularly in the short term. Instead, only critical infrastructure deficiencies affect the timing of development. The following criteria are intended to clarify how facility deficiencies should affect the following CEQA determinations:

#### 4.6 Greenhouse Gas Emissions

- (a) Negative and mitigates negative declarations. In situations where the preparation of a negative declaration is otherwise appropriate, yet quality of life standard deficiencies are found to exist, a negative declaration may still be prepared under the following circumstances, as applicable:
- (6) Greenhouse gas (GHG) emissions. In situations where a negative declaration is otherwise appropriate, the following incremental GHG emissions are generally not considered significant:
- a. Projects that do not generate more than two thousand five hundred (2,500) metric tons (MT) of carbon dioxide equivalent (CO<sub>2</sub>e) greenhouse gas (GHG) emissions, or
  - b. Projects generating more than two thousand five hundred (2,500) MT CO<sub>2</sub>e that have achieved one hundred (100) points implementing reduction measures outlined in the Escondido Climate Action Plan (E-CAP) screening tables, adopted by separate resolution, or
  - c. Projects generating more than two thousand five hundred (2,500) MT CO<sub>2</sub>e that demonstrate through a project specific analysis quantifying GHG emissions that through mitigation and design features, the project reduces GHG emissions consistent with the E-CAP.

#### City of Escondido Climate Action Plan

The City of Escondido adopted the E-CAP and the *City of Escondido Greenhouse Gas Emissions – Adopted CEQA Thresholds and Screening Tables* (E-CAP Thresholds), on December 2013. The City prepared the E-CAP with the target of reducing GHG emissions within Escondido by 15 percent below 2013 levels by 2020. The City's target was developed to be consistent with the GHG emission reductions targets provided in AB 32 and ensures that the City is providing GHG reductions locally that complement statewide efforts. The E-CAP Thresholds Report provides a 2,500 MT CO<sub>2</sub>e per year threshold of significance for new development projects in the City. This threshold was developed by the City based on the GHG emissions amount allowed by a project such that 90 percent of emissions on average from all projects would exceed that level and be "captured" by the Screening Table or alternate emission analysis method.

For projects that exceed 2,500 MT CO<sub>2</sub>e per year, the Adopted CEQA Thresholds and Screening Tables assigns each mitigation measure a point value, and if a project garner's at least 100 points it will be consistent with the reduction quantities anticipated in the City's CAP. Table 4.6-2 below provides the description and point value of each mitigation measure.

**Table 4.6-2: City of Escondido  
Screening Table for Implementation of GHG Reduction Measures for Residential Development**

Feature	Description	Assigned Points
<b>REDUCTION MEASURE R2 E7: ENERGY EFFICIENCY FOR NEW RESIDENTIAL</b>		
<b>Building Envelope</b>		
<b>Insulation</b>	Title 24 standard (required)	0
	Modestly Enhanced Insulation (5% > Title 24)	2
	Enhanced Insulation (15% > Title 24)	6
	Greatly Enhanced Insulation (20% > Title 24)	8
<b>Windows</b>	Title 24 standard (required)	0
	Modestly Enhanced Window Insulation (5% > Title 24)	2
	Enhanced Window Insulation (15% > Title 24)	6
	Greatly Enhanced Insulation (20% > Title 24)	8
<b>Doors</b>	Title 24 standard (required)	0
	Modestly Enhanced Insulation (5% > Title 24)	2
	Enhanced Insulation (15% > Title 24)	6
	Greatly Enhanced Insulation (20% > Title 24)	8
<b>Air Infiltration</b>	Minimizing leaks in the building envelope is as important as the insulation properties of the building. Insulation does not work effectively if there is excess air leakage.	
	Title 24 standard (required)	0
	Modestly Enhanced Window Insulation (5% > Title 24)	2
	Enhanced Window Insulation (15% > Title 24)	6
	Greatly Enhanced Insulation (20% > Title 24)	8
<b>Thermal Storage of Building</b>	Thermal storage is a design characteristic that helps keep a constant temperature in the building. Common thermal storage devices include strategically placed water filled columns, water storage tanks, and thick masonry walls.	
	Thermal storage to reduce heating/cooling by 5°F within the building	5
	Thermal storage to reduce heating/cooling by 10°F within the building	9

**Table 4.6-2: City of Escondido  
Screening Table for Implementation of GHG Reduction Measures for Residential Development**

Feature	Description	Assigned Points
	Note: Engineering details must be provided to substantiate the efficiency of the thermal storage device.	
<b>Indoor Spaces</b>		
<b>Heating/Cooling Distribution System</b>	Title 24 Standard (required)	0
	Modest Distribution Losses (5% > Title 24)	2
	Reduced Distribution Losses (15% > Title 24)	6
	Greatly Reduced Distribution Losses (5% > Title 24)	8
<b>Space Heating/Cooling Equipment</b>	Title 24 standard (required)	0
	Efficiency HVAC (5% > Title 24)	2
	High Efficiency HBAC (15% > Title 24)	6
	Very High Efficiency HBAC (20% > Title 24)	8
<b>Water Heaters</b>	Title 24 standard (require)	0
	Efficiency Water Heater (Energy Star conventional that is 5% > Title 24)	2
	High Efficiency Water Heater (Conventional water heater that is 15% > Title 24)	6
	High Efficiency Water Heater (Conventional water heater that is 20% > Title 24)	8
	Solar Water Heating System	11
<b>Daylighting</b>	Daylighting is the ability of each room within the building to provide outside light during the day reducing the need for artificial lighting during daylight hours.	
	All peripheral rooms within the living space have at least one window (require)	0
	All rooms within the living space have daylight (through use of windows, solar tubes, skylights, etc.) such that each room has at least 800 lumens of light during a sunny day.	2
	All rooms daylighted to at least 1,000 lumens	4
<b>Artificial Lighting</b>	Title 24 standard (required)	0
	Efficient Lights (5% > Title 24)	2
	High Efficiency Lights (LED, etc. 15% > Title 24)	6

**Table 4.6-2: City of Escondido  
Screening Table for Implementation of GHG Reduction Measures for Residential Development**

<b>Feature</b>	<b>Description</b>	<b>Assigned Points</b>
	Very High Efficiency Lights (LED, etc. 20% > Title 24)	8
<b>Appliances</b>	Title 24 standard (required)	0
	Efficient Appliances (5% > Title 24)	2
	High Efficiency Energy Star Appliances (15% > Title 24)	6
	Very High Efficiency Appliance (20% > Title 24)	8
<b>Indoor Space Performance Standard</b>	Alternatively, projects that have not been designed to a level of detail to know the specific attributes of the interior design of the buildings needed to utilize the points for the features listed above can use this option instead in committing to one of the following performance standards:	
	Modestly Enhanced Interior and Appliances (5% > Title 24)	12
	Enhanced Interior and Appliances (15% > Title 24)	32
	Greatly Enhanced Interior and Appliances (20% > Title 24)	44
<b>Building Placement</b>	North/South alignment of building or other building placement such that the orientation of the buildings optimizes natural heating, cooling, and lighting.	3
<b>Independent Energy Efficiency Calculations</b>	Provide point values based upon energy efficiency modeling of the Project. Note that engineering data will be required documenting the energy efficiency and point values based upon the proven efficiency beyond Title 24 Energy Efficiency Standards.	TBD
<b>Other</b>	This allows innovation by the applicant to provide design features that increases the energy efficiency of the project not provided in the table. Note that engineering data will be require documenting the energy efficiency of innovative designs and point values given based upon the proven efficiency beyond Title 24 Energy Efficiency Standards.	TBD
<b>Existing Residential Retrofits</b>	The applicant may wish to provide energy efficiency retrofit projects to existing residential dwelling units to further the point value of their project. Retrofitting existing residential dwelling units within the City is a key reduction measure that is needed to reach the reduction goal. The potential for an applicant to take advantage of this program will be decided on a case by case basis and must have the approval of the Escondido Planning Department. The decision to allow applicants the ability to participate in this program will be evaluated based upon, but not limited to the following:	
	Will the energy efficiency retrofit project benefit low income or disadvantaged residents?	TBD
	Does the energy efficiency retrofit project fit within the overall assumptions in Reduction Measure R2 E3?	TBD
	Does the energy efficiency retrofit project provide co-benefits important to the City?	TBD

**Table 4.6-2: City of Escondido  
Screening Table for Implementation of GHG Reduction Measures for Residential Development**

Feature	Description	Assigned Points
	Point value will be determined based upon engineering and design criteria of the energy efficiency retrofit project.	TBD
<b>REDUCTION MEASURE R2 E2: NEW HOME RENEWABLE ENERGY</b>		
<b>Photovoltaic</b>	Solar photovoltaic panels installed on individual homes or in collective neighborhood arrangements such that the total power provided augments:	
	Solar Ready Roofs (sturdy roof and electric hookups)	1
	10 percent of the power needs of the project	9
	20 percent of the power needs of the project	14
	30 percent of the power needs of the project	19
	40 percent of the power needs of the project	27
	50 percent of the power needs of the project	34
	60 percent of the power needs of the project	37
	70 percent of the power needs of the project	41
	80 percent of the power needs of the project	45
	90 percent of the power needs of the project	49
	100 percent of the power needs of the project	55
<b>Wind Turbines</b>	Some areas of the City lend themselves to wind turbine applications. Analysis of the area's capacity to support wind turbines should be evaluated prior to choosing this feature. Individual wind turbines at homes of collective neighborhood arrangements of wind turbines such that the total power provide augments:	
	10 percent of the power needs of the project	9
	20 percent of the power needs of the project	14
	30 percent of the power needs of the project	19
	40 percent of the power needs of the project	27
	50 percent of the power needs of the project	34
	60 percent of the power needs of the project	37

**Table 4.6-2: City of Escondido  
Screening Table for Implementation of GHG Reduction Measures for Residential Development**

Feature	Description	Assigned Points
	70 percent of the power needs of the project	41
	80 percent of the power needs of the project	45
	90 percent of the power needs of the project	49
	100 percent of the power needs of the project	55
<b>Other Renewable Energy Generation</b>	The applicant may have innovative designs or unique site circumstances (such as geothermal) that allow the project to generate electricity from renewable energy not provided in the table. The ability to supply other renewable energy and the point values allowed will be decided based upon engineering data documenting the ability to generate electricity.	TBD
<b>REDUCTION MEASURE R2 W1: WATER USE REDUCTION INITIATIVE</b>		
<b>Irrigation and Landscaping</b>		
<b>Water Efficient Landscaping</b>	Limit conventional turf to < 20% of each lot (required)	0
	Eliminate conventional turf from landscaping	2
	Eliminate turf and only provide drought tolerant plants	3
	Xeroscaping that requires not irrigation (after plants are established)	5
<b>Water Efficient Irrigation Systems</b>	Drip irrigation	1
	Smart irrigation control systems combined with drip irrigation (demonstrate 20% reduced water use)	2
<b>Recycled Water</b>	Graywater (purple pipe) irrigation system on site	3
<b>Storm Water Reuse Systems</b>	Innovative on-site storm water collection, filtration, and reuse systems are being developed that provide supplemental irrigation water and provide vector control. These systems can greatly reduce the irrigation needs of a project. Point values for these types of systems will be determined based upon design and engineering data documenting the water savings.	TBD
Potable Water		
<b>Showers</b>	Title 24 standard (required)	0
	EPA High Efficiency Showerheads (15% > Title 24)	2
<b>Toilets</b>	Title 24 standard (required)	0
	EPA High Efficiency Toilets (15% > Title 24)	2

**Table 4.6-2: City of Escondido  
Screening Table for Implementation of GHG Reduction Measures for Residential Development**

Feature	Description	Assigned Points
<b>Faucets</b>	Title 24 standard (required)	0
	EPA High Efficiency Faucets (15% > Title 24)	2
<b>Potable Water Performance Standard</b>	Alternatively, projects that have not been designed to a level of detail to know the specific attributes of the interior design of the buildings needed to utilize the points for the features listed above can use this option instead in committing to a potable water supply performance standard:	
	EPA High Efficiency Water Fixtures (15% > Title 24)	6
<b>REDUCTION MEASURE R2 T1: LAND USE BASED TRIPS AND VMT REDUCTION</b>		
<b>Mixed Use</b>	Mixes of land uses that complement one another in a way that reduces the need for vehicle trips can greatly reduce GHG emissions. The point value of mixed use projects will be determined based upon a Transportation Impact Analysis (TIA) demonstrating trip reductions and/or reductions in vehicle miles traveled. Suggested ranges:	
	Diversity of land uses complementing each other (2-28 points)	
	Increased destination accessibility other than transit (1-18 points)	
	Increased transit accessibility (1-25 points)	
	Infill location that reduces vehicle trips or VMT beyond the measures described above (points TBD based on traffic data).	
<b>Residential Near Local Retail (Residential Only Projects)</b>	Having residential developments within walking and biking distance of local retail helps to reduce vehicle trips and/or vehicle miles traveled.	TBD
	The point value of residential projects in close proximity to local retail will be determined based upon traffic studies that demonstrate trip reductions and/or reductions in vehicle miles traveled (VMT).	TBD
<b>Other Trip Reduction Measures</b>	Other trip or VMT reduction measures not listed above with TIA and/or other traffic data supporting the trip and/or VMT for the project.	TBD
<b>REDUCTION MEASURE R2 T3: BICYCLE MASTER PLAN DEVELOPMENT</b>		
<b>Bicycle Infrastructure</b>	Escondido's Bicycle Master Plan is extensive and describes the construction on 11.5 miles of Class I bike paths and 23 miles of Class II and Class III bikeways to build upon the current 8 miles of bikeways.	
	Provide bicycle paths within project boundaries.	TBD
	Provide bicycle path linkages between residential and other land uses.	3
	Provide bicycle path linkages between residential and transit.	5

**Table 4.6-2: City of Escondido  
Screening Table for Implementation of GHG Reduction Measures for Residential Development**

Feature	Description	Assigned Points
<b>REDUCTION MEASURE R2 T4: NEIGHBORHOOD ELECTRIC VEHICLE PLAN</b>		
<b>Electric Vehicle Recharging</b>	Provide circuit and capacity in garages of residential units for use by an electric vehicle. Charging stations are for on-road electric vehicles legally able to drive on all roadways including Interstate Highways and freeways.	1
	Provide connections to neighborhood electric vehicle (NEV) approved roads and bicycle lanes. NEVs are similar in size to golf carts and fun entirely on electricity with maximum speeds between 30 to 60 MPH. They are not legal to drive on public roadways except when that roadway is NEV approved. NEV approved rods are those roadways with Class I, Class II, or Class III bicycle lanes. The NEV must drive within the bicycle lane on these types of roadways.	4

Source: City of Escondido Greenhouse Gas Emissions – Adopted CEQA Thresholds and Screening Tables, December 2013

### 4.6.3 Significance Thresholds

The following thresholds of significance have been established for the evaluation of the proposed project's potential air quality impacts consistent with the Appendix G of the State CEQA Guidelines:

- Threshold GHG-A**      **Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?**
  
- Threshold GHG-B**      **Would the project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs?**

### 4.6.4 Evaluation of Potential Project Impacts

This section will evaluate whether the proposed project would potentially have a substantial adverse effect on greenhouse gas impacts. This evaluation assumes that the project will be implemented consistent with the project description.

#### Greenhouse Gas

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**Threshold GHG-A:**      **Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

**[CEQA Greenhouse Gas Emissions Threshold 7(A)]**

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The proposed project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. The proposed project would consist of the development of a 135-unit residential townhouse complex. The proposed project is anticipated to generate GHG emissions from area sources, energy usage, mobile sources, waste disposal, water usage, and construction equipment. It should be noted that the 2,500 MT CO<sub>2</sub>e threshold was prepared prior to the issuance of Executive Order B-30-15 on April 29, 2015 that provided a reduction goal of 40 percent below 1990 levels by 2030. This target was codified into statute through passage of AB 197 and SB 32 in September 2016. The Final Staff Report Proposed Update to the SB 375 Greenhouse Gas Emission Reduction Targets, prepared by CARB October 2017, provides recommendations for the MPOs located within the State to meet the new SB 32 targets. For SANDAG, which is the MPO that represents San Diego County and includes the project site, this Report recommends that SANDAG increase its year 2035 efficiency target from an 18 percent reduction to a 21 percent reduction in order to account for AB 197 and SB 32. This equates to a 16.7 percent increase in SANDAG's GHG emissions reduction target for the year 2035. In order to provide a conservative analysis, the threshold of 2,500 MTCO<sub>2</sub>e per year was reduced by 16.7 percent to account for AB 197 and SB 32, which results in a modified threshold of 2,083 MT CO<sub>2</sub>e per year. Therefore, the proposed project would be considered to create a significant cumulative GHG emissions impact if the proposed project would exceed the annual threshold of 2,083 MT CO<sub>2</sub>e.

#### 4.6 Greenhouse Gas Emissions

The City of Escondido has established GHG emissions thresholds in both Section 33-924(a)(7) of the City's Municipal Code and the *City of Escondido Adopted Climate Action Plan (E-CAP)*, adopted December 2013. Both the Municipal Code and E-CAP provide a threshold of 2,500 MT CO<sub>2</sub>e per year that is to be utilized in the determination of significance for CEQA analyses.

In order to determine if the proposed project meets the GHG emissions threshold set forth in the E-CAP and Municipal Code, the proposed project's GHG emissions have been calculated with the CalEEMod. A summary of the results is shown below in Table 4.6-3.

**Table 4.6-3 – Project Related Greenhouse Gas Annual Emissions**

Category	Greenhouse Gas Emissions (Metric Tons per Year)			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
<b>Construction</b>				
2019 Construction	1,165.57	0.14	0.00	1,169.00
2020 Construction	429.21	0.07	0.00	430.88
<b>Operations (Opening Year 2020)</b>				
Area Sources <sup>1</sup>	1.66	0.00	0.00	1.70
Energy Usage <sup>2</sup>	22.86	0.00	0.00	23.19
Mobile Sources <sup>3</sup>	1,292.51	0.07	0.00	1,294.27
Solid Waste <sup>4</sup>	6.40	0.38	0.00	15.85
Water and Wastewater <sup>5</sup>	51.84	0.23	0.01	59.47
Total Operational Emissions	1,375.27	0.68	0.01	1,394.48
<b>City of Escondido Modified GHG Emissions Threshold<sup>6</sup></b>				<b>2,083</b>
<b>Exceed Thresholds?</b>				<b>No</b>

Source: CalEEMod Version 2016.3.2

Notes:

<sup>1</sup> Area sources consist of GHG emissions from consumer products, architectural coatings, and landscaping equipment

<sup>2</sup> Energy usage consists of GHG emissions from electricity and natural gas usage

<sup>3</sup> Mobile sources consist of GHG emissions from vehicles

<sup>4</sup> Waste includes the CO<sub>2</sub> and CH<sub>4</sub> emissions created from the solid waste placed in landfills

<sup>5</sup> Water includes GHG emissions from electricity used for transport of water and processing of wastewater

<sup>6</sup> City of Escondido GHG Emissions Threshold of 2,500 MT CO<sub>2</sub>e from both Section 33-924(a)(7) of the Municipal Code and the City of Escondido Greenhouse Gas Emissions – Adopted CEQA Thresholds and Screening Tables, December 2013. The 2,500 MT CO<sub>2</sub>e threshold was reduced by 16.7 percent to account for AB 197 and SB 32.

The data provided in Table 4.6-3 above shows that construction activities from the proposed project would generate GHG emissions as high as 1,169.00 MT CO<sub>2</sub>e per year in year 2019 and operational activities would create 1,742.24 MT CO<sub>2</sub>e per year for the worst-case project opening year 2020. The proposed project's calculated GHG emissions from both construction and operations would be within the City's GHG emissions threshold of 2,500 MT CO<sub>2</sub>e per year as detailed in Section 33-924(a)(7) of the Municipal Code and the E-CAP. Therefore, a less than

#### 4.6 Greenhouse Gas Emissions

significant generation of GHG emissions would occur from development of the proposed project. Impacts would be less than significant.

#### **Level of Significance**

The proposed project would have less than significant impact related to greenhouse gas and no mitigation measure would be required.

#### **Greenhouse Gas Plans(s)**

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**Threshold GHC-B:      Would the project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs?**

**[CEQA Greenhouse Gas Emissions Threshold 7(b)]**

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The proposed project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing GHG emissions. Increases in concentrations of GHG emissions have the potential to result in global climate change. Common activities that generate GHG emissions include vehicular travel, electricity use, natural gas use, water use and waste generation.

The City of Escondido adopted the E-CAP and the E-CAP Thresholds with the target of reducing GHG emissions within Escondido by 15 percent below 2013 levels by 2020. The City's target was developed to be consistent with the GHG emission reductions targets provided in AB 32 and ensures that the City is providing GHG reductions locally that complement statewide efforts. The E-CAP Thresholds Report provides a 2,500 MT CO<sub>2</sub>e per year threshold of significance for new development projects in the City. This threshold was developed by the City based on the GHG emissions amount allowed by a project such that 90 percent of emissions on average from all projects would exceed that level and be "captured" by the Screening Table or alternate emission analysis method. It should be noted that the 2,500 MT CO<sub>2</sub>e threshold was prepared prior to the issuance of Executive Order B-30-15 on April 29, 2015 that provided a reduction goal of 40 percent below 1990 GHG emission levels by 2030. This target was codified into statute through passage of AB 197 and SB 32 in September 2016. The Final Staff Report Proposed Update to the SB 375 Greenhouse Gas Emission Reduction Targets, prepared by CARB October 2017, provides recommendations for the MPOs located within the State to meet the new SB 32 targets. For SANDAG, which is the MPO that represents San Diego County and includes the project site, this Report recommends that SANDAG increase its year 2035 efficiency target from an 18 percent reduction to a 21 percent reduction in order to account for AB 197 and SB 32. This equates to a 16.7 percent increase in SANDAG's GHG emissions reduction target for the year 2035. In order to provide a conservative analysis, the threshold of 2,500 MTCO<sub>2</sub>e per year was reduced by 16.7 percent to account for AB 197 and SB 32, which results in a modified threshold of 2,083 MT CO<sub>2</sub>e per year. Therefore, the proposed project would be considered to create a significant cumulative GHG emissions impact if the proposed project would exceed the annual threshold of 2,083 MT CO<sub>2</sub>e.

As detailed above in Section 4.2, *Air Quality*, construction activities from the proposed project would generate GHG emissions as high as 1,169.00 MT CO<sub>2</sub>e per year in year 2019 and operational activities would create 1,394.48 MT

#### **4.6 Greenhouse Gas Emissions**

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CO<sub>2</sub>e per year for the worst-case project opening year 2020. The proposed project's calculated GHG emissions from both construction and operations would be within the E-CAP's GHG emissions threshold of 2,500 MT CO<sub>2</sub>e per year CAP and modified GHG emissions threshold of 2,083 that has been modified to account for the more stringent GHG emissions reductions required by AB 197 and SB 32. Therefore, the proposed project would comply with the E-CAP reduction targets and would not conflict with the applicable plans for reducing GHG emissions. Impacts would be less than significant.

#### ***Level of Significance***

The proposed project would have less than significant impact to greenhouse gas plans and no mitigation measures would be required.

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## 4.7 Hazards and Hazardous Materials

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### ***Purpose***

This section of the Draft Environmental Impact Report (Draft EIR) section describes potential impacts from the expose people or structures to a significant risk of loss, injury or death involving wildland fires, which may result from the construction and operation of the proposed project. This section also identifies mitigation measures to reduce any potentially significant impacts and describes the residual impact, if any, after imposition of the mitigation.

### ***Sources***

The following sources were used in consideration and discussion of the potential environmental impacts, mitigation measures, and residual impact:

- *Nutmeg Homes Project, Fire Protection Plan*, prepared by Dudek, January 2019, as provided in Technical Appendix E of this Draft EIR.

The proposed project application package was used in the analysis. General information in this section was taken from the City of Escondido General Plan (General Plan) (City of Escondido 2012) and Escondido General Plan Update and Climate Action Plan Environmental Impact Report (General Plan Program EIR) (City of Escondido 2012), unless otherwise referenced.

### **4.7.1 Environmental Setting**

#### ***Project Site***

The project site is presently vacant and does not appear to ever have been developed with structures. The majority of the project site over the past several years has been routinely disked for weed abatement in accordance with the requirements of the City. The proposed project would include the development of 135 homes, off-street parking, on-site circulation, tot-lot, and outdoor open space areas. The proposed project would be developed to meet all existing codes fire codes. The project site is bounded to the north by vacant undeveloped lands.

#### ***City Fire Department***

The Escondido Fire Department's central operations are co-located with the Police Department in the City's Police and Fire Headquarters located at 1163 North Centre City Parkway. The Department has fire stations with paramedic units located throughout the community. The mission of the Escondido Fire Department is to protect the health, safety, and welfare of the community. This is accomplished by identifying and mitigating hazards and by preparing for, responding to, resolving, and recovering from emergencies.

#### **4.7 Hazards and Hazardous Materials**

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The Escondido Fire Department is the City's lead agency responding to natural disasters such as earthquakes, floods, and storms, and for other emergencies related to fire, explosion, hazardous materials, rescue, and medical problems.

The General Plan Fire Service Quality of Life Standard establishes thresholds for response times and staffing (Figure VI-2 of the City's General Plan). The City maintains mutual aid agreements with fire departments in surrounding agencies in order to promote a more efficient and thorough emergency coverage.

#### **4.7.1 Environmental Setting**

#### **4.7.2 Regulatory Setting**

##### ***International Fire Code***

The International Fire Code (IFC), created by the International Code Council, is the primary means for authorizing and enforcing procedures and mechanisms to ensure the safe handling and storage of any substance that may pose a threat to public health and safety. The IFC regulates the use, handling, and storage requirements for hazardous materials at fixed facilities. The IFC and the International Building Code (IBC) use a hazard classification system to determine what measures are required to protect fire and life safety. These measures may include construction standards, separation from Project site lines, and specialized equipment. To ensure that these safety measures are met, the IFC employs a permit system based on hazard classification. The IFC is updated every 3 years.

##### ***Federal***

##### **U.S. Fire Administration**

The U.S. Fire Administration (USFA) sponsors research and conduct studies to support emergency responder health and safety and help fire departments prepare for and respond to fire, natural disasters, non-fire emergencies, and other threats and vulnerabilities. The mission of the U.S. Fire Administration is to provide national leadership to foster a solid foundation for our fire and emergency services stakeholders in prevention, preparedness and response.

##### **USFA Strategic Plan: 2014 – 2018**

The U.S. Fire Administration Strategic Plan: 2014 – 2018 describes the long-term strategy and outlines the key initiatives that will use to achieve the goals designed for the safety and security of the American people. It describes the values and guiding principles that are foundational to successfully building and maintaining an organization created to be America's fire and emergency services leader.

USFA was originally created as the designated fire-problem-focused federal entity and continues as the national leader in that capacity, while also assuming expanded responsibilities gained in ensuing years. The more recent is the broader role of engagement in all-hazard protective responsibilities as an active program in the Federal Emergency Management Agency (FEMA). To that end, USFA is pursuing collaboration across program lines and will incorporate FEMA's five strategic priorities within our five major goals.

#### 4.7 Hazards and Hazardous Materials

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USFA's 2014-2018 Strategic Plan advances the program's mission to provide national leadership to foster a solid foundation for our emergency services stakeholders in prevention, preparedness and response. During 2014-2018, USFA will continue focusing on:

- Goal 1:** Reduce Fire and Life Safety Risk Through Preparedness, Prevention and Mitigation
- Goal 2:** Promote Response, Local Planning and Preparedness for All Hazards
- Goal 3:** Enhance the Fire and Emergency Services' Capability for Response to and Recovery From All Hazards
- Goal 4:** Advance the Professional Development of Fire Service Personnel and of Other People Engaged in Fire Prevention and Control Activities
- Goal 5:** Establish and Sustain USFA as a Dynamic Organization

(<https://www.usfa.fema.gov/about/index.html>)

#### National Fire Plan

The President in August 2000 directed the Secretaries of Agriculture and the Interior to develop a response to severe wildland fires, reduce fire impacts on rural communities, and assure sufficient firefighting capacity in the future. The report is officially entitled, *Managing the Impacts of Wildfire on Communities and the Environment: A Report to the President In Response to the Wildfires of 2000*, or the National Fire Plan (NFP). Congress in turn mandated implementation of the NFP through its appropriation actions and written direction.

The NFP is founded on cooperation and collaboration with other Federal Agencies, States, counties, local government, Tribal government, contractors and other service providers. This cooperation has continued with the identification of communities in areas at risk of wildland fire, selection of hazard fuels treatment projects, and, through development of a comprehensive 10-year strategy for the National Fire Plan, to restore health to fire-adapted ecosystems. It is crucial to note current conditions have developed over many decades and cannot be reversed in a single year. Continued emphasis will be necessary over the long term to significantly reduce the risk to communities.

The key areas of the Nation Fire Plan include: Firefighting; Rehabilitation and Restoration; Hazardous Fuel Reduction; Forest Health Management; Rural and Community Assistance; Accountability; and, Research and Development. ([https://www.fs.fed.us/database/budgetoffice/NFP\\_final32601.pdf](https://www.fs.fed.us/database/budgetoffice/NFP_final32601.pdf))

#### **State**

#### California Environmental Quality Act

The California Environmental Quality Act (CEQA) and its implementing guidelines (CEQA Guidelines) serve as the primary environmental legislation in California relative to the evaluation of environmental impacts. CEQA requires

#### 4.7 Hazards and Hazardous Materials

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that projects having the potential to adversely affect the environment be subject to environmental review. If found to be significant, such environmental impacts are typically mitigated based upon the findings of the environmental review process and in conformance with applicable laws and regulations.

#### California Department of Forestry and Fire Protection (CAL FIRE)

The California Department of Forestry and Fire Protection (abbreviated Cal Fire and styled CAL FIRE; formerly abbreviated CDF) is the State of California's agency responsible for fire protection in State Responsibility Areas of California and the administration of the state's private and public forests. The Department provides varied emergency services in 36 of the State's 58 counties via contracts with local governments.

The California Department of Forestry and Fire Protection is also the largest full service all risk fire department in the Western United States. It is also the second largest municipal fire department in the United States. Cal Fire is a department of the California Natural Resources Agency, a state cabinet-level department that is comprised, in part, of the California Department of Parks and Recreation; California Department of Fish and Wildlife; and, the California Department of Water Resources. The Department is responsible for the fire protection and stewardship of over 31 million acres of California's privately owned wildlands. The Department provides emergency services in 36 of the State's 58 counties via contracts with local governments.

The primary job of Cal Fire is to provide fire protection for the State Responsibility Area or SRA. SRA lands are defined by the Public Resource Code of the state first, as, "covered wholly or in part by forests or by trees producing or capable of producing forest products. Second, they are "those covered wholly or in part by timber, brush, undergrowth, or grass, whether of commercial value or not, which protect the soil from excessive erosion, retard runoff of water or accelerate water percolation, if such lands are sources of water which is available for irrigation or for domestic or industrial use." Finally, they are "lands in areas which are principally used or useful for range or forage purposes, which are contiguous to" the lands described above. The State Board of Forestry and Fire Protection determine what lands are included in the SRA and their decisions have the force of law. (California Public Resource Code Section 4126)

Cal Fire resources are available to federal, state and local agencies for all disaster related incidents such as floods and other weather related situations.

#### California Emergency Services Act

The California Emergency Services Act was adopted to establish the state's role and responsibilities during manmade or natural emergencies that result in conditions of disaster and/or extreme peril to life, property, or the resources of the state. This Act is intended to protect health and safety by preserving the lives and property of the people of the state.

California Fire Code

The California Fire Code (CFC) is provided in California Code of Regulations Title 24, Chapter 9. It was created by the California Building Standards Commission and is based on the IFC. The CFC is the primary means for authorizing and enforcing procedures and mechanisms to ensure the safe handling and storage of any substance that may pose a threat to public health and safety. The CFC regulates the use, handling, and storage requirements for hazardous materials at fixed facilities. The CFC and the California Building Code (CBC) use a hazard classification system to determine what protective measures are required to protect fire and life safety. These measures may include construction standards, separation from Project site lines, and specialized equipment. To ensure that these safety measures are met, the CFC employs a permit system based on hazard classification. The CFC is updated every 3 years.

California Natural Disaster Assistance Act

The California Natural Disaster Assistance Act (NDAA) provides financial aid to local agencies to assist in the permanent restoration of public real property, other than facilities used solely for recreational purposes, when such real property has been damaged or destroyed by a natural disaster. The NDAA is activated after a local declaration of emergency, after the California Emergency Management Agency CalEMA gives concurrence with the local declaration, or after the Governor issues a Proclamation of a state emergency. Once the NDAA is activated, local government is eligible for certain types of assistance, depending upon the specific declaration or proclamation issued.

California State Fire Plan

The California Fire Plan is the state's road map for reducing the risk of wildfire. The Fire Plan is a cooperative effort between the State Board of Forestry and Fire Protection and the California Department of Forestry and Fire Protection. By placing the emphasis on what needs to be done long before a fire starts, the Fire Plan looks to reduce firefighting costs and property losses, increase firefighter safety, and to contribute to ecosystem health.

State Fire Regulations

State fire regulations are set forth in Sections 13000 et seq. of the California Health and Safety Code (H&SC), and include regulations concerning building standards (as also set forth in the California Building Code), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training. The State Fire Marshal enforces these regulations and building standards in all state-owned buildings, state-occupied buildings, and state institutions throughout California.

*SRA Fire Safe Regulations*

The California Code of Regulations, Title 14 Natural Resources, Division 1.5 Department of Forestry, Chapter 7 - Fire Protection, Subchapter 2, "SRA Fire Safe Regulations" establishes the State Responsibility Area (SRA) Fire Safe Regulations and constitutes the basic wildland fire protection standards of the California Board of Forestry. These regulations were prepared and adopted for the purpose of establishing minimum wildfire protection standards in conjunction with building, construction and development in SRA.

SRA Fire Safe Regulations provide that the future design and construction of structures, subdivisions and developments in State Responsibility Area (SRA) shall provide for basic emergency access and perimeter wildfire protection measures as specified in the following articles. These measures shall provide for emergency access; signing and building numbering; private water supply reserves for emergency fire use; and vegetation modification. The fire protection standards which follow shall specify the minimums for such measures.

Article 5, Fuel Modification Standards, provides for setback for structure defensible space, disposal of flammable vegetation and fuels, greenbelts. It is the intent of this Article to reduce the intensity of a wildfire by reducing the volume and density of flammable vegetation, the strategic siting of fuel modification and greenbelt shall provide:

1. Increased safety for emergency fire equipment and evacuating civilians by its utilization around structures and roads, including driveways; and,
2. A point of attack or defense from a wildfire.

The Article further provides setback for structure defensible space:

1. All parcels 1 acre and larger shall provide a minimum 30 foot setback for buildings and accessory buildings from all property lines and/or the center of the road.
2. For parcels less than 1 acre, the local jurisdiction shall provide for the same practical effect.

The Article further provides that the disposal of flammable vegetation and fuels including chipping, burying, burning or removal to a landfill site approved by the local jurisdiction, of flammable vegetation and fuels caused by site development and construction, road and driveway construction, and fuel modification shall be completed prior to completion of road construction or final inspection of a building permit.

***Regional/Local***

**Multi-Jurisdictional Hazard Mitigation Plan**

This Multi-Jurisdictional Hazard Mitigation Plan includes an overview of the risk assessment process, vulnerability assessments, and identifies hazards present in each jurisdiction of San Diego County. Hazards profiled in the plan include wildfire, structure fire, flood, coastal storms, erosion, tsunami, earthquakes, liquefaction, rain-induced

#### 4.7 Hazards and Hazardous Materials

landslide, dam failure, hazardous materials, incidents, nuclear materials release, and terrorism. The plan sets forth a variety of objectives and actions based on a set of broad goals including:

1. Promoting disaster-resistant future development;
2. Increased public understanding and support for effective hazard mitigation;
3. Building support of local capacity and commitment to become less vulnerable to hazards;
4. Enhancement of hazard mitigation coordination and communication with federal, state, local and tribal governments; and,
5. Reducing the possibility of damage and losses to existing assets, particularly people, critical facilities or infrastructure, and County-owned facilities, due to dam failure, earthquake, coastal storm, erosion, tsunami, landslides, floods, structural fire/wildfire, and manmade hazards.

Helicopters and small planes are used in a variety of emergency response actions such as search and rescue operations and retrieving water to extinguish wildfires. During an emergency response, aircraft tend to fly low to the ground thus increasing the potential hazards to aircraft from towers and other objects within airspace. CAL FIRE and the County of San Diego Sheriff's Department Aerial Support Detail, Air Support to Regional Enforcement Agencies (ASTREA) base carry out emergency response actions.

#### San Diego County of Department of Environmental Health

San Diego County of Department of Environmental Health (SDCDEH) protects public health and safeguards environmental quality, educates the public to increase environmental awareness, and implements and enforces local, state, and federal environmental laws. SDCDEH regulates the following: retail food safety; public housing; public swimming pools; small drinking water systems; mobile-home parks; on-site wastewater systems; recreational water; AST and UST and cleanup oversight; and medical and hazardous materials and waste. County of San Diego Office of Emergency Services

The Unified San Diego County Emergency Services Organization (USDCESO) has the primary responsibility for preparedness and response activities, and addresses disasters and emergency situations within the unincorporated area of San Diego County. The County of San Diego Office of Emergency Services (OES) serves as staff to the Unified Disaster Council (UDC), the governing body of the Unified San Diego County Emergency Services Organization (USDCESO). Emergency response and preparedness plans include the Operational Area Emergency Response Plan (OSERP) and the San Diego County Multi-Jurisdictional Hazard Mitigation Plan (SDMJHMP).

#### City of Escondido Plans, Programs, Policies, and Regulations

##### *City General Plan*

The City General Plan Fire Service Quality of Life Standard establishes thresholds for response times and staffing in the City. City General Plan Quality Of Life Standard #3 addresses Fire Service in the community. The standard

#### 4.7 Hazards and Hazardous Materials

establishes that in urbanized areas of the City, an initial response time of seven and one-half (7½) minutes for all structure fire and emergency Paramedic Assessment Unit (PAU) calls and a maximum response time of ten (10) minutes for supporting companies shall be maintained. A minimum of seven (7) total fire stations each staffed with a PAU engine company shall be in place prior to General Plan build-out. For outlying areas beyond a five (5) minute travel time or further than three (3) miles from the nearest fire station, all new structures shall be protected by fire sprinkler systems or an equivalent system as approved by the Fire Chief.

Travel time is the elapsed time from a verbal or computerized acknowledgment of the dispatch by the responding unit at the moment of departure from the station to its arrival at the scene. Response time is the elapsed time from receiving a call for service to the responding unit's arrival at the scene. In the case of single family residences "arrival at the scene" shall mean at the front door of the residence; for multi-family residences "arrival at the scene" shall mean at the street access to the involved building. The City Fire Department intends to meet these times for no less than 90 percent (90%) of all emergency responses by engine companies.

#### *City General Plan Community Protection Element*

The City General Plan includes the Community Protection Element. The City's Community Protection Element addresses issues such as flood and fire hazards, geologic and seismic activity, and hazardous materials. Sections regarding Emergency Preparedness, Police and Fire service are also included. The Element also includes a section addressing noise, which is a required component for General Plans.

The purpose of the Community Protection Element is to identify and address the most relevant public safety issues affecting the community. The Community Protection Element offers possible solutions and establishes standards and policies for proactively addressing threats to life and property. The goals and policies established to minimize dangers set forth the framework that will regulate existing and proposed development in hazard prone areas. The applicable goals and policies from these elements are identified in Table 4.7-1.

**Table 4.7-1 City General Plan Community Protection Element Goals and Policies**

<b>Goal</b>	<b>Policy</b>
<b>Goal 2</b>	<b>Protection of life and property through adequate fire protection and emergency medical services.</b>
Policy 2.14	Require new development in high wildfire risk areas to incorporate site design, maintenance practices, and fire resistant landscaping to protect properties and reduce risks.
Policy 2.1	Regularly review and maintain the Standards of Response Coverage and the Fire Department Strategic Plan to address staffing, facility needs, and service goals.
Policy 2.2	Provide Fire Department response times for no less than 90 percent of all emergency responses with engine companies by achieving the following service standard:  Provide an initial response time of seven and one-half (7½) minutes for all structure fire and emergency Advanced Life Support (ALS) calls and a maximum response time of ten (10) minutes for supporting companies in urbanized areas of the city.
Policy 2.3	Provide a minimum total of seven (7) fire stations each sized and staffed with facilities, services and equipment to meet current and anticipated needs including, but not limited to, engine and truck units and crews and Advanced Life Support (ALS) staff prior to General Plan build out to the extent economically feasible.

**Table 4.7-1 City General Plan Community Protection Element Goals and Policies**

Goal	Policy
Policy 2.4	Require new residential and non-residential development to be constructed consistent with the California Fire Code and the requirements set by the State.
Policy 2.5	Commit to the use of state-of-the-art equipment, technologies, and management techniques for fire prevention and suppression.
Policy 2.6	Require new development to contribute fees to maintain fire protection service levels without adversely affecting service levels for existing development.
Policy 2.7	Continue to include the Fire Department in the review of development proposals to ensure that projects adequately address safe design and on-site fire protection.
Policy 2.8	Consider provisions for adequate emergency access, driveway widths, turning radii, fire hydrant locations, and Needed Fire Flow requirements in the review of all development applications to minimize fire hazards.
Policy 2.9	Require mid- and high-rise development to include sprinkler systems and on-site fire suppression equipment and materials, and be served by fire stations containing specialized equipment for fire and/or emergency incidents.
Policy 2.10	Establish and maintain an adequate fire flow in relation to structure, size, design, and requirements for construction and/or built-in fire protection.
Policy 2.11	Maintain and enhance an emergency vehicle traffic signal activation system to improve fire station service area coverage in conjunction with planned improvements to the city's major circulation system.
Policy 2.12	Maintain close coordination between planned roadway and other circulation improvements in the city to assure adequate levels of service and response times to all areas of the community.
Policy 2.13	Utilize Mutual Aid and Automatic Aid Agreements with other jurisdictions when appropriate to supplement fire station service area coverage and response times to all portions of the community.
Policy 2.14	Require new development in high wildfire risk areas to incorporate site design, maintenance practices, and fire resistant landscaping to protect properties and reduce risks.
Policy 2.15	Continue to remove excessive/overgrown vegetation from city-owned properties, and require private property owners to remove excessive/overgrown vegetation to the satisfaction of the Fire Department, to prevent and minimize fire risks to surrounding properties.
Policy 2.16	Require fire protection plans for mitigation of potential grass and wildland fires within designated high fire hazard areas and other areas required by the Fire Department, that address the need for fire systems, water availability, secondary emergency access routes, construction requirements, and fire resistant landscaping and appropriate defensible space around structures.
Policy 2.17	Maintain programs to minimize impacts on sensitive biological habitat and species when suppressing wildland fires, when feasible.
Policy 2.18	Educate the public about wildland fire prevention techniques to minimize the potential hazards of wildland fires.

Source: City of Escondido, General Plan Community Protection Element

### *Chapter 7*

Chapter 7, Sections 7-1 through 7-8, of the City's Municipal Code provides for the preparation and carrying out of plans for the protection of persons and property within the City in the event of an emergency. It also discusses coordination of the emergency functions of the City with all other public agencies, corporations, organizations, and affected private persons. Chapter 7 of the Municipal Code requires the City of Escondido Disaster Council to be responsible for the development of the City's Emergency Action Plan for City Employees, which provides for the effective mobilization of all City resources, both public and private, to meet any condition constituting a local emergency, state of emergency, or state of war emergency, and to provide for the organization, powers and duties, services, and staff of the emergency organization.

### *Chapter 11 - City Weed and Rubbish Abatement Program*

The City's Municipal Code, Chapter 11, Article 2, Division 2, establishes the Weed and Rubbish Abatement Program. The purpose of this ordinance is to designate the responsibility of the owners of real property in the City in the elimination of the public nuisance created by weeds, rubbish and refuse on or around their property. This chapter declares the following as a public nuisance or fire hazard:

1. All weeds growing upon the streets, sidewalks, parking, and private property in the City; and,
2. All rubbish upon the streets, sidewalks, parking facilities, and private property in the City.

The City Fire Chief, or any agent thereof, is vested with the authority to determine if vegetation on private property results in a fire hazard and must be removed.

### **4.7.3 Significance Thresholds**

The following thresholds of significance have been established for the evaluation of the proposed project's potential wildland fire impacts consistent with the Appendix G of the State CEQA Guidelines:

<b>Threshold HAZ-H</b>	<b>Would the proposed project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?</b>
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### **4.7.4 Evaluation of Potential Project Impacts**

This section will evaluate whether the proposed project would potentially have a substantial adverse effect related to wildland fire impacts. This evaluation assumes that the project will be implemented consistent with the project description.

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**Wildland Fires**

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**Threshold HAZ-H:      Would the proposed project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

**[CEQA Hazards and Hazardous Materials Threshold 8(h)]**

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The proposed project would construct homes, off-street parking, on- and off-site circulation improvements, outdoor open space, and on-site water quality basins. The site plan, floor plans, and elevations for the proposed project were reviewed by the City Staff three (3) times prior to the release of the Draft EIR to evaluate compliance with applicable requirements to include: California Code of Regulations Titles 14 and 24; California Fire and Building Codes (2016); California Building Code (CBC), Chapter 7A; the latest edition of the CFC, Chapter 49, as adopted by City; Chapter 7A of the California Building Code; City Fire Code (Municipal Code Chapter 11, Article 6; Ordinance No. 2011-13); and, City Building Code (Municipal Code Chapter 6, Article 3). The proposed project would be accessible from public roadways. Project site access, including road widths and connectivity would be developed consistent with the City’s roadway standards and the 2016 CFC Section 503. The proposed project would not include automatic gates. The emergency access would be gated in a manner approved by the City’s Fire Department.

The proposed project would include the removal of all vegetation and re-landscaping areas within the Interstate 15 (I-15) right-of-way that runs alongside the project site. This would require discretionary review and approval from the State of California Department of Transportation, as well as issuance of an encroachment permit from that agency. The encroachment permit conditions would provide for continued landscape maintenance of disturbed areas. The proposed project would include the removal of all vegetation and grading on the east side of Centre City Parkway to bring it to the City’s Local Collector standards as shown on the Tentative Tract Map. The City would maintain these areas once grading was accomplished.

The grade for new interior roads and driveways would be less than 15%. Should any sections of a road or driveway exceed 15%, they would be provided heavy broom finish or equivalent surfacing to Escondido Fire Department (EFD) approval. Sections exceeding 15% grade would be constructed with Portland Concrete surface and capable of supporting the dynamic weight of a 75,000 pound fire apparatus. Access roads would provide EFD access and turnaround within an all-weather surface acceptable to the EFD prior to issuance of building permits and prior to combustible construction occurring. On-site roads would be constructed to current City Standards. All residential parking would be provided in off-street parking spaces. Parking would be restricted throughout development by posting of signs stating “No Parking- Fire Lane CVC (California Vehicle Code) 22500.1” to preserve the unobstructed width for emergency response. Signs that are legally enforceable would be posted at each entrance gate and throughout the property. Signs would be securely mounted facing the direction towards oncoming traffic entering the area and clearly visible indicating that “violating vehicles would be towed at owner’s expense.” Prior to a final fire inspection for the proposed development, a written agreement for services with a towing company per CVC 22658(a) would be in place. The proposed project provides looped roadways or turnarounds. For the majority of

#### 4.7 Hazards and Hazardous Materials

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the proposed project, there would be no dead end road lengths that are considered unacceptable by the EFD 800-foot limit. The exception would be the northeast corner where a hammerhead provides for the required turnaround.

Identification of roads and structures would comply with EFD Fire Code, Section 505.1. All structures would be identified by street address. Multiple structures located off common driveways would include posting structure identification on structures, on the entrance to individual driveways, and at the entrance to the common driveway. Structure identification would be located at the entrance to the driveway, if the structure is 100 feet from the roadway. Access roads to construction areas would be completed and paved prior to issuance of building permits and prior to combustible construction occurring. Illuminated directory maps would be installed at driveway entrances for the north and south residential parcels. Final location of directory maps and content would be approved by the EFD Fire Marshal.

The proposed project would be served by City Municipal Water District and would be consistent with EFD requirements. All project structures would be constructed to City Fire Code standards. Fire hydrants would be provided in accordance with City Standards shall be located along fire access roadways as determined by the EFD Fire Marshal to meet operational needs, at intersections, at the beginning radius of cul-de-sacs, and every 500 feet (on-center) of fire access roadways, regardless of parcel size. All structures would be protected by an automatic, interior fire sprinkler system. All valves controlling the water supply for automatic sprinkler systems, pumps, tanks, water levels and temperatures, critical air pressures and water-flow switches on all sprinkler systems would be electronically supervised by a listed fire alarm system. All residential units would have electric-powered, hard-wired smoke detectors and fire alarm systems in compliance with EFD, 2016 CFC, and NFPA 72: National Fire Alarm and Signaling Code. Prior to bringing combustible materials onto the project site, utilities would be in place, fire hydrants operational, an approved all-weather roadway in place, and fuel modification zones cleared of vegetation.

The proposed project would include implementation of a Conceptual Landscape Plan and Wall and Fence Plan. The Conceptual Landscape Plan and Wall and Fence Plan includes fuel modification provided in accordance with a Fuel Modification Plan provided in the FPP. The Conceptual Landscape Concept Plan provides that: Plants used in the interior landscapes would include drought-tolerant, fire resistive trees, shrubs, and groundcovers; All landscaping would be maintained by the HOA or another approved entity; Trees and vegetation would be planted so that they do not impeded fire rescue window access; Palm trees would be planted and maintained no closer than 30 feet from the trees drip line to any combustible structure; and, Trees would be planted in accordance with the City's Fire Code, Section 4907.3.

The project fuel modification areas would be implemented and approved by the EFD prior to combustible materials being brought on site. The existing flammable vegetation would be reduced by 50% on the project site prior to the commencement of construction. Undesirable plants as shown in the Undesirable Plant List (Appendix X, Appendix D) would not be planted on the project site unless otherwise approved by the EFD's Fire Marshal. All fuel modification area vegetation management would be completed annually by May 15 of each year and more often as needed for fire safety, as determined by the EFD. The project HOA would be responsible for all vegetation

#### **4.7 Hazards and Hazardous Materials**

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management throughout the common areas of the project site, in compliance with the requirements detailed herein and EFD requirements.

The project homeowners association (HOA) would be responsible for ensuring long-term funding and ongoing compliance with all provisions of the FPP. This would include common areas and off-site fuel management easements, including vegetation planting, fuel modification, vegetation management, and maintenance requirements throughout the project site.

According to the City's Fire Severity Zones Map, the proposed project is located in a Very High Danger Zone. The Fire Severity Zone is the degree to which an ecosystem is altered or disrupted by fires. Fire severity is also dependent upon the product of fire intensity and duration, and incorporates both active fire behavior and immediate post-fire effects on the environment.

The project site is presently vacant and does not appear to ever have been developed with structures. The majority of the project site over the past several years has been routinely disked for weed abatement in accordance with the requirements of the City. The project site is bounded to the north by vacant undeveloped lands. A Fire Protection Plan (FPP), Appendix E to this Draft EIR was prepared for the proposed project to evaluate the significance of the exposure of people or structures to significant risk of loss, injury or death involving wildland fires. The FPP assessed the potential impacts resulting from wildland fire hazards and identified the measures necessary to adequately mitigate those impacts. The findings of the FPP are provided below.

The FPP included the following components: Site Risk Analysis; Determination of Project Effects; Anticipated Fire Behavior; Emergency Response and Service; Buildings, Infrastructure and Defensible Space; Alternative Materials and Methods for Non-Conforming Fuel Modification; Homeowner's Association Wildfire Education Program; and, Conclusion.

#### ***Site Risk Analysis***

The FPP included Field Assessment a field assessment of the project site on September 29, 2018. The FPP defined Project Site Characteristics and Fire Environment. The three major components of fire environment are topography, vegetation (fuels), and climate. In addition, the FPP defined vegetation dynamics and the fire history of the project site and its vicinity.

#### ***Determination of Project Effects***

The FPP provided an evaluation of the adverse environmental effects a proposed project may have from wildland fire. The FPP provided mitigation for identified impacts to ensure that development projects do not unnecessarily expose people or structures to a significant loss, injury or death involving wildland fires.



- 8-Ft High Fire Wall
  - Retaining Wall
  - Project Site
- Fuel Modification Zones**
- Zone 1 - Irrigated
  - Zone 2 - 50% thinning (Onsite)
  - Water Quality Basin
  - Interior Landscaping
  - Building
  - Roadway/Hardscape
  - Off-site FMZ Easement (50% thinning only)
  - Gated Emergency Vehicle Access

SOURCE: DUDEK.

# FUEL MODIFICATION ZONES

## NUTMEG HOMES PROJECT - CITY OF ESCONDIDO

VISTA  
NO SCALE

FIGURE 4.7-1

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***Exposure of People or Structures***

The proposed project would potentially expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. The Fire Protection Plan (FPP) evaluated the significance of this potential impact. According to the City's Fire Severity Zones Map, the proposed project is located in a Very High Danger Zone. The wildland fire risk in the vicinity of the project site has been analyzed and it has been determined that wildfires may occur in wildland or naturally vegetated areas off-site to the east, northwest and south of the project site, but would not be significantly increased in frequency, duration, or size with implementation of the proposed project. The closest off-site fuels that form large fuel beds are located to the north and east of the project site.

The project site currently includes a variety of potential vegetation that could serve as fuel sources. The types of potential ignition sources that currently exist in the area include vehicle and roadway, electrical transmission lines, machinery associated with agricultural operations and off-site residential neighborhoods. The project site would be converted from readily ignited fuels to ignition resistant structures and landscaped areas. The proposed project would be developed to meet all existing development codes and fire codes, including landscaping and vegetation requirements. The proposed project would include conversion of fuels to maintained urban development with designated landscaping and fuel modification areas. Fuel modification zones would be designed according to all applicable development codes and the City Fire Code.

The proposed project would reduce the receptiveness of the areas landscape to ignition. Fires from off-site areas would not have continuous fuels across the project site and would not be expected to burn around and/or over the project site via spotting. Burning vegetation embers may land on project structures, but are not likely to result in ignition based on ember decay rates and the types of non-combustible and ignition resistant materials that would be used on the project site. This would result in a proposed project that is less susceptible to wildfire than surrounding landscapes and that would facilitate fire fighter and medical aid response. Structure ignition depends on a variety of factors and can be prevented through a layered system of protective features including fire resistive landscapes directly adjacent the structure(s), application of known ignition resistive materials and methods, and suitable infrastructure for firefighting purposes.

Mitigation Measures MM HAZ -1 through MM HAZ-4 related to the potential impacts from the exposure of 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 would be reduced to less than significant levels.

***Emergency Access***

The proposed project would result in the development of a currently undeveloped area, including the development of project site access. The construction of new structures, roadways, and intersections and would generate new trips to and from the project site. The project site would be accessible from public roadways and access into the project site would be provided via two entrances on Nutmeg Street for vehicles and pedestrians. The proposed

#### **4.7 Hazards and Hazardous Materials**

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project would be required to comply with the City's development review process, including review for compliance with the City's Development Code and Fire Code as well as compliance with applicable emergency access standards that would facilitate emergency vehicle access during project construction and operation. Additionally, an adequate water supply and an approved paved access roadway would be installed prior to any combustibles on site.

The Project Applicant would be required to design, construct, and maintain structures, roadways, and facilities to comply with applicable local, regional, state, and federal requirements related to emergency access. Drive aisles, turning radii, and both access points would be designed with adequate emergency access. The proposed project would be required to provide fire apparatus turnarounds on all access roadways over 150 feet in length, and provide a 28 foot inside turning radius on all corners. All access roadways would have a minimum of 24 feet in width throughout the project site, with no parking on either side. Driveways between structures would have widths of 24 feet. In addition, all access roadways would have a vertical clearance of at least 13'6" to allow access for fire apparatus. The project site plan is subject to approval by the City and the City's Fire Department. The proposed project would be required to provide walking access to the rear of buildings, and ladder access for any windows facing the rear of the buildings.

Emergency response procedures would be coordinated through the City in coordination with the police and fire departments. Adherence to these requirements would ensure that that the proposed project would not result in inadequate emergency access. Mitigation Measures MM HAZ -1 through MM HAZ-4 potential impacts related to inadequate emergency access would be reduced to less than significant levels.

#### ***Facilities***

The proposed project would potentially 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 service ratios, response times or other performance objectives for fire protection. Fire protection would be provided to the proposed project via the Escondido Fire Department (EFD). The EFD provides fire protection and emergency medical services to the City and, through a contractual arrangement established in 1984, the Rincon Del Diablo Fire Protection District. A staff of 93 full-time safety (including Chief Officers), 18 full-time non-safety, 10 full-time administration, 3 part-time administration, and 27 senior volunteers provides services to a population of approximately 153,614 in an area covering 50 square miles.

The proposed project is projected to add an estimated maximum of 36 calls per year to the EFD's existing call load. This estimate is a conservative estimate in that it uses San Diego County wide data, which incorporates call volumes from typically higher volume areas than would be expected from this site. The primary response (first in) would be provided by Station 3, located at 1808 Nutmeg Street, Escondido, CA 92026, approximately 0.8 miles south of the project site. The station houses one E133 Type I engine, one B133 Type II engine and one RA133 ambulance. The proposed project is projected to add an estimated 44 calls per year (0.12 calls per day) for a Station that currently responds to an existing call load of approximately 5.7 calls per day (2,100 calls per year in

#### **4.7 Hazards and Hazardous Materials**

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2017). The addition of approximately 1 call per week is considered insignificant based on that increase alone. This level of impact is not expected to require the construction of additional Fire Station facilities based on that increase alone. Station 3 can respond to the proposed project within the City's target response time standard (7.5 minutes) for first arriving. No additional facilities would be needed for response coverage. A portion of the parcel tax revenue from the proposed project would be allocated to fire protection, which can be used to maintain current levels of protection without impacting existing citizens.

Therefore, a less than significant impact would occur related to 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 service ratios, response times or other performance objectives for fire protection.

#### ***Water Supplies***

The proposed project would potentially result in less than sufficient water supplies available to serve existing entitlements and resources, or require new or expanded entitlements. Rincon delivers water throughout the City for domestic, residential, commercial, irrigation, and fire protection purposes.

The proposed project has received a "Will-Serve" letter from Rincon. The "Will-Serve" letter states that there would be adequate capacity to serve the proposed project. Prior to the issuance of a grading permits, the Project Applicant would be required to satisfy the City requirements related to the payment of fees. The proposed project would have sufficient water supplies available to serve the project from existing entitlements and resources.

Therefore, a less than significant impact would occur related to the sufficient water supplies available to serve the proposed project from existing entitlements and resources, or are new or expanded entitlements.

#### ***Anticipated Fire Behavior***

Mitigation Measures MM HAZ -1 through MM HAZ-4 related to the potential impacts from the exposure of 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 would be reduced to less than significant levels.

The FPP included an analysis of anticipated fire behavior at the project site. This analysis included fire behavior modeling was conducted to document the type and intensity of fire that would be expected adjacent to the project site given characteristic site features such as topography, vegetation, and weather. The modeling evaluated fire behavior variables and to objectively predict flame lengths, intensities, and spread rates for four modeling scenarios. The anticipated fire behavior was then summarized in the FPP.

The FPP states that the project site has never burned, wildfires have occurred within 5 miles of the project site. the propose project would be expected to be vulnerable to recurring wildfire ignition and spread and may be subject to nearby wildfire that could, under worst case conditions, spread through the chaparral-covered hillsides

#### **4.7 Hazards and Hazardous Materials**

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to the north and east and burn along the periphery of the proposed project's developed areas. However, the project site, once developed, would not facilitate wildfire spread, especially given the ignition resistance of the structures and planned landscape.

### ***Emergency Response and Service***

The FPP included a discussion of emergency response and service to the project site.

#### **Emergency Response**

The project site is located within the Escondido Fire Department (EFD) jurisdictional response area of approximately 50 square miles with a population of approximately 153,614 residents. EFD currently operates seven (7) Fire Stations. Within the area's emergency services system, fire and emergency medical services are provided by Fire Departments (Escondido Fire Department, San Marcos Fire Department) or Fire Protection Districts (Rancho Santa Fe Fire Protection District), County Service Areas (CSA) and CAL FIRE. Generally, each agency is responsible for structural fire protection and wildland fire protection within their area of responsibility. Mutual aid agreements enable non-lead fire agencies to respond to fire emergencies outside their district boundaries.

Fire agencies cooperate on a statewide master mutual aid agreement for wildland fires. There are mutual aid agreements in place with neighboring fire agencies for structural and medical responses. These agreements are voluntary. The FPP concluded that the proposed project complies with the City's response time standards.

#### **Emergency Service Level**

Responses would be provided by EFD Stations 3 located at 1808 Nutmeg Street, Escondido, CA 92026. Fire Station No. 3 is located approximately 0.8 miles from the project site. Fire Station No. 3 houses one (1) paramedic fire engine and one (1) wildland brush engine. The FPP analysis indicates that the proposed project would not be expected to cause a decline in EFD's emergency response times.

### ***Buildings, Infrastructure and Defensible Space***

The City's Municipal Building and Fire Codes govern the building, infrastructure, and defensible space requirements detailed in this FPP. These standards will provide a high level of protection to structures in the proposed project. There is no guarantee that compliance with City Standards will prevent damage or destruction of structures by fire in all cases.

### ***Impacted Areas***

It is not feasible to achieve the standard FMZ width on the north side of the proposed project. This is a potential project specific impact related to wildland fire hazards. The specific areas that are affected by this analysis are those that cannot provide at least 100 feet of structural setback from off-site fuel beds. A 12- to 68-foot setback is

#### 4.7 Hazards and Hazardous Materials

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less than typically required from wildland fuels including coastal sage scrub, chaparral and other high fire prone vegetation communities.

Fire behavior modeling conducted for this project indicates that fires in the oak woodlands would result in roughly 15-foot flame lengths under summer conditions. Extreme conditions may result in crown fire, where tree crowns burn and create more intense fire and longer flame lengths. Fire during extreme conditions would be less likely to affect residents of this community because it is anticipated that they would be evacuated well before wildland fire from the east or north encroached upon this semi-rural area of Escondido.

Fuel Modification Zones (FMZs) and additional fire protection measures proposed for the north side of the development provide equivalent wildfire buffer, but are not standard zones. The Mitigation Measures MM HAZ-1 through MM HAZ-4 are provided below to further reduce this potential impact.

- MM HAZ-1** Prior to the issuance of any building permit, the project applicant shall demonstrate to the satisfaction of the City Building Department that all windows adjacent to preserved vegetation are dual paned with both panes tempered.
  
- MM HAZ-2** Prior to the approval of the Final Landscape Plan, the wall and fence component shall provide a noncombustible, 8-foot wall at the rear or side yard that would function as a heat-deflecting landscape wall above the planned retaining wall as shown on shown on Figure 4.7-1 to the satisfaction of the City Community Development Department.
  
- MM HAZ-3** Prior to the issuance of the first Certificate of Occupancy the project applicant shall provide CC&R's that demonstrate to the satisfaction of the City's Community Development Department and City Attorney that provide for an annual review of landscape maintenance plans.
  
- MM HAZ-4** Prior to the issuance of the first Certificate of Occupancy the project applicant shall provide CC&R's that demonstrate to the satisfaction of the City's Community Development Department and City Attorney that the annual review of landscape maintenance plans includes an annually third party evaluation of Fuel Modification Zones (FMZ) area that meet the requirements of the FMZ and City's Fire Department (EFD).

The proposed development and landscape will be significantly improved in terms of ignition resistance; however, the proposed project should not be considered a shelter-in-place community. The homeowners or other occupants who may reside within the proposed project should adopt a conservative approach to fire safety. This approach should include maintaining the landscape and structural components according to the appropriate standards and embracing a "Ready, Set, Go" stance on evacuation. Fire is a dynamic and somewhat unpredictable occurrence and it is important for residents to educate themselves on practices that will improve their home survivability and their personal safety.

***Level of Significance***

The proposed project with the incorporation of MM HAZ-1 through MM HAZ-4 would reduce the potential wildland fire hazard to a less than significant level.

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## 4.8 Hydrology and Water Quality

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### ***Purpose***

This section of the Draft Environmental Impact Report (Draft EIR) section describes the projects impacts related to hydrology and water quality, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the proposed Nutmeg Homes Project (proposed project).

### ***Sources***

The following sources were used in consideration and discussion of the potential environmental impacts, mitigation measures, and residual impact:

- *Preliminary Priority Project Hydrology Study for Nutmeg Development, Escondido, CA*, prepared by Excel Engineering, January 2019, as provided in Technical Appendix G of this Draft EIR; and,
- *Preliminary City of Escondido, Priority Development Project (PDP) SWQMP*, prepared by Excel Engineering, January 2019, as provided in Technical Appendix J of this Draft EIR.

The proposed project application package was used in the analysis. General information in this section was taken from the City of Escondido General Plan (General Plan) (City of Escondido 2012); Escondido General Plan Update and Climate Action Plan Environmental Impact Report (General Plan Program EIR) (City of Escondido 2012); and City of Escondido Municipal Code unless otherwise referenced.

### **4.8.1 Environmental Setting**

#### ***Existing Drainage***

The project site is vacant. Portions of the project site are improved with existing North Nutmeg Street and North Centre City Parkway. The existing drainage pattern for the project site has two (2) drainage areas. The existing drainage pattern for the project site and the area tributary to the project site has two (2) drainage areas as shown on Figure 4.8-1.

#### **Drainage Area #1**

Drainage Area #1 is depicted on as shown on Figure 4.8-1. This area includes the a portion of the North Nutmeg Street and North Centre City Parkway, and Caltrans right-of-way, and the project site located generally to the south of North Nutmeg Street. This area includes approximately quarter of North Nutmeg Street; a portion of North Centre City Parkway; and, that portion of the project site located to the south of North Nutmeg Street. The project site stormwater from the south of North Nutmeg Street flows into an existing inlet located in the southwest portion of the project site. The remainder of Drainage Area #1 drains to an open pervious area that flows southwesterly to an existing Caltrans pipeline.

Drainage Area #2

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Drainage Area #2 is depicted on as shown on Figure 4.8-1. This area generally includes the project site to the north of North Nutmeg Street. This area includes the remainder of North Nutmeg Street; a portion of North Centre City Parkway; off-site areas to the west and north; and, that portion of the project site located to the north of North Nutmeg Street. This area drains south-westerly along North Nutmeg Street to a natural channel that meets the Caltrans pipeline.

Sub-Regional Drainage

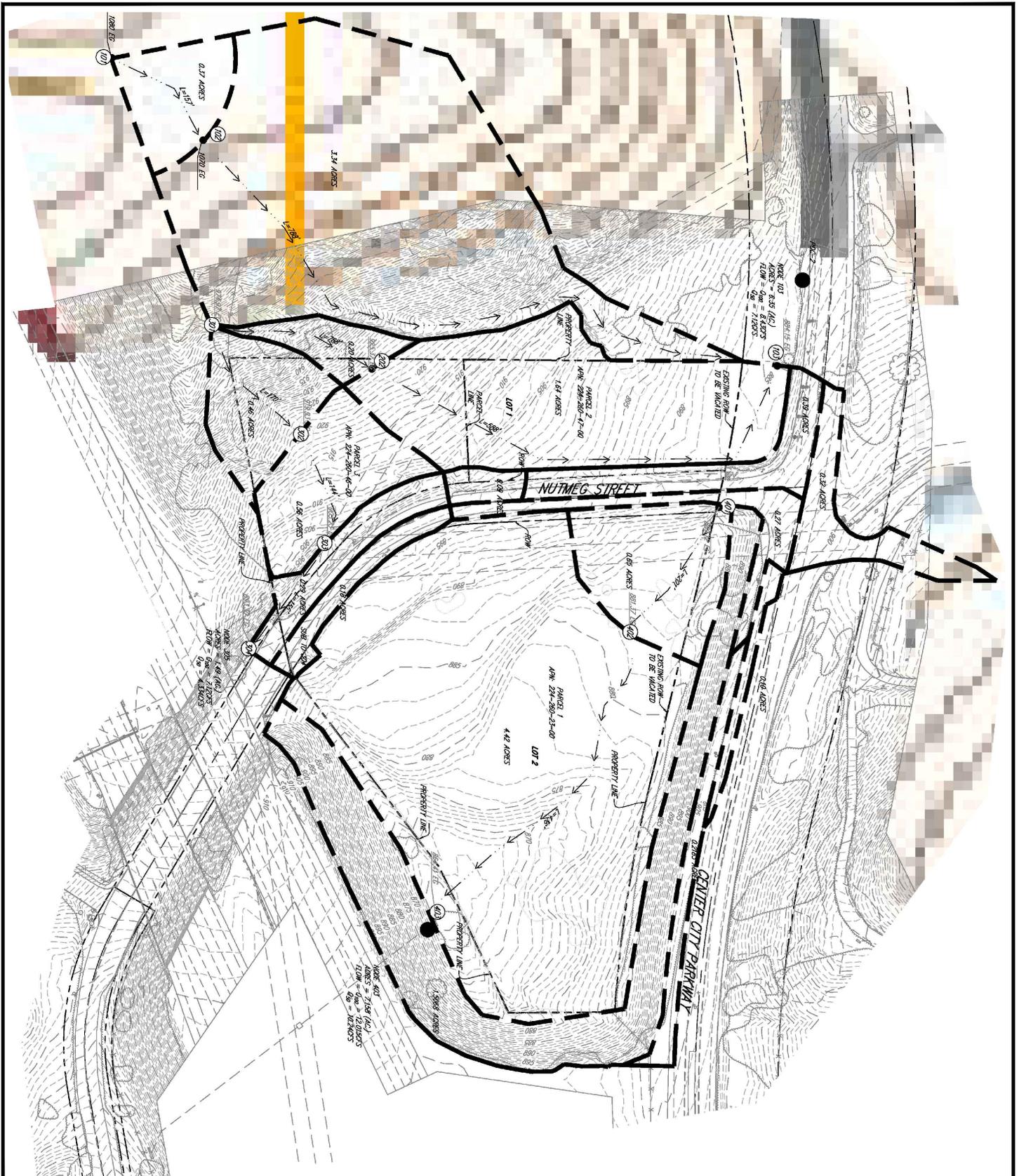
Project site drainage flows in two (2) directions to the north where the water circles back on itself and travels through the Escondido Sub Hydrologic Area southward to Escondido Creek. Once in Escondido Creek the drainage flows continue until they reach the Pacific Ocean at San Elijo Lagoon. The second flow travels south-westerly to travel to San Marcos Creek, which flows to the Pacific Ocean and discharges at Batiquitos Lagoon.

***Proposed Project Drainage***

The proposed project is an attached residential complex with minimal areas for landscape, vegetated swales, and other natural drainages that would serve to slow runoff velocity and reduce runoff volume. Development of the proposed project would include the introduction of fill soil to level the project site and bring the current surface up to allow a gentler slope. The finish floor elevations of the building pads would achieve a relatively flat plane through the project site to drain in the direction of the existing flows away from the buildings towards water quality treatment basins. The proposed drainage pattern for the project site would be as shown on Figure 4.8-2.

The proposed development would create several small drainage areas. The runoff from some of the proposed drainage areas would be captured and treated using Low Impact Development Best Management Practices (LID BMP's). The project site will capture these runoffs using catch basins and inlets and discharge into proposed storm drain system. The proposed storm drain pipes, in each respective drainage areas, are designed to flow to the proposed infiltration basins. The infiltration basins will be design to provide the same runoff flow and volume reducing benefits as natural drainages.

The project site proposes capturing all site stormwater runoff via yard inlets and catch basins, then routed to the infiltration basins with natural infiltrating capacity. As a pre-treatment for the project site, catch basins will be installed with filter inserts. The infiltration basins will provide the infiltration properties in order to reduce the quantity and velocity of the project site.



SOURCE: Excel Engineering

# EXISTING HYDROLOGY MAP

NUTMEG HOMES PROJECT - CITY OF ESCONDIDO

VISTA  
NO SCALE



FIGURE 4.8-1



#### **4.8 Hydrology and Water Quality**

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The project site would be fully developed and will be landscaped with native and/or non-native drought-tolerant species. Runoff from the parking areas would be diverted to LID areas via curb openings. LID areas will contain catch basins to convey stormwater toward the infiltration basins. Runoff from the site will be infiltrated so as to treat the first flush. The roof runoff is proposed to drain into landscaped areas before entering the area drain system. Several landscaped areas are designed to be below the finish grade to help in treating and retaining some of the runoff before it continues to flow into the proposed infiltration basin. Some drainage areas will disperse the runoff flow to the proposed filter catch basins.

The south flows would enter a water quality treatment system. The stormwater would infiltrate through the treatment medium into underdrains that route the flows to the private on-site storm drainage system. This system would use new piping to direct the flows to the existing Caltrans pipe that travels under the I-15 Freeway. The north flow would enter a water quality treatment basin then travel to an infiltration basin before being released back the natural channel going off-site. The proposed site would be expected to discharge peak 100-year flows at less than the existing project site conditions. The resultant peak storm water discharge would be decreased by the incorporation of the landscaping (higher pervious footprint) and several confluences of lines.

#### **4.8.2 Regulatory Setting**

##### ***Federal***

##### Clean Water Act

The 1972 Clean Water Act (CWA) was designed to restore and maintain the chemical, physical, and biological integrity of the waters of the U.S. The CWA also directs states to establish water quality standards for all waters of the U.S. and to review and update such standards on a triennial basis. The U.S. Environmental Protection Agency (EPA) has delegated responsibility for implementation of portions of the CWA in California to the State Water Resources Control Board (SWRCB) and the regional water quality control boards (RWQCBs). This includes water quality control planning and control programs such as the National Pollutant Discharge Elimination System (NPDES), which seeks to control water pollution through the issuance of permits regulating the discharge of pollutants into waters of the U.S. Section 303 of the CWA requires states to adopt water quality standards for all intrastate waters of the U.S.

##### *Sections 401 and 404 of the CWA*

CWA Sections 401 and 404 are administered through the regulatory program of the US Army Corps of Engineers (USACE) and regulate the water quality of all discharges of fill or dredged material into waters of the United States, including wetlands and intermittent stream channels.

Section 401 sets forth water quality certification requirements for any applicant applying for a federal license or permit to conduct any activity including, but not limited to, the construction or operation of facilities that may result in any discharge into the navigable waters. Section 404, in part, authorizes the USACE to:

- Set requirements and standards pertaining to such discharges: subparagraph (e);

#### 4.8 Hydrology and Water Quality

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- Issue permits “for the discharge of dredged or fill material into the navigable waters at specified disposal sites:” subparagraph (a);
- Specify the disposal sites for such permits: subparagraph (b);
- Deny or restrict the use of specified disposal sites if “the discharge of such materials into such area would have an unacceptable, adverse effect on municipal water supplies and fishery areas:” subparagraph (c);
- Specify type of and conditions for non-prohibited discharges: subparagraph (f);
- Provide for individual state or interstate compact administration of general permit programs: subparagraphs (g), (h), and (j);
- Withdraw approval of such state or interstate permit programs: subparagraph (i);
- Ensure public availability of permits and permit applications: subparagraph (o);
- Exempt certain federal or state projects from regulation under this section: subparagraph (r); and
- Determine conditions and penalties for violation of permit conditions or limitations: subparagraph (s).

#### *National Pollutant Discharge Elimination System*

As authorized by CWA Section 402(p), the National Pollutant Discharge Elimination System (NPDES) permit program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. In California, the State Water Resources Control Board issues NPDES permits to cities and counties through the various RWQCBs. It is the responsibility of the RWQCBs to preserve and enhance the quality of the state’s waters through the development of water quality control plans and the issuance of waste discharge requirements. Waste discharge requirements for discharges to surface waters also serve as NPDES permits.

#### **State**

#### California Environmental Quality Act

The California Environmental Quality Act (CEQA) and its implementing guidelines (CEQA Guidelines) serve as the primary environmental legislation in California relative to the evaluation of environmental impacts. CEQA requires that projects having the potential to adversely affect the environment be subject to environmental review. If found to be significant, such environmental impacts are typically mitigated based upon the findings of the environmental review process and in conformance with applicable laws and regulations.

#### National Pollution Discharge Elimination System Permits

In California, the SWRCB and its RWQCBs administer the NPDES permit program. The NPDES permit system was established in the California Water Authority (CWA) to regulate both point source discharges and non-point source

#### 4.8 Hydrology and Water Quality

discharges to surface waters of the U.S. The NPDES program consists of characterizing receiving water quality, identifying harmful constituents, targeting potential sources of pollutants, and implementing a comprehensive stormwater management program. Construction and industrial activities are typically regulated under statewide general permits that are issued by the SWRCB.

The RWQCB also issues Waste Discharge Requirements (WDRs) that serve as NPDES permits under the authority delegated to the RWQCBs under the CWA. In November 1990, under Phase I of the urban runoff management strategy, the EPA published NPDES permit application requirements for municipal, industrial, and construction stormwater discharges. With regard to municipalities, the permit application requirements were directed at jurisdictions owning or operating municipal separate storm sewer systems serving populations of 100,000 or more, or contributing significant pollutants to waters of the U.S. Such municipalities were required to obtain coverage under a NPDES municipal stormwater permit as well as to develop and implement an urban runoff management program to reduce pollutants in urban runoff and stormwater discharges.

#### Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act was enacted in 1969. This act authorizes the State Water Resources Control Board (SWRCB) to adopt, review, and revise policies for all waters of the state (including both surface and ground waters) and directs the Regional Water Resources Control Board (RWQCBs) to develop region-specific Basin Plans. Section 13170 of the California Water Code also authorizes the SWRCB to adopt water quality control plans on its own initiative. The purpose of these plans is to designate beneficial uses of the region's surface and ground waters, designate water quality objectives for the reasonable protection of those uses, and establish an implementation plan to achieve the objectives California Water Code

In the California Water Code there are 22 kinds of districts or local agencies with specific statutory provisions to manage surface water. Many of these agencies have statutory authority to exercise some forms of groundwater management. For example, a Water Replenishment District (Water Code Section 60000 et seq.) is authorized to establish groundwater replenishment programs and collect fees for that service, while a Water Conservation District (Water Code Section 75500 et seq.) can levy groundwater extraction fees.

#### Construction Stormwater Permits

Stormwater runoff from construction activity that results in soil disturbances of at least one acre of total land area (and projects that meet other specific criteria) is governed by the State Water Resource Control Board (SWRCB) under Water Quality Order 99-082009-0009-DWQ, NPDES Permit #CAS000002. These regulations prohibit discharges of polluted stormwater from construction projects that disturb one or more acres of soil unless the discharge is in compliance with the general NPDES permit requirements. The nine individual Regional Water Quality Control Boards (RWQCBs) enforce the General Construction Permits for projects within their region. The San Diego RWQCB oversees permits in the proposed project area. It is the responsibility of the landowner to obtain coverage under the General Construction Permit prior to commencement of construction activities. To obtain coverage, the owner must file a Notice of Intention with a vicinity map and the appropriate fee to the SWRCB. The General Permit outlines the requirements for preparation of a Storm Water Pollution Prevention Program (SWPPP).

#### **4.8 Hydrology and Water Quality**

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SWPPPs are prepared and BMPs identified in the SWPPPs are implemented for construction sites greater than one acre, which reduce the likelihood of alterations in drainage to result in these impacts.

#### ***Regional/Local***

##### Carlsbad Watershed Urban Runoff Management Program (Carlsbad WURMP)

The Carlsbad Watershed Urban Runoff Management Program (WURMP) describes the activities and requirements that the committees within the Carlsbad Watershed are implementing to ensure compliance with the waste discharge requirements of the Municipal Storm Water Permit Order 2007-01 and to reduce the impacts of urban activity on receiving water quality on a watershed basis. The lead is the City of Carlsbad. Other participating jurisdictions include the Cities of Encinitas, Escondido, Oceanside, San Marcos, Solana Beach, Vista, and the County of San Diego. The most recent Carlsbad WURMP was adopted in January 2011 and covers the time period July 1, 2009 – June 30, 2010.

##### San Dieguito River Watershed Urban Runoff Management Program

The San Dieguito River Watershed Runoff Management Program (WURMP) is prepared by the City of Escondido, as lead agency, in collaboration with the Cities of Del Mar, Poway, San Diego, Solana Beach and the County of San Diego. The WURMP meets the requirements of the NPDES Municipal Storm Water Permit for San Diego Order No. 2007-01. The primary goal of the San Dieguito River WURMP is to positively affect the water resources of the San Escondido General Plan, Downtown Specific Plan and Climate Action Plan EIR Page 4.9-22 April 23, 2012 Dieguito Watershed while balancing economic, social, and environmental constraints. To help reach the identified goals and objectives, the San Dieguito River WURMP identifies and prioritizes water quality related issues within the watershed that can be potentially attributed to discharges from the municipal storm drain systems and may be addressed through a cross-jurisdictional approach. The most recent San Dieguito River WURMP was adopted in January 2011 and covers the time period July 1, 2009 – June 30, 2010.

##### County of San Diego

###### *County Hydromodification Management Plan (HMMP)*

Provision D.1.g of the San Diego RWQCB Permit Order R9-2007-0001 (Order) requires co-permittees to implement a Hydromodification Management Plan (HMMP) to manage increases in runoff discharge rates and durations from all priority development projects, where such increased rates and durations are likely to cause increased erosion of channel beds and banks, sediment pollutant generation, or other impacts to beneficial uses and stream habitat due to increased erosive force.” To address the permit condition, the San Diego storm water co-permittees, representing the County of San Diego and all incorporated cities, developed an HMMP that meets the intent of this Order.

The HMMP was adopted in March 2011 and identifies standards to control flows that may result in erosion. Priority development projects are required to implement hydromodification mitigation measures so that post-project runoff flow rates and durations do not exceed pre-project flow rates and durations where such increases would

#### 4.8 Hydrology and Water Quality

result in an increased potential for erosion or significant impacts to beneficial uses. The HMMP also includes a decision matrix, which leads project applicants through HMMP compliance options.

#### City of Escondido Plans, Programs, Policies, and Regulations

##### *City General Plan*

The General Plan includes the Resource Conservation Element. This element includes a number of goals and policies that address maintaining water resources and storm water quality within the City and minimizing potential effects of water quality degradation on downstream water bodies. Table 4.8-1 provides applicable goals and policies related to the proposed project. Refer to Section 5.9, *Land Use and Planning* for an analysis of proposed project consistency with City General Plan Resource Element goals and policies.

**Table 4.8-1: City General Plan Resource Element Goals and Policies**

<b>Goal</b>	<b>Policy</b>
<b>Goal 6</b>	<b>Preservation and protection of the City's surface water and groundwater quality and resources.</b>
Policy 6.2	Protect the surface water resources in the city including Lake Wohlford, Dixon Lake, Lake Hodges, Escondido Creek, and other waterways.
Policy 6.3	Protect the sustainability of groundwater resources.
Policy 6.4	Require new development to preserve areas that provide opportunities for groundwater recharge (i.e., areas where substantial surface water infiltrates into the groundwater), storm water management, and water quality benefits.
Policy 6.5	Maintain natural and improved drainages as permanent open space.
Policy 6.6	Control encroachments into wetlands and designated floodways to protect the community's water resources.
Policy 6.8	Maintain Escondido's natural creek system in an undisturbed state with a minimum of a 50-foot buffer and setback for development, or as established by appropriate wildlife agencies, unless stream course alteration, channelization, and/or improvements are approved by necessary state and federal agencies and the City.
Policy 6.9	Conserve and restore creeks to their natural states whenever possible, and allow areas where channelization has occurred for flood control purposes to serve as urban open space.
Policy 6.10	Require that drainage channels be designed to accommodate riparian vegetation growth.
Policy 6.11	Allow public access to the creeks with that will not impact habitat areas, consistent with sound resource management practices.
Policy 6.12	Regulate construction and operational activities through the use of storm water protection measures in accordance with the City's National Pollution Discharge Elimination System (NPDES) permit.
Policy 6.14	Require new development to protect the quality of water resources and natural drainage systems through site design and use of source controls, storm water treatment, runoff reduction measures, best management practices, and Low Impact Development measures.
Policy 6.15	Protect Escondido's shallow groundwater basin from contamination by regulating storm water collection and conveyance to ensure pollutants in runoff have been reduced to the maximum extent practicable.

Source: City of Escondido General Plan.

*Article 55, Grading and Erosion Control Ordinance*

Article 55 of the City Municipal Code establishes the grading and erosion control regulations for the City. The purpose of this article is to assure that development occurs in a manner which protects the natural and topographic character and identity of the environment, the visual integrity of hillsides and ridgelines, sensitive species and unique geologic/geographic features, and the health, safety, and welfare of the general public. This Article regulates grading on private and public property and provides standards and design criteria to control stormwater and erosion during construction activities. The ordinance sets forth rules and regulations to control excavation, grading, earthwork construction (including fills and embankments), and development on hillsides and along ridgelines; establishes the administrative procedure for issuance of permits; and provides for approval of plans and inspection of grading construction necessary for compliance with stormwater management requirements.

*Article 2, Stormwater Management and Discharge Control Regulations*

Chapter 22 of City Municipal Code establishes regulations related to stormwater management and discharge control, harmful waters and wastes, sewer service charges, private sewage disposal systems, sewer connection fees, sewer connection laterals, and industrial wastewaters. The purpose of the stormwater management and discharge control regulations (Article 2) identified in this ordinance is to ensure the health, safety and general welfare of the citizens of the City by controlling non-stormwater discharges to the stormwater conveyance system. This is achieved by eliminating discharges to the stormwater conveyance system from spills, dumping, or disposal of solid or liquid waste other than stormwater and by preventing, eliminating or reducing pollutants in urban stormwater discharges to the maximum extent practicable.

Article 2 prohibits the discharge of anything except stormwater into a stormwater conveyance system, prohibits illegal connections to the stormwater drainage system, and requires any person owning or occupying property through which a natural watercourse of a stormwater conveyance system passes to maintain the area free of debris and other obstacles.

*Article 19, Floodplain Management*

Article 19 of Chapter 6 of the City Municipal Code establishes the procedures for floodplain management within the City. This article includes regulations to: restrict or prohibit uses which are dangerous to health, safety, and property due to water or erosion hazards, or which result in damaging increases in erosion or flood heights or velocities; require that uses vulnerable to floods, including facilities which serve such uses, be protected against flood damage at the time of initial construction; control the alteration of natural floodplains, stream channels, and natural protective barriers, which help accommodate or channel floodwaters; control filling, grading, dredging, and other development which may increase flood damage; and, prevent or regulate the construction of flood barriers which will unnaturally divert floodwaters or which may increase flood hazards in other areas.

*Jurisdictional Urban Runoff Management Plan (JURMP)*

San Diego RWQCB Order R9-2007-0001 (Waste Discharge Requirements for Discharges of Urban Runoff from Municipal Separate Storm Sewer Systems) requires each municipality within San Diego County to prepare a Jurisdictional Urban Runoff Management Plan (JURMP) for the area under its jurisdiction. The goal of the 2008 Escondido JURMP is to improve the quality of urban runoff so that local waterbodies (e.g., Escondido Creek, Reidy Creek, and Lake Hodges Reservoir) are better protected. The 2008 JURMP addresses regulatory compliance needs for developing and implementing a HMMP, which will be integrated into the City's Standard Urban Stormwater Mitigation Plan (SUSMP). The 2008 JURMP addresses the following topics: administrative and legal procedures, non-stormwater discharges, development planning, construction, municipal land use pollutant discharges, industrial and commercial land use pollutant discharges, residential land use pollutant discharges, illicit discharge detection and elimination, and education.

*City Standard Urban Stormwater Mitigation Plan (SUSMP)*

Municipal stormwater NPDES Permit Order R9-2007-0001 requires the development and implementation of a program that addresses urban runoff pollution issues in development planning for public and private projects. The City Standard Urban Stormwater Mitigation Plan was adopted in 2008, and updated in January 2011, to meet this permit requirement. The SUSMP provides information for new private and public development projects in the City regarding how to comply with permanent and construction stormwater requirements. The SUSMP includes instructions on project review and permitting; permanent stormwater BMPs; construction stormwater BMP performance standards; and implementation and maintenance requirements.

*City Hydromodification Management Plan*

The City's Hydromodification Management Plan (HMP) was adapted from the Countywide HMMP and adopted in January 2011. The HMP establishes post-project flow requirements for Priority Development Projects. Priority Development Projects are required to implement hydromodification mitigation measures so that post-project runoff flow rates and durations do not exceed pre-project flow rates and durations where such increases would result in an increased potential for erosion or significant impacts to beneficial uses.

### 4.8.3 Significance Thresholds

The following thresholds of significance have been established for the evaluation of the proposed project's potential hydrology and water quality impacts consistent with the Appendix G of the State CEQA Guidelines:

**Threshold HWQ-A      Would the proposed project violate any water quality standards or waste discharge requirements??**

#### 4.8 Hydrology and Water Quality

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- Threshold HWQ-C**      **Would the proposed project substantially alter the existing drainage pattern of the site or area including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off- site?**
- Threshold HWQ-D**      **Would the proposed project 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?**
- Threshold HWQ-E**      **Would the proposed project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**
- Threshold HWQ-F**      **Would the proposed project otherwise substantially degrade water quality?**

#### 4.8.4 Evaluation of Potential Project Impacts

This section will evaluate whether the proposed project would potentially have a substantial adverse effect on hydrology and water quality resources. This evaluation assumes that the project will be implemented consistent with the project description

#### **Water Quality Standards and Discharge Requirements/ Otherwise Degrade Water Quality**

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**Threshold WHQ-A:**      **Would the proposed project violate any water quality standards or waste discharge requirements?**

[CEQA Hydrology and Water Quality Threshold 9(a)]

**Threshold HWQ-F:**      **Would the proposed project otherwise substantially degrade water quality?**

[CEQA Hydrology and Water Quality Threshold 9(f)]

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The proposed project could potentially result in impacts related to hydrology and water quality.

Discharge peak 100-year flows would be expected to be at less than the existing project site conditions. The proposed project would not exceed pre-project conditions for storm water discharge. Peak storm water discharge that would be decreased by the incorporation of the landscaping (higher pervious footprint) and several confluences of lines. The infrastructure has been designed to detain and treat stormwater on-site and discharge it to the storm drain system at rates that would not exceed the capacity of the receiving flood control channel. Runoff would be captured and treated using Low Impact Development Best Management Practices (LID BMP's).

#### **4.8 Hydrology and Water Quality**

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Several small drainage areas would be established. Stormwater runoff would be captured via yard inlets and catch basins, then routed to the infiltration basins with natural infiltrating capacity.

Runoff from the project site would be infiltrated so as to treat the first flush. Project parking areas runoff would be diverted to LID areas via curb openings. The LID areas would contain catch basins to convey stormwater toward infiltration basins. Roof runoff would drain into landscaped areas before entering the drain system. The proposed project would as a pre-treatment, provide catch basins with filter inserts. The infiltration basins would provide the infiltration properties in order to reduce quantity and velocity.

The project landscape would include native and/or non-native drought-tolerant species. Several landscaped areas are designed to be below the finish grade to assist in treating and retaining some of the runoff before it continues to flow into the proposed infiltration basin.

These are potentially significant impacts of the proposed project. Short-term adverse construction could potentially impact surface water quality and violate a water quality standard or waste discharge requirement. Grading and construction would expose ground surfaces and increase the potential for erosion and the off-site transport of sediment in stormwater runoff. The use of construction equipment and other materials could result in water quality impacts, if spills come into contact with stormwater and polluted runoff enters downstream receiving waters. Long-term the operation of the project site could potentially result in adverse impacts to surface water quality. The significance of each is discussed below.

#### ***Short-Term Construction***

Construction grading, excavation, and other construction activities associated with the proposed project could impact water quality due to sheet erosion resulting from exposed soils and subsequent deposition of particles and pollutants in drainage areas. Construction has the potential to produce typical pollutants such as nutrients, heavy metals, pesticides/herbicides, toxic chemicals, oils and fuels, lubricants, and solvents. Waste materials such as wash water, paints, wood, paper, concrete, food containers, and sanitary wastes may be transported from the project site to nearby drainages, watersheds, and groundwater in storm water runoff, wash water, and dust control water. The significance of these water quality impacts would vary depending on the level of construction activity, weather conditions, soil conditions, and increased sedimentation of drainage systems in the area.

Construction controls to minimize water quality impacts are not necessarily the same measures used for long-term water quality management, as construction-related water quality control measures are temporary in nature and specific to the type of construction. Development would be subject to compliance with NPDES permit requirements and with Chapter 22, Wastewaters, Storm Waters, and Related Matters, of the City's Municipal Code, which regulates the management of storm water. The purpose of Chapter 22 is to prevent non-storm water discharges into the City's storm water drainage system and to maintain existing water quality over the long term.

Prior grading or construction of the proposed project the City requires preparation of a storm water pollution prevention plan (SWPPP). The SWPPP would include a series of specific best management practices to be

#### 4.8 Hydrology and Water Quality

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implemented during construction in order to address erosion, accidental spills, and the quality of storm water runoff. Best management practices must be implemented as part of the SWPPP.

Construction sites with one (1) acre or greater of soil disturbance or less than one (1) acre, but part of a greater common plan of development, are required to apply for coverage of discharges under the General Construction Permit. As part of proposed project compliance, a Notice of Intent would need to be prepared and submitted to the San Diego RWQCB providing notification and intent to comply with the General Permit. The Construction General Permit also requires that construction sites be inspected before and after storm events and every 24 hours during extended storm events.

#### **Project Operation**

The proposed project would have the potential to result in long-term effects on runoff once development is complete. Runoff from disturbed areas would likely contain silt and debris, resulting in a long-term increase in the sediment load of the storm drain system serving the City. Substances such as oils, fuels, paints, and solvents may also be transported to nearby drainages, watersheds, and groundwater in storm water runoff and wash water. The significance of the effect on water quality would vary depending on weather conditions (e.g., amount of rainfall), soil type and characteristics, and increased sedimentation of drainage systems that may affect or restrict storm water flows in the area.

Consistent with requirements of the City and the County HMPs, the proposed project, as a priority development project, would be required to identify and incorporate measures for hydromodification to ensure that storm water runoff rates and durations do not exceed predevelopment conditions or result in adverse erosion or sedimentation effects. All priority development projects are required to implement structural BMPs for storm water pollutant control. The proposed project would be subject to hydromodification management requirements must implement structural BMPs for flow control. Structural BMPs have been incorporated into the project design.

The pre- and post-development conditions for the proposed project were evaluated to determine if the proposed project would have sufficient footprint to meet the current Hydromodification Management Plan requirements of the RWQCB. The proposed facilities have been designed to properly manage and retain on-site flows before such flows are transported off-site.

Based on the SWQMP (Excel Engineering, *Preliminary City of Escondido, Priority Development Project (PDP) SWQMP*, June 15, 2018), storm water runoff upon completion of the proposed project would remain the same as under existing conditions and would drain to the same points of discharge. The SWQMP identifies a number of project site design BMPs to ensure that water quality is maintained over the long-term. The SWQMP also identifies a series of specific non-structural and structural source control BMPs (or treatment control BMPs) would be incorporated into the project design to meet San Diego RWQCB requirements.

However, the potential for substantial erosion or siltation effects of the proposed project would be reduced to a less than significant level with the preparation of and confluence with a SWPPP, implementation of best management practices identified in the SWQMP, and compliance with existing Federal, state, and local regulations

#### 4.8 Hydrology and Water Quality

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as discussed above would protect water quality and ensure that the proposed project would be in compliance with applicable water quality standards and the implementation of project specific drainage improvements. Based on the data provided in Appendix G, *Hydrology Study* and Appendix J, *Priority Development Project (PDP) SWQMP* the proposed project development in accordance with the City policies and requirements (CPRs) would result in less than significant impacts and would not violate any water quality standards or waste discharge requirements. Therefore, the proposed project would have a less than significant impact and no mitigation measures would be required.

#### **Level of Significance**

The proposed project would have a less than significant impact relating to hydrology and water quality and no mitigation measures would be required.

#### **Alter Drainage/ Increased Runoff/ Exceed Capacity**

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**Threshold HWQ-C**      **Would the proposed project substantially alter the existing drainage pattern of the site or area including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off- site?**

[CEQA Hydrology and Water Quality Threshold 9(c)]

**Threshold HWQ-D**      **Would the proposed project 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?**

[CEQA Hydrology and Water Quality Threshold 9(d)]

**Threshold HWQ-E**      **Would the proposed project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

[CEQA Hydrology and Water Quality Threshold 9(e)]

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#### **Existing Drainage**

The project site is vacant. Portions of the project site are improved with existing North Nutmeg Street and North Centre City Parkway. The existing drainage pattern for the project site has two (2) drainage areas. The existing drainage pattern for the project site and the area tributary to the project site has two (2) drainage areas as shown on Figure 4.8-1. Drainage Area #1 is depicted on as shown on Figure 4.8-1. This area includes the a portion of the North Nutmeg Street and North Centre City Parkway, and Caltrans right-of-way, and the project site located generally to the south of North Nutmeg Street. Drainage Area #2 is depicted on as shown on Figure 4.8-1. This

#### **4.8 Hydrology and Water Quality**

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area generally includes the project site to the north of North Nutmeg Street. Drainage from the existing project site drainage flows in two (2) directions to the north where the water circles back on itself and travels through the Escondido Sub Hydrologic Area southward to Escondido Creek. Once in Escondido Creek the drainage flows continue until they reach the Pacific Ocean at San Elijo Lagoon. The second flow travels south-westerly to travel to San Marcos Creek, which flows to the Pacific Ocean and discharges at Batiquitos Lagoon.

#### ***Proposed Project Drainage***

The proposed development would create several small drainage areas (refer to Figure 4.8-2). The runoff from the proposed drainage areas would be captured and treated using Low Impact Development Best Management Practices (LID BMP's). The proposed project would capture these runoffs using catch basins and inlets and discharge into proposed storm drain system. The proposed storm drain pipes, in each drainage areas, are designed to flow to the proposed infiltration basins. The infiltration basins would provide the same runoff flow and volume reducing benefits as natural drainages.

The project site would capture all site stormwater runoff via yard inlets and catch basins, and then routed to the infiltration basins with natural infiltrating capacity. As a pre-treatment for the proposed project, catch basins would be installed with filter inserts. The infiltration basins would provide infiltration properties in order to reduce the quantity and velocity of drainage from the proposed project.

The proposed project would be fully developed and landscaped with native and/or non-native drought-tolerant species. Runoff from the parking areas would be diverted to LID areas via curb openings. LID areas will contain catch basins to convey stormwater toward the infiltration basins. Runoff from the proposed project would be infiltrated so as to treat the first flush. The roof runoff would drain into landscaped areas before entering the area drain system. Several landscaped areas are designed to be below the finish grade to help in treating and retaining some of the runoff before it continues to flow into the proposed infiltration basin. Some drainage areas would disperse the runoff flow to the proposed filter catch basins.

The south flows would enter a water quality treatment system. The stormwater would infiltrate through the treatment medium into underdrains that route the flows to the private on-site storm drainage system. This system would use new piping to direct the flows to the existing Caltrans pipe that travels under the I-15 Freeway. The north flow would enter a water quality treatment basin then travel to an infiltration basin before being released back the natural channel going off-site. The proposed project would be expected to discharge peak 100-year flows at less than the existing project site conditions. The resultant peak storm water discharge would be decreased by the incorporation of the landscaping (higher pervious footprint) and several confluences of lines.

The proposed project as designed would not substantially alter the existing drainage pattern of the project site or area in a manner that would result in substantial or increased erosion or siltation on- or off-site. The proposed detention basins for both Drainage Areas 1 and 2 would mitigate peak flow rates such that at the downstream comparison locations, the proposed 100- year, 24-hour discharge rates would be below the existing conditions flow rates. There are no existing storm drain features on-site. The proposed project includes improvements to allow

#### **4.8 Hydrology and Water Quality**

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connection to the City's existing storm water infrastructure system. Proposed improvements would ensure that storm water flows are properly maintained and treated on-site so that runoff volumes and/or velocities do not exceed that which currently occur under existing conditions. As described under Threshold A, the proposed project would be subject to NPDES requirements and other Federal, state, and local regulations pertaining to maintaining water quality and minimizing potential adverse effects on downstream water bodies. The City's existing storm water system would be adequate to accommodate additional flows generated by the project.

Therefore, the proposed project would not alter the existing drainage pattern of the project site and not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off the project site. The proposed project would alter the existing drainage pattern through the project site. The modifications to the existing drainage patterns would have a less than significant impact related to exceeding the capacity of stormwater drainage systems or provide substantial additional sources of polluted runoff.

With the preparation of and confluence with a SWPPP, implementation of best management practices identified in the SWQMP, and compliance with existing Federal, state, and local regulations the proposed project would have a less than significant impact. Based on the data provided in Appendix G, *Hydrology Study* and Appendix J, *Priority Development Project (PDP) SWQMP* the proposed project development in accordance with the CPRs and compliance would result in less than significant impacts. Therefore, the proposed project would have a less than significant impact and no mitigation measures would be required.

#### ***Level of Significance***

The proposed project would have a less than significant impact relating to hydrology and water quality and no mitigation measures would be required.

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## 4.9 Land Use and Planning

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### ***Purpose***

The purpose of this section is to identify any potential impacts to land use and planning which may result from the construction and operation of the proposed project. This section also identifies mitigation measures to reduce any potentially significant land use and planning impacts and describes the residual impact, if any, after imposition of the mitigation.

### ***Sources***

The following sources were used in consideration and discussion of the potential environmental impacts, mitigation measures, and residual impact:

- *City of Escondido General Plan Policy Consistency Analysis Table* prepared by Vista Community Planners, Inc., January 2019, as provided in Technical Appendix L of this Draft EIR.
- *City of Escondido Zoning Consistency Analysis Table* prepared by Vista Community Planners, Inc., January 2019, as provided in Technical Appendix M of this Draft EIR.

The proposed project application package was used in the analysis. General information in this section was taken from the City of Escondido General Plan (General Plan) (City of Escondido 2012); Escondido General Plan Update and Climate Action Plan Environmental Impact Report (General Plan Program EIR) (City of Escondido 2012); and City of Escondido Municipal Code unless otherwise referenced.

### **4.9.1 Environmental Setting**

The majority of the project site over the past several years has been routinely disked for weed abatement in accordance with the requirements of the City. Interstate-15, North Nutmeg Street, and North Centre City Parkway rights-of-way have not been disked.

### ***Topography***

#### Scenic Vistas

##### *State*

Figure 3-3 provides the topography and boundaries of the proposed project. The topography of the project site to the north of Nutmeg Street is relatively flat and then rising to the north. The project site elevations range from 880 feet above mean sea level (MSL) adjacent to Nutmeg Street to 995 feet above MSL adjacent to the vacant lands to the north. The project site drops from 995 feet above MSL to the Interstate-15 improved right-of-way at 925 feet above MSL.

#### 4.9 Land Use and Planning

North Nutmeg Street divides the project site. North Nutmeg Street elevation ranges from 892.7 feet above MSL at intersection of Centre City Parkway to 890 feet above MSL at the intersection of Interstate-15.

The topography of the project site to the south of North Nutmeg Street is relatively flat with elevations ranging from approximately 865 to 890 feet above MSL. This portion of the project site is at a relatively low gradient of less than an estimated 10 percent to the southwest. The low point on the project site is located on the south at approximately 875 feet above MSL.

#### **Land Use**

The project site is vacant. Portions of the project site are improved with existing North Nutmeg Street and North Centre City Parkway. On-site and adjacent land uses are shown on Figure 3-3 and Figure 3-4. Existing on-site and adjacent land uses and land use designations are shown in Table 4.9-1.

**Table 4.9-1: Existing On-site and Adjacent Land Uses and Land Use Designations**

Location	Current Land Use
On-site	Vacant undeveloped.
North	Vacant undeveloped.
South	Vacant undeveloped.
East	Centre City Parkway. Across Centre City Parkway are low density single-family residences and open space.
West	I-15. Across I-15 are low density single-family residences and open space.

Source: Vista Community Planners, Inc.

#### 4.9.2 Regulatory Setting

##### **Federal**

There are no specific Federal regulations associated with the land use and planning topical environmental issue area. Please refer to State regulatory setting below for a discussion on regional transportation plans.

##### **State**

##### California Environmental Quality Act

Primary environmental legislation in California is found in the California Environmental Quality Act (CEQA) and its implementing guidelines (CEQA Guidelines), which require that projects with potential adverse effects (or impacts) on the environment undergo environmental review. Adverse environmental impacts are typically mitigated as a result of the environmental review process in accordance with existing laws and regulations.

#### 4.9 Land Use and Planning

##### California Planning and Zoning Law

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The legal framework in which California cities and counties exercise local planning and land use functions is provided in the California Planning and Zoning Law (Government Code Sections 65000 – 66499.58). Under state planning law, each city and county must adopt a comprehensive, long –term general plan. State law gives cities and counties wide latitude in how a jurisdiction may create a general plan, but there are fundamental requirements that must be met. These requirements include the inclusion of seven mandatory elements described in the Government Code. Each of the elements must contain text and descriptions setting forth objectives, principles, standards, policies, and plan proposals; diagrams and maps that incorporate data and analysis; and mitigation measures.

The process of adopting or amending a general plan requires public participation. Cities must hold public hearings for such proposals. Advance notice of the place and time of the hearing must be published in the newspaper (when there is no paper, notice must be posted in the vicinity of the project site) and also mailed directly to the involved property owners in accordance with the requirements of the City. The planning commission and the city council must each hold at least one public hearing prior to approving or amending the plan. The Planning Commission usually holds its hearing first and makes specific recommendations to the City Council.

##### California Department of Transportation (Caltrans)

The California Department of Transportation (Caltrans) is the executive department of the State. Caltrans is part of the cabinet-level California State Transportation Agency (CalSTA). Caltrans is headquartered in Sacramento. Caltrans manages the state's highway system, which includes the California Freeway and Expressway System, and is involved with public transportation systems. It supports Amtrak California and Amtrak's Capitol Corridor.

Caltrans mission is to “...Provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability.” Caltrans manages more than 50,000 miles of highway and freeway lanes; provides inter-city rail services; permits more than 400 public-use airports and special-use hospital heliports; and, works with local agencies. Caltrans carries out its mission of providing a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability, with six (6) primary programs: Aeronautics, Highway Transportation; Mass Transportation; Transportation Planning Administration; and, the Equipment Service Center.

The proposed project will require approval of an encroachment permit from Caltrans. An "encroachment" is defined in Section 660 of the California Streets and Highways Code as “any tower, pole, pole line, pipe, pipeline, fence, billboard, stand or building, or any structure, object of any kind or character not particularly mentioned in the section, or special event, which is in, under, or over any portion of the State highway rights of way. Some examples of work requiring an encroachment permit are: utilities, excavations, encroachment renewals, advertisements (when allowed by statute), vegetation planting or trimming, surveys, mail boxes, driveways, installation or removal of tire chains for compensation, special events, and commercial filming activities. Section 671.5 (a) of the California Streets and Highways Code requires that the Caltrans either approves or denies an

#### **4.9 Land Use and Planning**

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Encroachment Permit Application submittal within 60 calendar days, upon determination that the submittal is complete.

#### **Natural Community Conservation Planning Act of 1991**

The Natural Community Conservation Planning (NCCP) Act is designed to conserve natural communities at the ecosystem scale while accommodating compatible land uses. The California Department of Fish and Wildlife (CDFW) is the principal state agency implementing the NCCP Program. The Act established a process to allow for comprehensive, regional multi-species planning in a manner that satisfies the requirements of the state and federal ESAs (through a companion regional habitat conservation plan). The NCCP program has provided the framework for the state, local governments, and private interests to plan for the protection of regional biodiversity and ecosystems. NCCPs seek to ensure the long-term conservation of multiple species, while allowing for compatible and appropriate economic activity to proceed.

#### **4.9.2 Regional & Local**

#### **San Diego Association of Governments (SANDAG) Plans and Programs**

##### *Regional Transportation Plan*

The 2050 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) was originally adopted by San Diego Association of Governments (SANDAG) on October 28, 2011. The 2050 RTP maps out a system designed to maximize transit enhancements, integrate biking and walking elements, and promote programs to reduce demand and increase efficiency. The RTP also identifies the plan for investing in local, state and federal transportation facilities in the region over the next 40 years. The SCS integrates land use and housing planning within the transportation plan. The SCS addresses how the transportation system will be developed in such a way that the region is able to reduce per-capita GHG emissions to state-mandated levels.

##### *Congestion Management Program*

State Proposition 111 established a requirement that urbanized areas prepare and regularly update a Congestion Management Program (CMP). The purpose of the CMP is to monitor the performance of the region's transportation system, develop programs to address near-term and long-term congestion, and better integrate transportation and land use planning. SANDAG, as the designated Congestion Management Agency for San Diego region, must develop, adopt and update the CMP in response to specific legislative requirements. SANDAG, local jurisdictions, and transportation operators such as Caltrans and North County Transit District (NCTD) are responsible for implementing and monitoring the CMP.

##### *Regional Comprehensive Plan*

The Regional Comprehensive Plan (RCP) is prepared by the SANDAG. The RCP serves as the strategic planning framework for the San Diego region. The RCP creates a regional vision and provides a broad context in which local and regional decisions can be made that foster a healthy environment, a vibrant economy, and a high quality of life for all residents. The RCP balances regional population, housing, and employment growth with habitat

#### 4.9 Land Use and Planning

preservation, agriculture, open space, and infrastructure needs. The RCP considers the general plans of all the jurisdictions in the region, examines regional growth patterns and provides a blueprint for growth in San Diego, including where and how growth would occur.

##### *Multiple Habitat Conservation Program*

The Multiple Habitat Conservation Program (MHCP) was adopted in March 2003 by SANDAG. The MHCP is a comprehensive, multiple jurisdictional planning program designed to create, manage, and monitor an ecosystem preserve in northwestern San Diego County. The MHCP preserve system is intended to protect viable populations of native plant and animal species and their habitats in perpetuity, while accommodating continued economic development and quality of life for residents of North County. The MHCP sub-region encompasses the seven (7) incorporated Cities of northwestern San Diego County (Carlsbad, Encinitas, Escondido, Oceanside, San Marcos, Solana Beach, and Vista). These jurisdictions are required to implement their portions of the MHCP plan through citywide “subarea” plans, which describe the specific policies each city will institute for the MHCP. The City is the easternmost incorporated city within the MHCP.

##### *Airport Land Use Compatibility Plans*

Airport Land Use Compatibility Plans (ALUCPs) are plans that guide property owners and local jurisdictions in determining what types of proposed new land uses are appropriate around airports. ALUCPs are intended to protect the safety of people, property and aircraft on the ground and in the air in the vicinity of an airport. ALUCPs are based on a defined area around an airport known as the Airport Influence Area (AIA). ALUCPs include policies that address noise compatibility issues associated with airports and their respective AIAs.

#### County of San Diego Plans, Programs, Policies, and Regulations

County of San Diego regulations apply only to the portions of the General Plan Update planning area that are under the jurisdiction of the County, including the City’s SOI and other unincorporated areas. This section is based on the EIR prepared for the County of San Diego General Plan Update (County 2011).

##### *County of San Diego General Plan*

The County General Plan was adopted on August 3, 2011. The County General Plan establishes future growth and development patterns for the unincorporated areas of the County. The County General Plan is based on a set of guiding principles designed to protect the County’s unique and diverse natural resources and maintain the character of its rural and semi-rural communities. The County General Plan reflects an environmentally sustainable approach to planning that balances the need for adequate infrastructure, housing, and economic vitality, while maintaining and preserving each unique community within the County, agricultural areas, and extensive open space.

The General Plan directs future growth in the unincorporated areas of the County with a projected capacity that will accommodate more than 232,300 existing and future homes. This growth is targeted to occur primarily in the western portions of the unincorporated County. Compared to the previous General Plan, this update reduces

#### 4.9 Land Use and Planning

housing capacity by 15 percent and shifts 20 percent of future growth from eastern backcountry areas to western communities.

##### *Community and Sub-regional Plans*

Each planning area in the unincorporated county has a community or sub-regional plan. Community and sub-regional plans contain information and policies concerning land use, housing, circulation, conservation, public facilities and services, recreation, and community character. Other issues may be addressed depending on the circumstances in a particular community.

##### *San Diego County Multiple Species Conservation Program*

The San Diego County Multiple Species Conservation Program (MSCP) is a long-term regional conservation plan. The MSCP is designed to establish a connected preserve system that ensures the long-term survival of sensitive plant and animal species and protects the native vegetation found throughout San Diego County. The MSCP addresses the potential impacts of urban growth, natural habitat loss, and species endangerment and creates a plan to mitigate for the potential loss of sensitive species and their habitats.

##### City of Escondido Plans, Programs, Policies, and Regulations

The City has numerous policies, programs, codes and ordinances that regulate land use development. In order to simplify the volume and complexity of these regulations, this inventory focuses on policies that affect land use designations and zoning. Policies and regulations that indirectly affect land use planning, such as aesthetics, cultural resources, noise, hazards and hazardous materials, geology and soils, hydrology and water quality, air quality, and utilities and service systems regulations, are included in other sections of this Draft EIR.

The proposed project requires approval of the actions listed below by the City. Applicable requirements related to each are provided below.

- Certification of the Environmental Documentation;
- Approval of General Plan Amendment (GPA);
- Approval of Zone Change (ZC);
- Approval of a Tentative Tract Map for condominium purposes, vacation of Centre City Parkway right-of-way, and realignment of Nutmeg Street);
- Approval of a Master and Precise Development Plan (Site Plan, Floor Plans, Elevations, and Landscape Plan);
- Approval of Grading Permit that Includes an Exemption;
- Approval of Specific Alignment Plan; and,

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- Approval of Encroachment Permit from State of California Department of Transportation and City of Escondido.

*General Plan*

The City General Plan provides goals, policies, and programs intended to guide future land use and development decisions within the City. All applicable goals and policies related to the project site within the General Plan are listed in Appendix L.

The City’s General Plan area comprises approximately 80 square miles, of which 68 square miles are within the City’s currently adopted Sphere of Influence (SOI) and 37.5 square miles are within the City’s corporate boundaries. The project site is within the City’s corporate boundaries.

The General Plan designates the project site as Office (O). The requested City General Plan designation is Urban III (U3). City General Plan, Figure II-6, *General Plan Land Use Designations* describes the Urban III designation as accommodating a wide range of housing types and generally applies to transitional areas that exist between single family neighborhoods and higher density residential and commercial areas (page II-20). Table 4.9-2 details the Urban III General Plan Land Use Designation.

**Table 4.9-2: Urban III, General Plan Land Use Designation**

<b>Required Standards:</b> <b>Density and Design Minimum Lot Size Maximum Building Height</b>	<b>General Description of Uses</b>	<b>Recommended Urban Form Characteristics</b>
<ol style="list-style-type: none"> <li>1. Maximum densities allowed: 18 du/ac</li> <li>2. Minimum densities allowed: 12.6 du/ac</li> <li>3. Building Height: 2-4 stories</li> <li>4. Street designs support pedestrian and bicycle use along with vehicular circulation</li> <li>5. Zoning: R-3-18</li> </ol>	<p>Multi-family residential units, town homes and apartments, flats and condominiums. This designation is appropriate in proximity to major community facilities and employment opportunities, and along major thoroughfares.</p>	<p>Highly interconnected linear street system facilitating traffic flow</p> <p>Community services and neighborhood parks within walking distance of local residents, where feasible</p> <p>Range of housing types and design consistent with existing forms and patterns, where appropriate</p> <p>Established street tree canopy providing shade and enhanced neighborhood character</p> <p>Streets in older neighborhoods maintain limited curb cuts with rear, alley, and side garage access</p> <p>Larger parcels may incorporate multiple buildings with a coordinated vehicular and pedestrian circulation plan</p> <p>Multi-family development includes common open space and recreational amenities</p>

Source: City of Escondido General Plan, Figure II-6, General Plan Land Use Designations, page II-21

#### 4.9 Land Use and Planning

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##### *Specific Plans*

Specific plans provide an alternative to the Zoning Ordinance in that they are customized plans that delineate land uses, infrastructure, development standards and criteria, and mitigation measures for specific land areas.

##### *Master Plan for Parks, Trails, and Open Space*

The Master Plan for Parks, Trails, and Open Space serves as a guide to developing a comprehensive and integrated open space system to achieve quality of life standards set forth in the General Plan. The Master Plan for Parks, Trails, and Open Space identifies the potential locations of parks, trails, and open spaces, and establishes recommendations for obtaining land for new facilities and protecting existing resources.

##### *Zoning Ordinance*

The City's Zoning Ordinance is provided in Chapter 33 of the Municipal Code. The City's Zoning Ordinance is the primary way that the City administers the General Plan. The General Plan identifies general land use designations, while the Zoning Ordinance identifies specific uses and development standards within these land use designations. The purpose of Zoning Ordinance is to serve the public health, safety, comfort, convenience and general welfare by:

- a. Regulating the use of buildings, structures, and land uses as between agriculture, industry, business, residence and other purposes;
- b. Regulating signs and billboards;
- c. Regulating the location, height, bulk, number of stories and size of buildings and structures; the size and use of lots, yards, courts and other open spaces; the percentage of a lot which may be occupied by a building or structure; the intensity of land use;
- d. Establishing requirements for off-street parking and loading;
- e. Establishing and maintaining building setback lines;
- f. Creation of civic districts around civic centers, public parks, public buildings or public grounds and establishing related regulations;
- g. Establishment of general provisions and standards of development with the aim of preserving a wholesome, serviceable and attractive community; and
- h. Establishing standards for landscaping and irrigation for commercial, industrial and residential development.

The Zoning Ordinance establishes development regulations for specific land uses, identified by zones, as well as overlay areas established in the General Plan, such as open space and floodplain areas. Specific Zoning Ordinances that are related to the land use development process are listed below. Zoning Ordinance sections that pertain to

#### 4.9 Land Use and Planning

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specific environmental issues such as aesthetics, air quality, geology and soils, and hydrology and water quality are included in other sections of this Draft EIR.

The project site is zoned Residential Estate (R-E). The proposed project would rezone the project site Planned Residential (P-R) Development. The Zoning Ordinance describes the R-E District as noted below.

The City General Plan in Land Use Zoning Policy 2.3 indicates that the project site will be zoned Medium Multiple Residential (R-3) (City of Escondido General Plan, *Figure II-32, General Plan Land Use / Zoning Category*, page II-96). The City General Plan in Land Use Zoning Policy 2.3 indicates that the City will establish new zoning categories in areas where the City's existing zoning will not adequately implement the goals and objectives of the General Plan. The proposed project is requested a zone change to PD-R. With the approval of the proposed GPA, the City will be using the R-3 development standards as a baseline to measure the proposed project.

#### *Article 47, Environmental Quality*

Article 47, *Environmental Quality*, implements the requirements of CEQA by applying the provisions and procedures contained in CEQA to development projects proposed within the City. The ordinance lists the criteria that would exempt a project from CEQA, establishes mitigation and reporting requirements, and establishes criteria that coordinate CEQA requirements with the City's quality of life standards to clarify how impacts identified for a project would affect its CEQA significance determinations. These criteria include air quality screening level thresholds for criteria pollutants, traffic level of service standards, and limits on allowable noise increases.

#### *Article 64, Design Review*

Article 64, *Design Review*, requires design review of new development and modifications to existing development in order to preserve the natural charm, integrity and quality of the built environment in the City. Article 64 also ensures that development is consistent with or exceeds the high quality of projects built in the City. Both the City's Planning Commission and Planning Division staff are responsible for reviewing plans for commercial, industrial, multi-family residential, certain signs, and other projects, both public and private. The Planning Commission and Planning Division Staff determine if a project is consistent with the citywide design guidelines. The Planning Commission is responsible for reviewing the design elements of projects requiring public hearings while the Planning Division Staff reviews administrative projects.

### 4.9.3 Significance Thresholds

The following thresholds of significance have been established for the evaluation of the proposed project's potential aesthetic impacts consistent with the Appendix G of the State CEQA Guidelines:

<b>Threshold LU-B</b>	<b>Would the proposed project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the General Plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?</b>
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**Threshold LU-C**

**Would the proposed project conflict with any applicable habitat conservation plan or natural community conservation plan?**

**4.9.4 Evaluation of Potential Project Impacts**

This section will evaluate whether the proposed project would potentially have a substantial adverse effect on land use and planning. This evaluation assumes that the project will be implemented consistent with the project description.

**Conflict with Applicable Land Use Plans, Policies, or Regulations**

**Threshold LU-B**

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

**[CEQA Land Use and Planning Threshold 10(b)]**

The proposed project would amend the City's General Plan. The proposed project would establish new designations for the project site on the City's General Plan. Additionally, the requested actions include City approval of the following: Zone Change; Tentative Tract Map; Planned Development Permit; Master and Precise Development Plan; Grading Permit; and, Encroachment Permit. Approval by other agencies would include, but not be limited to: Caltrans approval of an Encroachment Permit that would include landscape maintenance; and Vista Irrigation District (VID) approval of the vacation of an easement. These City and other agency actions would eliminate potential conflicts with applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect

The proposed project has been designed so as to not impact habitat regulated under the NCCP/HCP. Please refer to Section 4.4, *Biological Resources* for specific project actions and mitigation measures associated with conservations plans. Trees on the project site would be replaced at a minimum 1 to 1 ratio.

The proposed project is within the City and is subject to the City's land use plans, policies, and regulations. The discretionary actions and approvals required to implement the proposed project, as well as all subsequent construction and operational activities would be:

1. Certification of the Environmental Documentation;
2. Approval of General Plan Amendment (GPA);
3. Approval of Zone Change (ZC);

#### 4.9 Land Use and Planning

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4. Approval of a Tentative Tract Map for condominium purposes, vacation of Centre City Parkway right-of-way, and realignment of Nutmeg Street);
5. Approval of a Master and Precise Development Plan (Site Plan, Floor Plans, Elevations, and Landscape Plan);
6. Approval of Grading Permit that Includes an Exemption;
7. Approval of Specific Alignment Plan; and,
8. Approval of Encroachment Permit from State of California Department of Transportation and City of Escondido.

Therefore, the proposed project could potentially conflict with a land use plan or policy of the City that may have a potentially significant impact on the environment. This is a potentially significant impact that addressed below.

#### ***Federal***

There are no specific Federal regulations associated with the land use and planning topical environmental issue area. Therefore, the proposed project would not have an impact related to Federal regulations associated with the land use plans, policies, and regulations, and no mitigation measures would be required.

#### ***State***

There are specific state regulations associated with the land use and planning topical environmental issue area. The proposed project would not have a land use and planning impact relate to State regulatory compliance with the California Office of Planning and Research; California Planning and Zoning Law; and, Natural Community Conservation Planning Act of 1991 (please refer to Section 4.3, *Biological Resources* of this Draft EIR). Therefore, the proposed project would not a have impact related to state regulations associated with the land use plans, policies, and regulations, and no mitigation measures would be required.

#### ***Regional***

There are specific regional regulations associated with the land use and planning topical environmental issue area. The proposed project would not have a land use and planning impact relate to regional regulatory compliance with the plans and programs of the San Diego Association of Governments (SANDAG). This would include the Regional Transportation Plan and the Congestion Management Project discussed in Section 4.10, *Traffic and Transportation* of this Draft EIR; Regional Comprehensive Plan; and, the Multiple Habitat Conservation Program (please refer to Section 4.3, *Biological Resources* of this Draft EIR). The proposed project would not have a land use and planning impact relate to an Airport Land Use Compatibility Plans. The project site is not within an airport land use compatibility area. Therefore, the proposed project would not have an impact related to regional land use plans, policies, and regulations, and no mitigation measures would be required.

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**County of San Diego Plans, Programs, Policies, and Regulations**

The proposed project would not have a land use and planning impact relate to County of San Diego (County) plans, programs, policies, and regulations. This would include the: County of San Diego General Plan; Community and Sub-regional Plans; and, San Diego County Multiple Species Conservation Program. The proposed project is total within the jurisdiction of the City. Therefore, the proposed project would not have an impact related to County land use plans, programs, policies, and regulations, and no mitigation measures would be required.

**City of Escondido**

General Plan

The proposed project is inconsistent with the existing City General Plan land use designation for the project site. The proposed project would be in substantial compliance with the Land Use Element Goals and Polices. Appendix L provides a comparison of the proposed project with each goal and policy of the City General Plan. Additionally, the land use designation would be consistent after approval by the City of the proposed General Plan Amendment. The amendment would change the Land Use Element Map to designate the proposed project site Urban III (U3). Based on the information provided in Appendix L, the proposed project would be generally consistent with the City's General Plan applicable goals and policies. Therefore, the proposed project would have a less than significant impact related to conflicting with City General Plan and no mitigation measures would be required.

Zoning

The proposed project is inconsistent with the existing zoning designation for the project site. The proposed change of zone would designate the site as Medium Multiple Residential (R-3) Planned Residential Development (PR-D). The project site would be subject to the Medium Multiple Residential (R-3) district standards except as modified by the PR-D. The R-3 zone is established to provide a multi-family setting for family life in low-height, medium density dwelling units in close proximity to other multi-family neighborhoods. Appendix M provides a comparison of the proposed project with the development standards of the R-3 District. The proposed project is generally consistent with the development standards of the Medium Multiple Residential (R-3) District. The PR-D designation enables the City the ability to modify the development standards within the R-3 zone. Therefore, the proposed project would have a less than significant impact related to City zoning, and no mitigation measures would be required. Therefore, the proposed project would have a less than significant impact related to zoning and no mitigation measures would be required.

**Level of Significance**

The proposed project would have a less than significant impact related to applicable land use plans, policies, or regulations and no mitigation measures would be required.

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**Conflict with Conservation Plans**

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**Threshold LU-C      Would the proposed project conflict with any applicable habitat conservation plan or natural community conservation plan?**

**[CEQA Land Use and Planning Threshold 10(c)]**

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The Initial Study for the proposed project states that the proposed project is within a natural community conservation subarea. The City is one of seven cities in northwestern San Diego County which together comprise a Natural Community Conservation Planning (NCCP) sub region. The City has been involved in the sub regional Multiple Habitat Conservation Program (MHCP) from its inception in 1991. This subarea plan represents the City’s contribution to the MHCP and to regional NCCP conservation goals. The Escondido Subarea Plan addresses how the City will conserve natural biotic communities and sensitive plant and wildlife species pursuant to the California Natural Community Conservation Planning (NCCP) Act of 1991 and the California and U.S. Endangered Species Acts (CESA and ESA). This plan is an NCCP and a Habitat Conservation Plan (HCP) pursuant to Section 10(a) of the U.S. Endangered Species Act (as amended in 1982).

The City’s Focused Planning Area (FPA) is the area within which the permanent Escondido preserve will be assembled and managed for its biological resources. The proposed project may conflict with an applicable habitat conservation plan or natural community conservation plan that may have a potentially significant impact on the environment. This Draft EIR evaluates this potential impact.

Biological resources are located within the project site that require conservation planning consideration due to their significant habitat value, restoration potential, and/or importance to the assemblage of a regional preserve system. The proposed project would be required to be developed consistent with all applicable provisions of the Escondido Subarea Plan and Biological Mitigation Measures (MMs) included in this Draft EIR. For detailed information refer to Section 4.3 *Biological Resources*.

The information provided in Technical Appendix C, *Biological Resource Letter Report* of this Draft EIR indicates that with the incorporation of biological Resource MM’s the proposed project impacts would be less than significant related to conflicts to biological resources and conservation plans. Therefore, the proposed project would have a less than significant impact and no mitigation measures would be required.

***Level of Significance***

The proposed project would have a less than significant impact relating to conflicting with a conservation plan and no mitigation measures would be required.

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## 4.10 Noise

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### ***Purpose***

This section of the Draft Environmental Impact Report (Draft EIR) section describes the existing noise setting of the project site, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the proposed Nutmeg Homes Project (proposed project).

### ***Sources***

The following sources were used in consideration and discussion of the potential environmental impacts, mitigation measures, and residual impact:

- *Noise Impact Analysis Nutmeg Residential Townhomes Project* prepared by Vista Environmental, Inc., March 2019, as provided in Technical Appendix H of this Draft EIR.

The proposed project application package was used in the analysis. General information in this section was taken from the City of Escondido General Plan (General Plan) (City of Escondido 2012); Escondido General Plan Update and Climate Action Plan Environmental Impact Report (General Plan Program EIR) (City of Escondido 2012); and City of Escondido Municipal Code unless otherwise referenced.

### **4.10.1 Environmental Setting**

To determine the existing noise level environment noise measurements have been taken in the vicinity of the project site. The field survey noted that noise within the proposed project area is generally characterized by vehicular traffic on Interstate 15, Centre City Parkway, and Nutmeg Street. The following describes the measurement procedures, measurement locations, noise measurement results, and the modeling of the existing noise environment.

### ***Noise Measurement Equipment***

The noise measurements were taken using two Extech Model 407780 Type 2 integrating sound level meters and two Larson Davis Model LXT1 Type 1 sound level meters. All sound level meters were programmed in “slow” mode. The Extech meters recorded the sound pressure level at 3-second intervals and the Larson Davis meters recorded the sound pressure level at 1-second intervals. All sound level meters recorded noise levels for approximately 24 hours in “A” weighted form. In addition, the Leq averaged over the entire measuring time and Lmax were recorded with all sound level meters. The sound level meters and microphones were mounted on power on sign and light poles, trees, or fences approximately six feet above the ground and were equipped with windscreens during all measurements. The Extech sound level meters were calibrated before and after the monitoring using an Extech calibrator, Model 407766 and the Larson Davis meters were calibrated before and after the monitoring using a Larson Davis Cal200 calibrator. All noise level measurement equipment meets American National Standards Institute specifications for sound level meters (S1.4-1983 identified in Chapter 19.68.020.AA).

#### 4.10 Noise

##### Noise Measurement Location

The noise monitoring locations were selected in order to obtain noise measurements of the current noise levels on the project site. The noise measurement sites were selected to provide a representative sampling of the noise levels created by nearby noise sources. Descriptions of the noise monitoring sites are provided below in Table 4.10-1.

##### Noise Measurement Timing and Climate

The noise measurements were recorded between 11:00 a.m. on Wednesday, June 13, 2018 and 12:00 p.m. on Thursday, June 14, 2018. When the noise measurements were started the sky was clear, the temperature was 83 degrees Fahrenheit, the humidity was 40 percent, barometric pressure was 28.85 inches of mercury, and the wind was blowing around four miles per hour. Overnight, the sky was clear and the temperature dropped to 58 degrees Fahrenheit. At the conclusion of the noise measurements, the sky was cloudy, the temperature was 83 degrees Fahrenheit, the humidity was 49 percent, barometric pressure was 28.89 inches of mercury, and the wind was blowing around six miles per hour.

##### **Noise Measurement Results**

The results of the noise level measurements are presented in Table 4.10-1. The measured sound pressure levels in dBA have been used to calculate the minimum and maximum Leq averaged over 1-hour intervals. Table 4.10-1 also shows the Leq, Lmax, and CNEL, based on the entire measurement time. Figure 4.10-1 shows the location of field measures. Figure 4.10-2 shows a graph of the 24-hour noise measurements.

**Table 4.10-1: Existing (Ambient) Noise Level Measurements**

Site No.	Site Description	Average (dBA Leq)	Maximum (dBA Lmax)	Min. 1-Hour Interval (dBA Leq/Time)	Max. 1-Hour Interval (dBA Leq/Time)	Average (dBA CNEL)
1	Located near the northwest corner of the project site	63.6	83.7	55.5/ 2:01 AM	66.3/ 12:17 PM	68.1
2	Located on the west side of the project site approximately 100 feet south of the Nutmeg Street centerline	61.0	83.6	52.9/2:01 AM	64.0/ 5:56 PM	65.5
3	Located near the northeast corner of the project site	58.7	84.2	47.6/1:55 AM	63.7/7:58 AM	63.4
4	Located near the southeast corner of the project site	70.0	85.7	59.8/2:17 AM	74.1/5:08 PM	73.7

Source: Noise measurements were taken with two Extech Model 407780 Type 2 and two Larson Davis LXTI Type 1 integrating sound level meters between Wednesday, June 13 and Thursday, June 14, 2018



SOURCE: Vista Environmental

# NOISE MEASUREMENT LOCATIONS

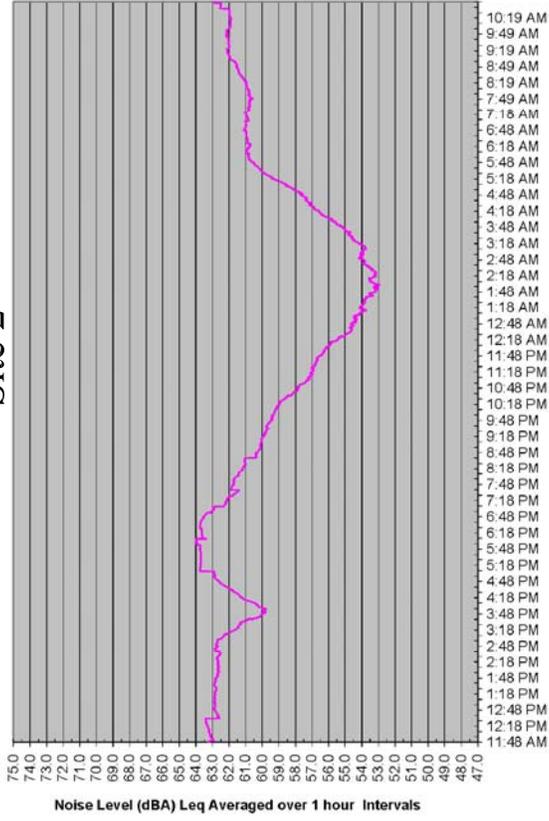
NUTMEG HOMES PROJECT - CITY OF ESCONDIDO

VISTA  
NO SCALE

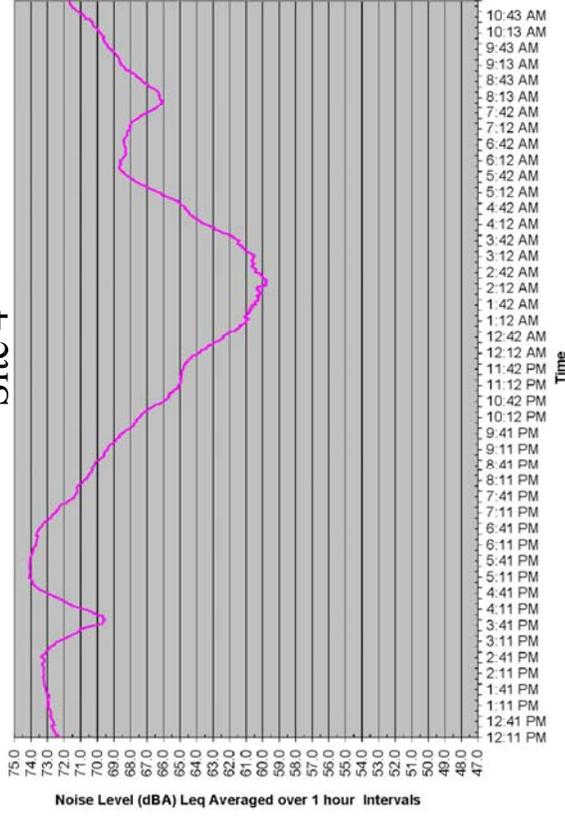


FIGURE 4.10-1

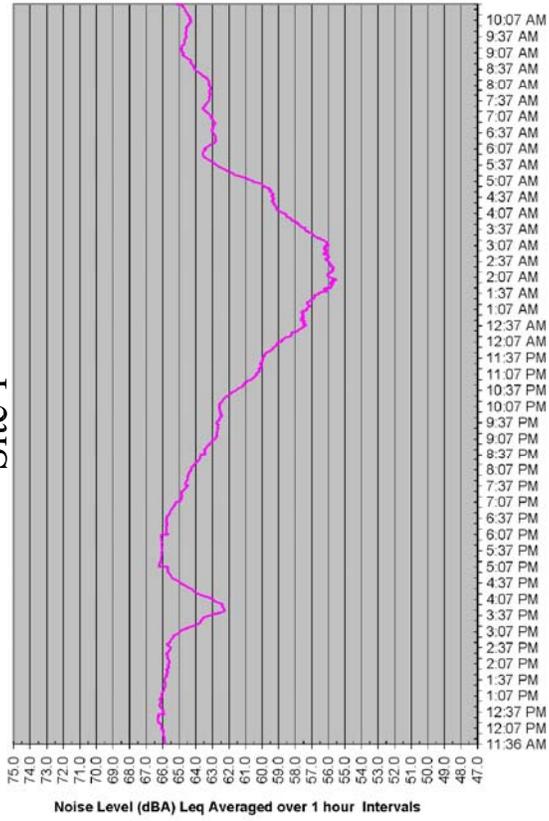
Site 2



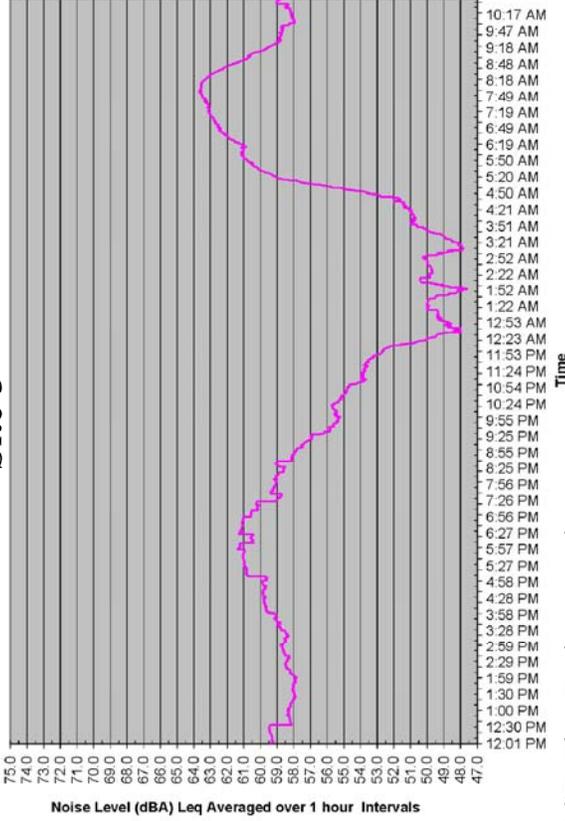
Site 4



Site 1



Site 3



VISTA  
NO SCALE

# FIELD NOISE MEASUREMENTS GRAPH

## NUTMEG HOMES PROJECT - CITY OF ESCONDIDO

FIGURE 4.10-2

SOURCE: Vista Environmental.

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## 4.10.2 Regulatory Setting

The project site is located in the City of Escondido. Noise regulations are addressed through the efforts of various federal, state, and local government agencies. The agencies responsible for regulating noise are discussed below.

### ***Federal***

#### Noise Control Act of 1972

The adverse impact of noise was officially recognized by the federal government in the Noise Control Act of 1972, which serves three purposes:

- Promulgating noise emission standards for interstate commerce
- Assisting state and local abatement efforts
- Promoting noise education and research

The Federal Office of Noise Abatement and Control (ONAC) was initially tasked with implementing the Noise Control Act. However, the ONAC has since been eliminated, leaving the development of federal noise policies and programs to other federal agencies and interagency committees. For example, the Occupational Safety and Health Administration (OSHA) agency prohibits exposure of workers to excessive sound levels. The Department of Transportation (DOT) assumed a significant role in noise control through its various operating agencies. The Federal Aviation Administration (FAA) regulates noise of aircraft and airports. Surface transportation system noise is regulated by a host of agencies, including the Federal Transit Administration (FTA). Transit noise is regulated by the federal Urban Mass Transit Administration (UMTA), while freeways that are part of the interstate highway system are regulated by the Federal Highway Administration (FHWA). Finally, the federal government actively advocates that local jurisdictions use their land use regulatory authority to arrange new development in such a way that “noise sensitive” uses are either prohibited from being sited adjacent to a highway or, alternately that the developments are planned and constructed in such a manner that potential noise impacts are minimized.

Since the federal government has preempted the setting of standards for noise levels that can be emitted by the transportation sources, the City is restricted to regulating the noise generated by the transportation system through nuisance abatement ordinances and land use planning.

### ***State Regulations***

#### Noise Standards

##### *California Department of Health Services Office of Noise Control*

Established in 1973, the California Department of Health Services Office of Noise Control (ONC) was instrumental in developing regularity tools to control and abate noise for use by local agencies. One significant model is the “Land

#### **4.10 Noise**

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Use Compatibility for Community Noise Environments Matrix,” which allows the local jurisdiction to clearly delineate compatibility of sensitive uses with various incremental levels of noise.

##### *California Noise Insulation Standards*

Title 24, Chapter 1, Article 4 of the California Administrative Code (California Noise Insulation Standards) requires noise insulation in new hotels, motels, apartment houses, and dwellings (other than single-family detached housing) that provides an annual average noise level of no more than 45 dBA CNEL. When such structures are located within a 60-dBA CNEL (or greater) noise contour, an acoustical analysis is required to ensure that interior levels do not exceed the 45-dBA CNEL annual threshold. In addition, Title 21, Chapter 6, Article 1 of the California Administrative Code requires that all habitable rooms, hospitals, convalescent homes, and places of worship shall have an interior CNEL of 45 dB or less due to aircraft noise.

##### *Government Code Section 65302*

Government Code Section 65302 mandates that the legislative body of each county and city in California adopt a noise element as part of its comprehensive general plan. The local noise element must recognize the land use compatibility guidelines published by the State Department of Health Services. The guidelines rank noise land use compatibility in terms of normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable.

##### Vibration Standards

##### *Title 14 of the California Administrative Code Section 15000*

Title 14 of the California Administrative Code Section 15000 requires that all state and local agencies implement the California Environmental Quality Act (CEQA) Guidelines, which requires the analysis of exposure of persons to excessive groundborne vibration. However, no statute has been adopted by the state that quantifies the level at which excessive groundborne vibration occurs.

##### *California Department of Transportation (Caltrans)*

California Department of Transportation (Caltrans) issued the Transportation- and Construction-Induced Vibration Guidance Manual in 2004. The manual provides practical guidance to Caltrans engineers, planners, and consultants who must address vibration issues associated with the construction, operation, and maintenance of Caltrans projects. However, this manual is also used as a reference point by many lead agencies and CEQA practitioners throughout California, as it provides numeric thresholds for vibration impacts. Thresholds are established for continuous (construction-related) and transient (transportation-related) sources of vibration, which found that the human response becomes distinctly perceptible at 0.25 inch per second PPV for transient sources and 0.04 inch per second PPV for continuous sources.

#### **Local**

The City of Escondido General Plan and Municipal Code establishes the following applicable policies related to noise and vibration.

The following applicable goals and policies to the proposed project are from the Noise Element of the General Plan are shown in Table 4.10-2, City General Plan Goals and Polices.

**Table 4.10-2: City General Plan Goals and Policies**

Goal	Policy
Goal NOI-1	<b>Protection of the community from excessive noise exposure.</b>
Policy NOI-5.1	Require development to meet acceptable exterior noise level standards as established in Figure VI-2, and use the future noise contour map (Figure VI-7) as a guide for evaluating the compatibility of new noise sensitive uses with projected noise levels.
Policy NOI-5.2	Apply a CNEL of 60 dB or less for single family and 65 dB or less for multi-family as goals where outdoor use is a major consideration (backyards and single-family housing developments, and recreation areas in multifamily housing developments) as discussed in Figure VI-13 (see Table 4.10-3), and recognize that such levels may not necessarily be achievable in all residential areas.
Policy NOI-5.3	Require noise attenuation for outdoor spaces in all developments where projected incremental exterior noise levels exceed those shown in Figure VI-14 ( <i>See Table 4.10-4</i> ).
Policy NOI-5.4	Require noise attenuation for new noise-sensitive uses which include residential, daycare facilities, schools, churches, transient lodging, hotels, motels, hospitals, health care facilities, and libraries if the projected interior noise standard of 45 dBA CNEL is exceeded.
Policy NOI-5.5	Require construction projects and new development to ensure acceptable vibration levels at nearby noise-sensitive uses based on Federal Transit Administration criteria.
Policy NOI-5.6	Require the preparation of noise studies, as deemed necessary by the Planning Department, to analyze potential noise impacts associated with new development which could significantly alter existing noise levels in accordance with provisions outlined in Figure VI-14.
Policy NOI-5.7	Encourage use of site and building design, noise barriers, and construction methods as outlined in Figure VI-15 ( <i>see Table 4.10-5</i> ) to minimize impacts on and from new development.
Policy NOI-5.8	Require that mixed use and multi-family residential developments demonstrate that the design of the structure will adequately isolate noise between adjacent uses (orientation, window insulation, separation of common walls, floors, and ceilings, etc.).

Source: City of Escondido General Plan

**Table 4.10-3: City of Escondido Noise Measurement Guidelines**

Guideline No.	Guideline Description
1	Noise measurements in residential areas should generally be applied at ten feet from the backyard property line. However, in certain cases such as on estate lots where backyards are typically very large, the 60 dBA goal could be applied approximately one half the distance between the back of the main residential structure and the rear property line.
2	The outdoor standard should not normally be applied to balconies or patios associated with residential uses.
3	Noise impacts of proposed projects on existing land uses should be evaluated in terms of potential for adverse community response based on a significant increase in existing noise levels. For example, if an area currently is below the maximum normally acceptable level, an increase in noise up to the maximum should not necessarily be allowed. Projects increasing noise levels by 5 dB or greater should be considered as generating a significant impact and should require mitigation.

Source: Figure VI-13, City of Escondido General Plan, 2012

**Table 4.10-4: City of Escondido  
Exterior Incremental Environmental Noise Impact Standards for Noise-Sensitive Uses (dBA)**

Residences and Buildings Where People Normally Sleep <sup>1</sup>		Institutional Land Uses with Primarily Daytime and Evening Uses <sup>2</sup>	
Existing L <sub>dn</sub>	Allowable Noise Increment	Existing Peak Hour L <sub>eq</sub>	Allowable Noise Increment
45	8	45	12
50	5	50	9
55	3	55	6
60	2	60	5
65	1	65	3
70	1	70	3
75	0	75	1
80	0	80	0

Source: Federal Transit Administration, Transit Noise Impact and Vibration Assessment, May 2006 and Figure VI-14, City of Escondido General Plan, 2012

Notes:

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

<sup>1</sup> This category includes homes, hospitals, and hotels where a nighttime sensitivity to noise is assumed to be of utmost importance

<sup>2</sup> This category includes schools, libraries, theatres, and churches where it is important to avoid interference with such activities as speech, meditation, and concentration on reading material

**Table 4.10-5: City of Escondido Noise Reduction Strategies**

Strategic Areas	Strategies
1) Site planning responsive to topography	<ul style="list-style-type: none"> <li>• Increase distances between noise sources and receivers;</li> <li>• Place non-noise-sensitive land uses such as utility areas, parking lots, and maintenance facilities between the source and the receiver;</li> <li>• Use non-noise-sensitive structures such as garages to shield noise-sensitive areas;</li> <li>• Orient buildings to shield outdoor spaces from a noise source.</li> </ul>
2) Architecture responsive to noise sensitive spaces	<ul style="list-style-type: none"> <li>• Orient bedrooms away from noise sources</li> <li>• Limit openings and penetrations on portions of buildings impacted by noise</li> </ul>
3) Barriers responsive to reduce noise levels	<ul style="list-style-type: none"> <li>• Ensure that line of sight is interrupted between noise source and the receptor when constructing noise walls.</li> <li>• Apply noise insulation to walls, roofs, doors, windows, and other penetrations.</li> </ul>

Source: Figure VI-15, City of Escondido General Plan, 2012

City of Escondido Municipal Code

The City of Escondido Municipal Code establishes the following applicable standards related to noise.

*Sec. 17-229. Sound level limits.*

- a) Unless a variance has been applied for and granted pursuant to this article, it shall be unlawful for any person to cause or allow the creation of any noise to the extent that the one-hour average sound level, at any point on or beyond the boundaries of the property on which the sound is produced, exceeds the applicable limits set forth in the following table (see *Table 4.10-6*), except that the construction noise level limits shall be governed by Section 17-234 of this article.
  
- b) Maximum Permissible Sound Levels by Receiving Land Use.
  - (4) No person shall operate or cause to be operated, any source of sound at any location within the city or allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person, which causes the noise level to exceed the environmental and/or nuisance interpretation of the applicable limits given in subsection (a) of this section.

**Table 4.10-6: City of Escondido Sound Level Limits**

Zone	Time	Applicable Limit One-Hour Average Sound Level (Decibels)
Residential zones	7 a.m. to 10 p.m.	50
	10 p.m. to 7 a.m.	45
Multi-residential zones	7 a.m. to 10 p.m.	55
	10 p.m. to 7 a.m.	50
Commercial zones	7 a.m. to 10 p.m.	60
	10 p.m. to 7 a.m.	55
Light industrial/Industrial park zones	Anytime	70 <sup>1</sup>
General industrial zones	Anytime	75 <sup>1</sup>

Source: City of Escondido Municipal Code, Sec. 17-229, Table 17-229

Note:

<sup>1</sup> Subject to provisions of Section 17-229(c)(5)

c) Corrections to Exterior Noise Level Limits

- (1) If the noise is continuous, the Leq for any hour will be represented by any lesser time period within that hour. Noise measurements of a few minutes only will thus suffice to define the noise level.
- (2) If the noise is intermittent, the Leq for any hour may be represented by a time period typical of the operating cycle. Measurement should be made of a representative number of noisy/quiet periods. A measurement period of not less than fifteen (15) minutes is, however, strongly recommended when dealing with intermittent noise.
- (3) In the event the alleged offensive noise, as judged by the enforcement officer, contains a steady audible sound such as a whine, screech or hum, or contains a repetitive impulsive noise such as hammering or riveting, the standard limits set forth in Table 17-229 (*see Table 4.10-6*) shall be reduced by ten (10) dB or to the ambient noise level when such noises are not occurring.
- (4) If the measured ambient level exceeds the permissible in subsection (a) of this section, the allowable noise exposure standards shall be the ambient noise level. The ambient level shall be measured when the alleged noise violations source is not operating.

*Sec. 17-234. Construction Equipment*

Except for emergency work, it shall be unlawful for any person, including the City of Escondido, to operate construction equipment as follows:

- a) It shall be unlawful for any person, including the City of Escondido, to operate construction equipment at any construction site, except on Monday through Friday during a week between the hours of seven (7) a.m. and six (6) p.m. and on Saturdays between the hours of nine (9) a.m. and five (5) p.m., and provided that

#### 4.10 Noise

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the operation of such construction equipment complies with the requirements of subsection (d) of this section.

- b) It shall be unlawful for any person, including the City of Escondido, to operate construction equipment at any construction site on Sundays and on days designated by the president, governor or city council as public holidays.
- d) No construction equipment or combination of equipment, regardless of age or date of acquisition, shall be operated so as to cause noise in excess of a one-hour average sound level limit of seventy-five (75) dB at any time, unless a variance has been obtained in advance from the city manager.

#### Sec. 17-238. Grading

- a) It shall be unlawful for any person, including the City of Escondido, to do any authorized grading at any construction site, except on Mondays through Fridays during a week between the hours of seven (7) a.m. and six (6) p.m. and, provided a variance has been obtained in advance from the city manager, on Saturdays from ten (10) a.m. to five (5) p.m.
- b) For the purpose of this section, “grading” shall include but not be limited to compacting, drilling, rock crushing or splitting, bulldozing, clearing, dredging, digging, filling, and blasting.
- c) In addition, any equipment used for grading shall not be operated so as to cause noise in excess of a one hour sound level limit of seventy-five (75) dB at any time when measured at or within the property lines of any property which is developed and used in whole or in part for residential purposes, unless a variance has been obtained in advance from the city manager.

### 4.10.3 Significance Thresholds

The following thresholds of significance have been established for the evaluation of the proposed project’s potential air quality impacts consistent with the Appendix G of the State CEQA Guidelines:

<b>Threshold NOI-A</b>	<b>Would the proposed project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?</b>
<b>Threshold NOI-C</b>	<b>Would the proposed project result in a substantial permanent increase in ambient noise levels in the proposed project vicinity above levels existing without the proposed project?</b>

### 4.10.4 Evaluation of Potential Project Impacts

This section will evaluate whether the proposed project would potentially have a substantial adverse effect on noise impacts. This evaluation assumes that the project will be implemented consistent with the project description.

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### Temporary or Periodic Ambient Noise Levels

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**Threshold NOI-A:      Would the proposed project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

**[CEQA Noise Threshold 12(a)]**

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The proposed project would not expose persons to or generate noise levels in excess of standards established in the General Plan or Noise Ordinance or applicable standards of other agencies. The following section calculates the potential noise emissions associated with the construction and operations of the proposed project and compares the noise levels to the City standards.

#### ***Construction-Related Noise***

The construction activities for the proposed project are anticipated to include site preparation and grading of the project site, building construction of 135 residential townhome units, paving of the onsite roads and parking areas, and application of architectural coatings. Noise impacts from construction activities associated with the proposed project would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities. The nearest sensitive receptors to the project site are residents at the single-family homes located as near as 610 feet west of the project site on the west side of Interstate 15. There are also single-family homes located as near as 725 feet to the east and 770 feet to the southeast.

Section 17-234(a) of the City’s Municipal Code restricts construction activities from occurring between the hours of 6:00 p.m. and 7:00 a.m. on weekdays or between the hours of 5:00 p.m. and 9:00 a.m. on Saturdays. Section 17-234(b) prohibits construction activities at any time on Sundays and public holidays. Additionally, Section 17-234(c) limits construction noise that occurs during the allowable times to 75 dB.

Construction noise impacts to the nearby sensitive receptors have been calculated through use of the RCNM and the parameters and assumptions detailed in Appendix H of this report. The results are shown below in Table 4.10-7.

Table 4.10-7 shows that the greatest noise impacts would occur during the site preparation, grading, and building construction phases of construction, with a noise level as high as 64 dBA at the single-family homes to the west of the project site. Table 4.10-7 also shows that none of the construction phases would exceed the City’s construction noise threshold of 75 dB. Therefore, the proposed project would not generate noise levels in excess of standards established in the General Plan or Noise Ordinance from construction of the proposed project. Impacts would be less than significant.

**Table 4.10-7: Worst Case Construction Noise Levels at Nearest Receptors**

Construction Phase	Single-Family Homes to the West		Single-Family Homes to the East		Single-Family Homes to the Southeast	
	Distance (feet)	Noise Level (dBA Leq) <sup>1</sup>	Distance (feet)	Noise Level (dBA Leq) <sup>1</sup>	Distance (feet)	Noise Level (dBA Leq) <sup>1</sup>
Site Preparation <sup>2</sup>	610	64	725	63	770	62
Grading <sup>2,3</sup>	610	64	725	63	770	62
Building Construction	660	64	745	63	820	62
Paving	660	58	725	57	800	57
Painting	660	51	745	50	820	49
<b>City's Construction Noise Threshold<sup>1</sup></b>		<b>75</b>		<b>75</b>		<b>75</b>
<b>Exceed Threshold?</b>		<b>No</b>		<b>No</b>		<b>No</b>

Source: RCNM, Federal Highway Administration, 2006

Notes:

<sup>1</sup> City construction noise threshold from Section 17-234 Construction Equipment of the Municipal Code<sup>2</sup> Site preparation and grading activities would occur both onsite and offsite on approximately 1.3-acres of Caltrans property. The distances to the nearby homes for site preparation and grading activities are based on the nearest of onsite or offsite activities.

<sup>3</sup> Grading noise levels includes possible blasting activities that may occur (Geotek, 2018)

### **Operational-Related Noise**

The proposed project would consist of the development of 135 residential townhome units. The proposed development would be adjacent to Interstate 15 and Centre City Parkway and is transected by Nutmeg Street. As part of the proposed project, a sound barrier on the portion of the site that is located on the south side of Nutmeg Street. The sound barrier shall run along the entire west property line that is south of Nutmeg Street. The southern end of the barrier shall extend an additional 20 feet along the southern property line and the northern end of the barrier shall extend an additional 20 feet, in a northeasterly direction (approximately parallel to Nutmeg Street). The sound barrier shall be 8 feet high, except for the southernmost 180 feet of the sound barrier located on the west property line that shall be 9 feet high. The sound barrier shall be constructed with concrete masonry block or a combination of a berm and concrete masonry block. The location of the proposed noise barrier is shown in Figure 4.10-5. Traffic noise may create noise levels in excess of City's exterior and interior noise standards at the proposed residential townhomes.

### **Exterior Noise Impacts**

The City's General Plan Policy 5.2 requires that noise levels do not exceed 65 dBA CNEL at the common recreation areas of the proposed multi-family development. It should be noted that General Policy 5.2 references Figure VI-13 of the General Plan that states that "The outdoor standard should not normally be applied to balconies or patios associated with residential uses." As such, the exterior noise impact analysis has been limited to analyzing the noise level at the two proposed recreation areas.

#### 4.10 Noise

In order to determine compliance with the 65 dBA CNEL exterior noise standard from the nearby roadway noise sources, the SoundPlan model was utilized to calculate the General Plan Buildout year 2035 conditions exterior noise levels at the two proposed common recreation areas. The parameters utilized in the SoundPlan model are detailed in Appendix H, which analyzed the noise impacts to the project site from Interstate 15, Centre City Parkway and Nutmeg Street. Table 4.10-8 provides a summary of the calculate outdoor common recreation areas noise levels, Figure 4.10-3 shows the General Plan Buildout year 2035 with project noise contours prior to mitigation.

**Table 4.10-8: Proposed Outdoor Common Recreation Areas Noise Levels Prior to Mitigation**

Recreation Area	Recreation Area Location	Calculated Noise Level (dBA CNEL)	City Noise Standard (dBA CNEL)	Exceed City Standard?
1	North Side of Nutmeg Street – West	62.9	65	No
2	North Side of Nutmeg Street - East	66.8	65	Yes
3	South Side of Nutmeg Street – North	64.0	65	No
4	South Side of Nutmeg Street - South	67.8	65	Yes

Source: SoundPlan Model Version 8.0

Table 4.10-8 shows that the noise level at both the eastern portion of the outdoor recreation area located on the north side of Nutmeg Street and the southern portion of the outdoor common recreation area located on the south side of Nutmeg Street would exceed the City’s 65 dBA CNEL noise standards. This would be considered a significant impact.

**MM NOI-1:** In order to reduce the noise levels at the two proposed outdoor recreation areas, the project applicant shall construct two 8-foot sound walls, with one located on the south side of the outdoor recreation area that is located on the north side of Nutmeg Street and the other wall located southwest of the outdoor recreation area that is located on the south side of Nutmeg Street. The sound walls and any doors placed in the sound walls shall be constructed of a solid material (e.g., glass, wood, concrete block, or plaster). The locations of the proposed outdoor recreation area sound walls are shown in Figure 4.10-5.

Mitigation Measure MM NOI- 1 is provided that would require the construction of two 8-foot sound walls, with one located on the south side of the outdoor recreation area that is located on the north side of Nutmeg Street and the other wall located southwest of the outdoor recreation area that is located on the south side of Nutmeg Street. The locations of the proposed outdoor recreation area sound walls are shown in Figure 4.10-5. The SoundPlan model was re-run with the two proposed sound walls as depicted in Mitigation Measure MM NOI - 1 and Table 4.10-9 provides a summary of the calculated mitigated outdoor common recreation areas noise levels, Figure 4.10-4 shows the Mitigated General Plan Buildout year 2035 with project noise contours. Table 4.10-9 shows that with implementation of the Mitigation Measure MM NOI-1, the noise levels at the outdoor recreation areas would be reduced to within the City’s 65 dBA CNEL exterior noise standard. Therefore, with implementation of Mitigation Measure MM NOI-1, the outdoor recreation area exterior noise levels would be reduced to less than significant.

**Table 4.10-9: Mitigated Proposed Outdoor Common Recreation Areas Noise Levels**

Recreation Area	Recreation Area Location	Calculated Noise Level (dBA CNEL)	City Noise Standard (dBA CNEL)	Exceed City Standard?
1	North Side of Nutmeg Street – West	59.3	65	No
2	North Side of Nutmeg Street - East	60.8	65	No
3	South Side of Nutmeg Street – North	63.3	65	No
4	South Side of Nutmeg Street - South	63.5	65	No

Source: SoundPlan Model Version 8.0

### Interior Noise Impacts

The City's General Plan Policy 5.4 requires noise attenuation for new residential uses if the projected interior noise standard of 45 dBA CNEL is exceeded. In order to determine compliance with the City's 45 dBA CNEL interior noise standard from the nearby roadways, the SoundPlan model was utilized to calculate the exterior noise levels at the facades of each of the proposed townhome structures. The exterior noise levels were then subtracted from the calculated exterior to interior attenuation rates in order to determine the anticipated interior noise levels of the proposed residential townhomes. The parameters utilized in the SoundPlan model are detailed in Appendix H, which analyzed the noise impacts to the project site Nutmeg Street, Centre City Parkway, and Interstate 15.

In order to calculate the interior noise levels of the proposed townhomes, first, second and third floor receivers were placed in the SoundPlan model at representative locations on the façades of each of the proposed townhome structures and the interior noise levels were calculated by subtracting the attenuation rates for each window/door type scenario from the exterior noise levels. This analysis was based on implementation of the following project design features that are either already depicted on the proposed project site plan and architectural plans or are required from City and State Regulations, including Mitigation Measure MM NOI-2.

**MM NOI-2:** The project applicant will provide a “windows closed” condition for each proposed residential townhome. A “window closed” condition is a term that means that a home is capable of providing adequate ventilation and temperature control without opening the windows. A “windows closed” condition requires a means of mechanical ventilation per Chapter 12, Section 1205 of the Uniform Building Code. This shall be achieved with a standard forced air conditioning and heating system with a filtered outside air intake vent for each residential unit.

Due to the large amount of data provided, the interior noise level calculations have been segmented into three tables, with the interior noise levels for the P1-Villas are shown in Table 4.10-10, the interior noise levels for the P2-Villas are shown in Table 4.10-11, and the interior noise levels for the P3-Row Homes are shown in Table 4.10-12.

Table 4.10-10 shows that for the P1-Villas (north side of Nutmeg Street), only the rooms on the southeast and southwest sides of Building 1 (closest building to I-15) would exceed the 45 dBA CNEL interior noise standard from

#### 4.10 Noise

General Plan Policy 5.4 with standard 26 STC windows and exterior doors. This would be considered a significant impact.

**MM NOI-3:** For the P1-Villas, the project applicant shall require all windows and exterior doors on the northwest, southwest, and southeast sides of Building 1 to have a minimum STC rating of 30 STC. The locations of the mitigated windows and doors are shown on Figure 4.10-5.

Mitigation Measure MM NOI-3 is provided for the P1-Villas that require all windows and exterior doors on the northwest, southwest, and southeast sides of Building 1 to have a minimum STC rating of 30 STC. The locations of the mitigated windows and doors are shown on Figure 4.10-5. Table 4.10-10 shows that with implementation of Mitigation Measure MM NOI-3, the interior noise levels of all P1-Villas townhomes would be reduced to within the 45 dBA CNEL interior noise standard. Therefore, with implementation of Mitigation Measure MM NOI-3, the P1-Villas interior noise levels would be reduced to less than significant.

Table 4.10-11 shows that for the P2-Villas (western portion, south side of Nutmeg Street), that interior noise levels in Buildings 12 to 20 would exceed the 45 dBA CNEL interior noise standard from General Plan Policy 5.4 with standard 26 STC windows and exterior doors. This would be considered a significant impact.

**MM NOI-4:** For the P2-Villas, the project applicant shall require all windows and exterior doors on the southwest side of Buildings 12 to 18, the northwest side of Building 18, and the northwest side of the westernmost unit of Buildings 16 and 17 to have a minimum STC rating of 35 STC. In addition, all windows and exterior doors on the northwest and southwest sides of Buildings 19 and 20 and southwest side of Building 19 and the southeast and northwest sides of Buildings 12 to 18 that were not covered by the 35 STC requirement to have a minimum STC rating of 30 STC. The locations of the mitigated windows and doors is shown on Figure 4.10-5.

Mitigation Measure MM NOI-4 is provided for the P2-Villas that require all windows and exterior doors on the southwest side of Buildings 12 to 18, the northwest side of Building 18, and the northwest side of the westernmost unit of Buildings 16 and 17 to have a minimum STC rating of 35 STC. In addition, Mitigation Measure 2 requires that all windows and exterior doors on the northwest and southwest sides of Building 19 and the southeast and northwest sides of Buildings 12 to 18 that were not covered by the 35 STC requirement to have a minimum STC rating of 30 STC. The locations of the mitigated windows and doors are shown on Figure 4.10-5. Table 4.10-11 shows that with implementation of Mitigation Measure MM NOI-3, the interior noise levels of all P2-Villas townhomes would be reduced to within the 45 dBA CNEL interior noise standard. Therefore, with implementation of Mitigation Measure MM NOI-4, the P2-Villas interior noise levels would be reduced to less than significant.

Table 4.10-12 shows that for the P3-Row Homes, the highest interior noise level would occur in the rooms on the third floor of the west side of Building 29 with a noise level of 44.3 dBA CNEL. Table 4.10-12 shows that the interior noise level at all P3-Row Homes would be within the 45 dBA CNEL interior noise standard from General Plan Policy 5.4 with standard 26 STC windows and exterior doors. The P3-Row Homes interior noise impacts would be less than significant.

**Level of Significance**

The proposed project would have less than significant impact related to temporary or periodic ambient Noise levels with the inclusion of Mitigation Measure MM NOI-1 through MM NOI-4.

**Table 4.10-10 Proposed P1-Villas Interior Noise Levels**

Receiver Location	Floor	Exterior Noise Level at Façade (dBA CNEL)	Interior Noise Levels (dBA CNEL)	
			26 STC Windows & Exterior Doors <sup>1</sup>	30 STC Windows & Exterior Doors <sup>2</sup>
Building 1 – P1 Villas Southeast Side	1	71.9	43.9	39.9
	2	74.4	<b><u>46.4</u></b>	42.4
	3	74.8	<b><u>46.8</u></b>	42.8
Building 1 – P1 Villas Southwest Side	1	69.2	41.2	37.2
	2	74.8	<b><u>46.8</u></b>	42.8
	3	76.9	<b><u>48.9</u></b>	44.9
Building 2 – P1 Villas Southeast Side	1	69.9	41.9	37.9
	2	71.7	43.7	39.7
	3	72.1	44.1	40.1
Building 3 – P1 Villas Southwest Side	1	69.5	41.5	37.5
	2	71.4	43.4	39.4
	3	71.7	43.7	39.7
Building 4 – P1 Villas West Side	1	67.1	39.1	35.1
	2	69.3	41.3	37.3
	3	69.2	41.2	37.2
Building 8 – P1 Villas East Side	1	70.2	42.2	38.2
	2	70.3	42.3	38.3
	3	70.1	42.1	38.1
Building 8 – P1 Villas South Side	1	68.6	40.6	36.6
	2	69.4	41.4	37.4
	3	69.8	41.8	37.8
Building 9 – P1 Villas South Side	1	67.0	39.0	35.0
	2	68.6	40.6	36.6
	3	69.1	41.1	37.1
Building 10 – P1 Villas South Side	1	68.7	40.7	36.7
	2	70.5	42.5	38.5
	3	70.9	42.9	38.9
Building 11 – P1 Villas West Side	1	69.2	41.2	37.2
	2	71.5	43.5	39.5
	3	72.4	44.4	40.4
<b>City Interior Noise Standard</b>			<b>45</b>	<b>45</b>
<b>Exceed City Standards?</b>			<b>Yes</b>	<b>No</b>

Source: SoundPlan Model Version 8.0

Notes:

<sup>1</sup> A minimum 28 dBA noise reduction has been calculated for standard 26 STC windows

<sup>2</sup> A minimum 32 dBA noise reduction has been calculated for upgraded 30 STC windows

Exceedance of City 45 dBA CNEL noise standard shown in **bold and underline**

Table 4.10-11: Proposed P2-Villas Interior Noise Levels

Receiver Location	Floor	Exterior Noise Level at Façade (dBA CNEL)	Interior Noise Levels (dBA CNEL)		
			26 STC Windows & Exterior Doors <sup>1</sup>	30 STC Windows & Exterior Doors <sup>2</sup>	35 STC Windows & Exterior Doors <sup>3</sup>
Building 12 – P2 Villas Southwest Side	1	73.4	<b><u>45.4</u></b>	41.4	37.4
	2	78.9	<b><u>50.9</u></b>	<b><u>46.9</u></b>	42.9
	3	79.1	<b><u>51.1</u></b>	<b><u>47.1</u></b>	43.1
Building 12 – P2 Villas Southeast Side	1	70.2	42.2	38.2	34.2
	2	74.2	<b><u>46.2</u></b>	42.2	38.2
	3	74.5	<b><u>46.5</u></b>	42.5	38.5
Building 13 – P2 Villas Southwest Side	1	74.6	<b><u>46.6</u></b>	42.6	38.6
	2	79.1	<b><u>51.1</u></b>	<b><u>47.1</u></b>	43.1
	3	79.2	<b><u>51.2</u></b>	<b><u>47.2</u></b>	43.2
Building 13 – P2 Villas Southeast Side	1	68.5	40.5	36.5	32.5
	2	75.2	<b><u>47.2</u></b>	43.2	39.2
	3	75.5	<b><u>47.5</u></b>	43.5	39.5
Building 14 – P2 Villas Northwest Side	1	76.2	<b><u>48.2</u></b>	44.2	40.2
	2	76.5	<b><u>48.5</u></b>	44.5	40.5
	3	76.6	<b><u>48.6</u></b>	44.6	40.6
Building 14 – P2 Villas Southwest Side	1	77.3	<b><u>49.3</u></b>	<b><u>45.3</u></b>	41.3
	2	78.9	<b><u>50.9</u></b>	<b><u>46.9</u></b>	42.9
	3	79.1	<b><u>51.1</u></b>	<b><u>47.1</u></b>	43.1
Building 15 – P2 Villas Southwest Side	1	75.3	<b><u>47.3</u></b>	<b><u>43.3</u></b>	39.3
	2	79.0	<b><u>51.0</u></b>	<b><u>47.0</u></b>	43.0
	3	79.1	<b><u>51.1</u></b>	<b><u>47.1</u></b>	43.1
Building 16 – P2 Villas Southwest Side	1	74.5	<b><u>46.5</u></b>	42.5	38.5
	2	80.0	<b><u>52.0</u></b>	<b><u>48.0</u></b>	44.0
	3	80.2	<b><u>52.2</u></b>	<b><u>48.2</u></b>	44.2
Building 17 – P2 Villas Southwest Side	1	74.5	<b><u>46.5</u></b>	42.5	38.5
	2	80.5	<b><u>52.5</u></b>	<b><u>48.5</u></b>	44.5
	3	80.6	<b><u>52.6</u></b>	<b><u>48.6</u></b>	44.6
Building 18 – P2 Villas Northwest Side	1	69.9	41.9	37.9	33.9
	2	78.6	<b><u>50.6</u></b>	<b><u>46.6</u></b>	42.6
	3	78.6	<b><u>50.6</u></b>	<b><u>46.6</u></b>	42.6
Building 18 – P2 Villas Southwest Side	1	72.9	44.9	40.9	36.9
	2	80.9	<b><u>52.9</u></b>	<b><u>48.9</u></b>	44.9
	3	81.0	<b><u>53.0</u></b>	<b><u>49.0</u></b>	45.0
Building 19 – P2 Villas Southwest Side	1	72.6	44.6	40.6	36.6
	2	75.4	<b><u>47.4</u></b>	43.4	39.4
	3	75.9	<b><u>47.9</u></b>	43.9	39.9
Building 20 – P2 Villas Northwest Side	1	70.0	42.0	38.0	34.0
	2	72.3	44.3	40.3	36.3
	3	72.9	44.9	40.9	36.9
Building 21 – P2 Villas Northwest Side	1	68.7	40.7	36.7	32.7
	2	72.0	44.0	40.0	36.0
	3	72.5	44.5	40.5	36.5
Building 22 – P2 Villas Southwest Side	1	70.4	42.4	38.4	34.4
	2	72.4	44.4	40.4	36.4
	3	72.3	44.3	40.3	36.3
<b>City Interior Noise Standard</b>			<b>45</b>	<b>45</b>	<b>45</b>
<b>Exceed City Standards?</b>			<b>Yes</b>	<b>Yes</b>	<b>No</b>

Source: SoundPlan Model Version 8.0

Notes:

<sup>1</sup> A minimum 28 dBA noise reduction has been calculated for standard 26 STC windows<sup>2</sup> A minimum 32 dBA noise reduction has been calculated for upgraded 30 STC windows<sup>3</sup> A minimum 36 dBA noise reduction has been calculated for acoustic performance 35 STC windowsExceedance of City 45 dBA CNEL noise standard shown in **bold and underline**

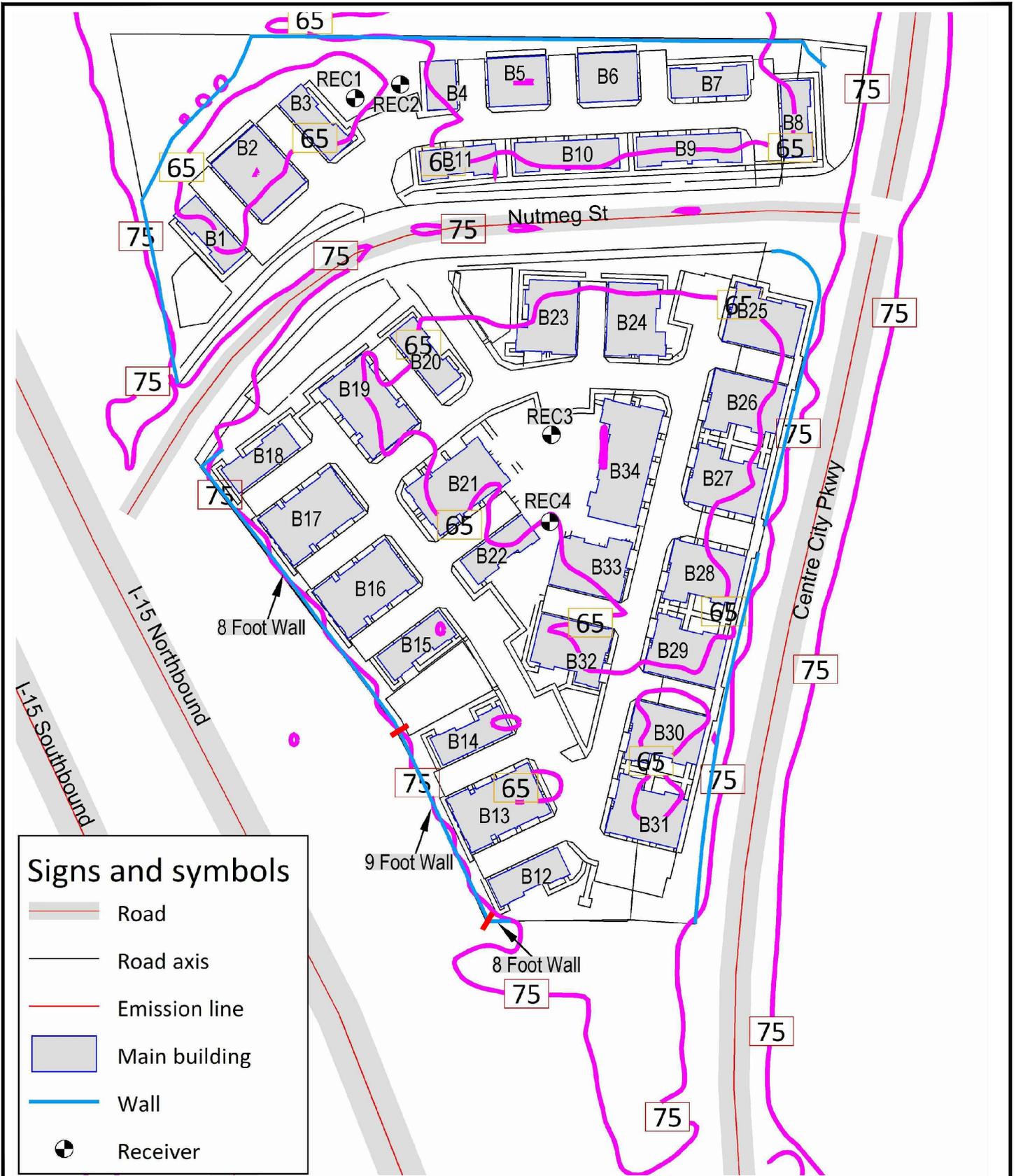
Table 4.10-12: Proposed Residential P3-Row Homes Interior Noise Levels

Receiver Location	Floor	Exterior Noise Level at Façade (dBA CNEL)	Interior Noise Levels (dBA CNEL)
			26 STC Windows <sup>1</sup>
Building 23 – P3 Row Homes West Side	1	67.0	38.0
	2	68.8	39.8
	3	69.5	40.5
Building 24 – P3 Row Homes North Side	1	66.6	37.6
	2	67.8	38.8
	3	68.0	39.0
Building 25 – P3 Row Homes North Side	1	68.7	39.7
	2	70.1	41.1
	3	69.9	40.9
Building 26 – P3 Row Homes East Side	1	71.8	42.8
	2	71.8	42.8
	3	71.6	42.6
Building 27 – P3 Row Homes East Side	1	67.8	38.8
	2	71.9	42.9
	3	71.5	42.5
Building 28 – P3 Row Homes East Side	1	67.8	38.8
	2	71.9	42.9
	3	71.6	42.6
Building 29 – P3 Row Homes East Side	1	68.0	39.0
	2	71.5	42.5
	3	71.3	42.3
Building 30 – P3 Row Homes East Side	1	65.8	36.8
	2	71.1	42.1
	3	71.2	42.2
Building 31 – P3 Row Homes East Side	1	68.9	39.9
	2	70.8	41.8
	3	70.7	41.7
Building 32 – P3 Row Homes West Side	1	72.4	43.4
	2	73.4	44.4
	3	73.6	44.6
Building 33 – P3 Row Homes West Side	1	66.8	37.8
	2	72.1	43.1
	3	72.2	43.2
Building 34 – P3 Row Homes West Side	1	62.8	33.8
	2	66.3	37.3
	3	67.0	38.0
<b>City Interior Noise Standard</b>			<b>45</b>
<b>Exceed City Standards?</b>			<b>No</b>

Source: SoundPlan Model Version 8.0

Notes:

<sup>1</sup> A minimum 28 dBA noise reduction has been calculated for standard 26 STC windowsExceedance of City 45 dBA CNEL noise standard shown in **bold and underline**



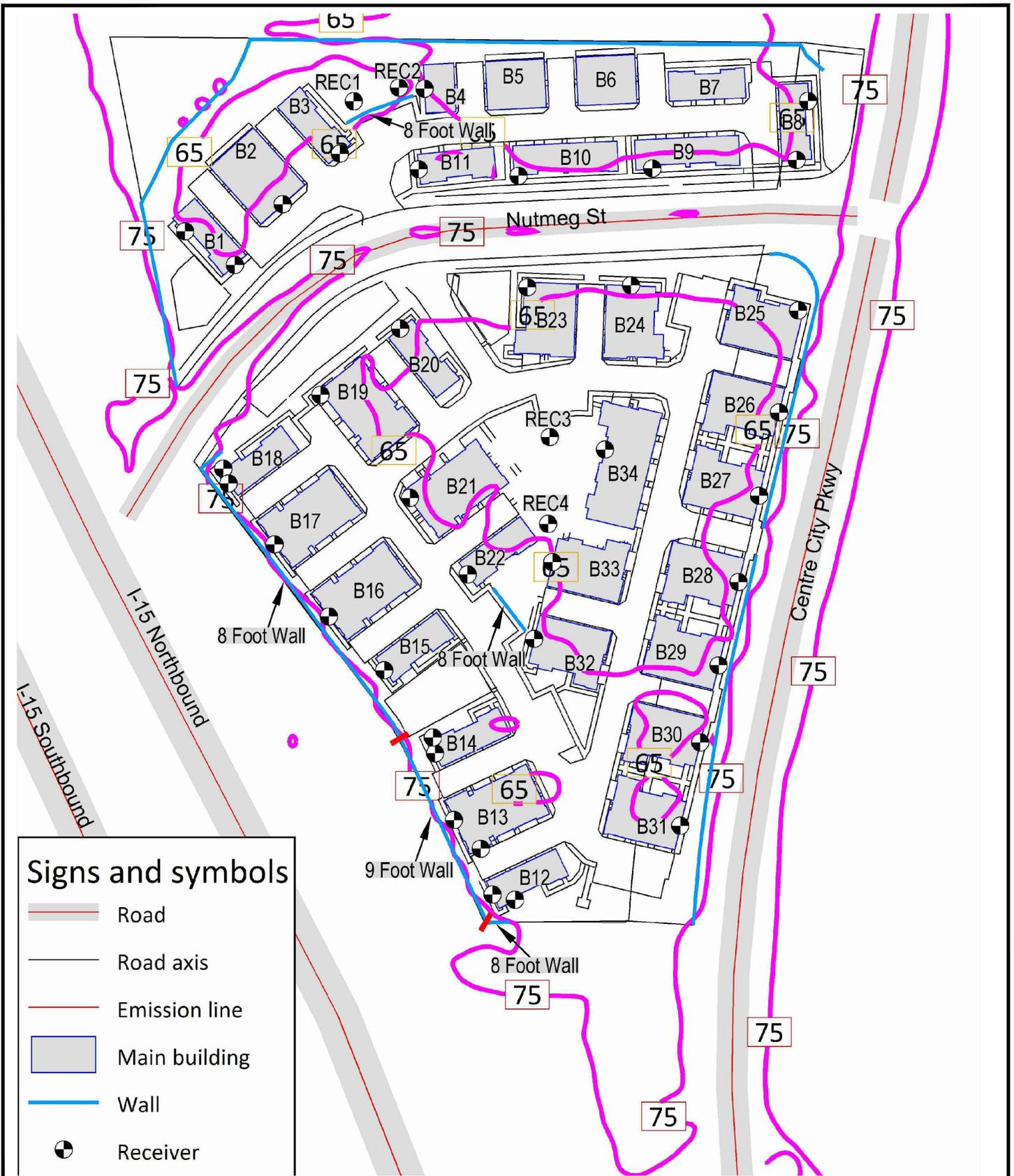
SOURCE: Vista Environmental

# YEAR 2035 WITH PROJECT NOISE CONTOURS PRIOR TO MITIGATION

## NUTMEG HOMES PROJECT - CITY OF ESCONDIDO

VISTA  
NO SCALE

FIGURE 4.10-3



SOURCE: Vista Environmental

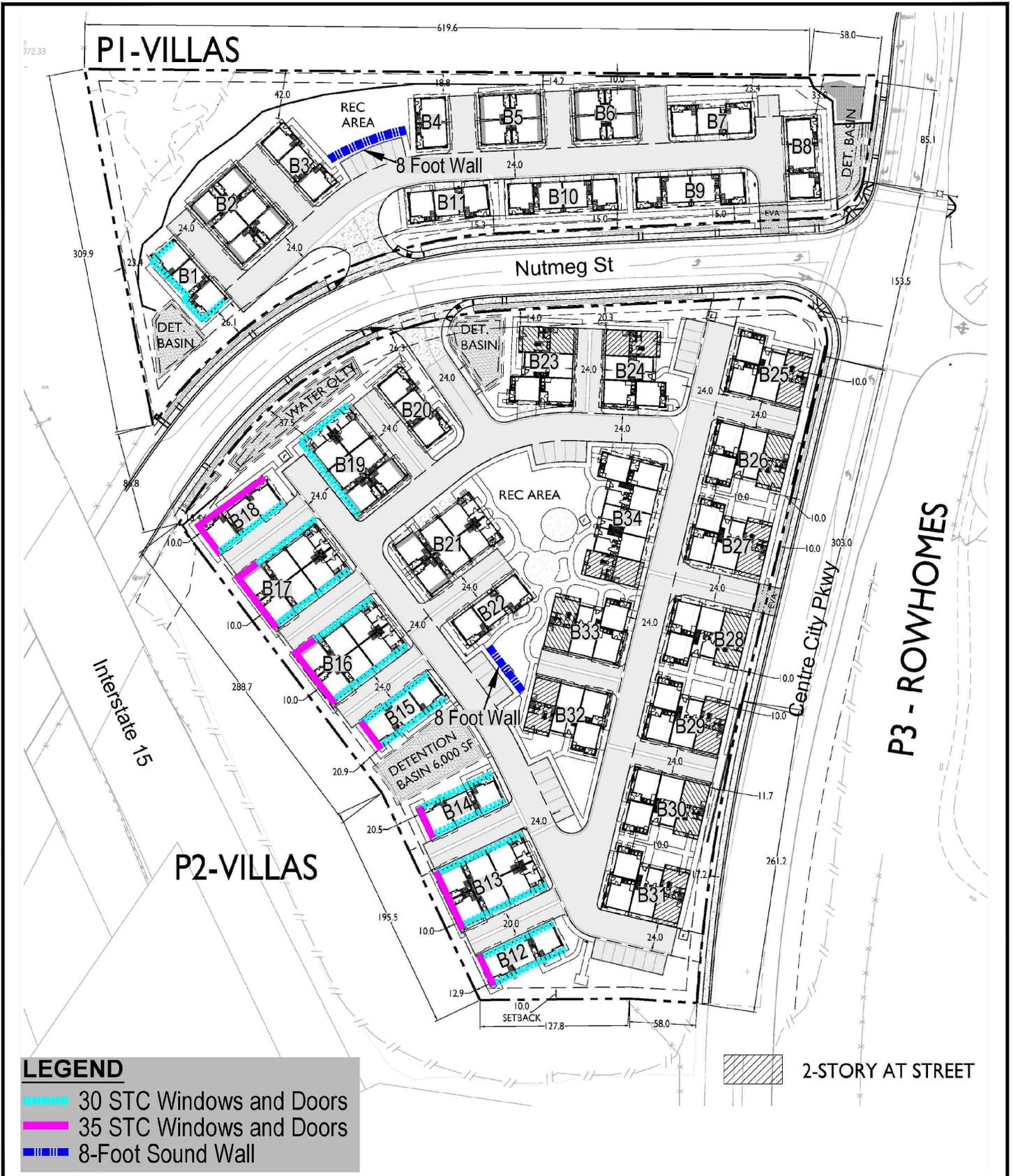
# MITIGATED YEAR 2035 WITH PROJECT NOISE CONTOURS

NUTMEG HOMES PROJECT - CITY OF ESCONDIDO

VISTA  
NO SCALE



FIGURE 4.10-4



# LOCATIONS OF PROPOSED SOUND MITIGATION

## NUTMEG HOMES PROJECT - CITY OF ESCONDIDO

VISTA  
NO SCALE

N

FIGURE 4.10-5

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**Permanent Ambient Noise Levels**


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**Threshold NOI-C:      Would the proposed project result in a substantial permanent increase in ambient noise levels in the proposed project vicinity above levels existing without the proposed project?**

**[CEQA Noise Threshold 12(c)]**

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The ongoing operation of the proposed project may result in a potential substantial permanent increase in ambient noise levels in the project vicinity above existing levels without the proposed project. Potential noise impacts associated with the operations of the proposed project would be from project-generated vehicular traffic on the project vicinity roadways.

Vehicle noise is a combination of the noise produced by the engine, exhaust and tires. The level of traffic noise depends on three primary factors (1) the volume of traffic, (2) the speed of traffic, and (3) the number of trucks in the flow of traffic. The proposed project does not propose any uses that would require a substantial number of truck trips and the proposed project would not alter the speed limit on any existing roadway so the proposed project's potential offsite noise impacts have been focused on the noise impacts associated with the change of volume of traffic that would occur with development of the proposed project.

General Plan Noise Policy 5.3 requires noise attenuation for the nearby residential uses, where projected incremental increases in exterior noise exceeds: Plus 5 dB where the existing noise level is 50 dBA CNEL or less; Plus 3 dB where the existing noise level is 55 dBA CNEL or less, Plus 2 dB where the existing noise level is 60 dB CNEL or less; Plus 1 dB where the existing noise level is 70 dB CNEL or less; or any increase where the existing noise level is 75 dB CNEL or higher.

The potential offsite traffic noise impacts created by the on-going operations of the proposed project have been analyzed through utilization of the FHWA model and parameters described above in Section 6.2 and the FHWA model noise calculation spreadsheets are provided in Appendix G. The proposed project's offsite traffic noise impacts have been analyzed for the existing and existing plus cumulative projects conditions that are discussed below.

***Existing Conditions***

The proposed project's potential offsite noise impacts have been calculated through a comparison of the Existing scenario to the Existing With Project Scenario. The results of this comparison are shown in Table 4.10-13.

Table 4.10-13 shows that for the existing conditions, the proposed project's permanent noise increases to the nearby homes from the generation of additional vehicular traffic would not exceed the noise increase thresholds provide in General Plan Noise Policy 5.3. Therefore, the proposed project would not result in a substantial permanent increase in ambient noise levels for the existing conditions. Impacts would be less than significant.

**Table 4.10-13: Existing Project Traffic Noise Contributions**

5 line	M	1.2			Increase Threshold <sup>2</sup>
		Existing	Existing With Project	Project Contribution	
Nutmeg Street	West of Project Access	59.7	60.2	0.5	+2 dBA
Centre City Parkway	South of Nutmeg Street	61.1	61.6	0.5	+1 dBA
Centre City Parkway	South of Country Club Lane	64.5	64.7	0.2	+1 dBA
Centre City Parkway	South of Iris Lane	67.5	67.5	0.0	+1 dBA
Iris Lane	West of Centre City Parkway	59.7	59.9	0.2	+2 dBA
El Norte Parkway	West of Iris Lane	70.7	70.7	0.0	+0 dBA

Source: FHWA Traffic Noise Prediction Model FHWA-RD-77-108

Notes:

<sup>1</sup> Noise levels do not take into account existing noise barriers<sup>2</sup> Increase Threshold obtained from General Plan Policy 5.3**Existing Plus Cumulative Projects Conditions**

The proposed project's potential offsite noise impacts have been calculated through a comparison of the existing plus cumulative projects without project scenario to the existing plus cumulative projects with project scenario. The results of this comparison are shown in Table 4.10-14.

**Table 4.10-14: Existing Plus Cumulative Projects Traffic Noise Contributions**

Roadway	Segment	dBA CNEL at Nearest Receptor <sup>1</sup>			Increase Threshold <sup>2</sup>
		Cumulative No Project	Cumulative With Project	Project Contribution	
Nutmeg Street	West of Project Access	59.7	60.2	0.5	+2 dBA
Centre City Parkway	South of Nutmeg Street	61.4	61.8	0.4	+1 dBA
Centre City Parkway	South of Country Club Lane	64.7	64.9	0.2	+1 dBA
Centre City Parkway	South of Iris Lane	67.7	67.8	0.1	+1 dBA
Iris Lane	West of Centre City Parkway	60.1	60.3	0.2	+1 dBA
El Norte Parkway	West of Iris Lane	71.1	71.1	0.0	+0 dBA

Source: FHWA Traffic Noise Prediction Model FHWA-RD-77-108

Notes:

<sup>1</sup> Noise levels do not take into account existing noise barriers<sup>2</sup> Increase Threshold obtained from General Plan Policy 5.3

Table 4.10-14 shows that for the existing plus cumulative projects conditions, the proposed project's permanent noise increases to the nearby sensitive receptors from the generation of additional vehicular traffic would not exceed the noise increase thresholds provide in General Plan Noise Policy 5.3. Therefore, the proposed project would not result in a substantial permanent increase in ambient noise levels for the existing plus cumulative projects conditions. Impacts would be less than significant.

**Level of Significance**

The proposed project would have less than significant impact related to permanent ambient noise levels and no mitigation measures would be required.

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## 4.11 Transportation/Traffic

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### ***Purpose***

This section of the Draft EIR addresses the potential impacts to transportation and traffic, which may result from the construction and operation of the proposed project. This section also identifies mitigation measures to reduce any potentially significant transportation and traffic impacts and describes the residual impact, if any, after imposition of the mitigation. This section describes the existing traffic/circulation setting of the project site, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the proposed project.

### ***Sources***

The following sources were used in consideration and discussion of the potential environmental impacts, mitigation measures, and residual impact:

- *Traffic Impact Study Nutmeg Homes*, Rick Engineering, March 27, 2019, as provided in Technical Appendix K of this Draft EIR.

The proposed project application package was used in the analysis. General information in this section was taken from the City of Escondido General Plan (General Plan) (City of Escondido 2012); Escondido General Plan Update and Climate Action Plan Environmental Impact Report (General Plan Program EIR) (City of Escondido 2012); and City of Escondido Municipal Code unless otherwise referenced.

#### **4.11.1 Environmental Setting**

##### ***Proposed Project***

The project site is located in the north-central portion of San Diego County approximately 13 miles inland from the Pacific Ocean. Project site elevation ranges from between 880 and 980 feet above mean sea level (MSL). The northern portion of the project site is largely undisturbed and covered with scrub vegetation. The southern portion of the project site has been brushed and is largely clear of native vegetation and dominated by annual weeds.

##### On-Site Improvements

The proposed project includes the development of 135 homes, off-street parking, on-site circulation, tot-lot, and outdoor open space areas. The proposed site plan is depicted on Figure 3-3.

##### Access

Public (resident, guest, and deliveries) access to the proposed project would be provided from two (2) driveways one on each side of North Nutmeg Street. Project access intersections would be stop-controlled on the driveway approaches of the intersection. The eastbound and westbound intersection approaches on North Nutmeg Street

**4.11 Transportation/Traffic**

will be uncontrolled at the project access intersection. The proposed project would construct improvements to North Nutmeg Street to increase the horizontal safety.

The proposed project would provide for frontage improvements along the west side of North Centre City Parkway. Minor grading at the request of the City would occur on the east side of North Centre City Parkway. No improvements are proposed to Interstate-15. Internal circulation within the project site is based on driveway aisles that measure 24 feet wide and have been designed to meet the City’s design standards.

Parking

The proposed project would provide a total of 07 parking spaces. This includes 270 garage spaces and 37 guest spaces. Figure 3-5 indicates the location of all on-street parking spaces. Table 4.11-1 indicates the proposed parking to be provided and spaces required by the City Municipal Code. The proposed project total parking requirement equals 299 parking spaces (see Table 4.11-1). Therefore, the proposed project meets City standards for parking.

**Table 4.11-1: Parking Statistics**

Project Statistics		
Unit Type	Number Units	% Total Units
North Villas	37	27%
South Villas	48	36%
South Row Homes	50	37%
<b>Total</b>	<b>135</b>	<b>100%</b>

Unit Type	Number of Units	Bedrooms	Baths
<b>Villas (North &amp; South)</b>			
Plan 1	25	2	2.5
Plan 2	48	3	2.5
Plan 3	12	3	3.5
<b>Rowhomes (South)</b>			
Plan 1	12	2	2
Plan 2	12	3	3
Plan 3	12	3	2.5
Plan 4	14	4	3
<b>Total</b>	<b>135 Units</b>		

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City Parking Requirements						
Unit Type	Number of Units	Parking Required	Covered Spaces	Unit Spaces	Guest Spaces	Total
2 Bedroom	37	1.75 per unit 1 per 4 units guest	33	33	10	76
3 Bedroom	84	2 per unit 1 per 4 units guest	84	84	21	189
4 Bedroom	14	2 per unit 1 per 4 units guest	14	14	4	32
<b>Total</b>	<b>135</b>		<b>131</b>	<b>131</b>	<b>35</b>	<b>297</b>

Proposed Project			
Parking Site Plan	Garage	Open	Total
North Villas (37 homes)	74	9	83
South Villas & Row Homes (98 homes)	196	28	224
<b>Total</b>	<b>270</b>	<b>37</b>	<b>307</b>

Source: City of Escondido Municipal Code and Summa Architecture

**Project Off-Site Improvements**

Off-site improvements would be constructed on North Centre City Parkway, North Nutmeg Street, and Interstate-15 to implement the proposed project. These improvements are described below. Figure 3-3 indicates the location of all off-street improvements.

Centre City Parkway

Proposed project improvements to North Centre City Parkway would include the installation of improvements including: pavement, curb and gutter, sidewalk, and landscaping along the westerly front of the project site. Minor grading at the request of the City would occur on the easterly frontage. Additionally, the proposed project would include the extension of sewer in North Centre City Parkway.

Nutmeg Street

Proposed project improvements to North Nutmeg Street would include the realignment and installation of improvements including: pavement, curb and gutter, sidewalk, and landscaping on the project frontage.

Interstate-15 Freeway

Proposed project improvements to Interstate-15 Freeway right-of-way would include: grading, fill, and landscaping.

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**Transportation/Traffic System**

Roadways

In accordance with the *City of Escondido Traffic Impact Analysis Guidelines* and the *SANTEC/ITE Guidelines for Traffic Impact Studies in the San Diego Region* (March 2000), all signalized intersections where 50 or more project-generated trips would be forecast to be added would be included in the analysis of intersections and roadway links for a proposed project. These intersections and roadway segments are as noted below:

Intersections

1. North Centre City Parkway/ North Nutmeg Street (one-way stop controlled)
2. North Centre City Parkway/ West Country Club Lane (signalized)
3. West Country Club Lane/ North Nutmeg Street (all-way stop controlled)
4. North Centre City Parkway/ South Iris Lane (signalized)
5. North Centre City Parkway/ West El Norte Parkway (signalized)
6. West El Norte Parkway/ South Iris Lane (signalized)
7. West El Norte Parkway/ North Nutmeg Street (signalized)
8. North Nutmeg Street / Project Access (two-way stop controlled)

Roadway Segments

1. North Nutmeg Street, from North Centre City Parkway to Project Access
2. North Nutmeg Street, from Project Access to West Country Club Lane
3. North Nutmeg Street, from West. Country Club Lane to Via Alexandra
4. North Nutmeg Street, from Via Alexandra to El Norte Parkway
5. North Centre City Parkway, from North Nutmeg Street to West Country Club Lane
6. North Centre City Parkway, from West Country Club Lane to South Iris Lane
7. North Centre City Parkway, from South Iris Lane to West El Norte Parkway
8. South Iris Lane, from North Centre City Parkway to West El Norte Parkway
9. West El Norte Parkway, from South Iris Lane to Interstate-15

Roadways

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The following is a brief description of roadways located within in the vicinity of the proposed project.

*Interstate-15*

Interstate-15 is a north/south facility that extends as a freeway from the San Diego area to the California–Nevada border and beyond. In the area, it provides four (4) lanes in each direction. The posted speed limit is 65 mph. A diamond interchange is located at El Norte Parkway.

*Centre City Parkway*

North Centre City Parkway is constructed as a two-lane roadway north of Country Club Lane and transitions to a four-lane road south of Country Club Lane. North Centre City Parkway is generally oriented in a north-south direction extending from the northern City boundary to the southern City boundary. The City's General Plan Mobility Element classifies Centre City Parkway as a Collector from the northern City boundary to Country Club Lane, and as a Major Road south of Country Club Lane. The posted speed limit is 55 mph through the study area.

*Nutmeg Street*

North Nutmeg Street is constructed as a two-lane roadway generally oriented in a north-south direction. North Nutmeg Street extends from Centre City Parkway to El Norte Parkway. South of El Norte Parkway, North Nutmeg Street transitions to Nordahl Road. The City's General Plan Mobility Element classifies Nutmeg Street as a Local Collector. Parking is generally prohibited except for the segment between Gary Lane and Country Club Lane. The posted speed limit is 25 mph between Country Club Drive and Gary Lane, but no speed limit is posted between Gary Lane and North Centre City Parkway. An approximately 900-foot long segment of North Nutmeg Street from Echo Valley Road to just north of Rockhoff Road is located within unincorporated San Diego County. However, most of the 0.8-mile long segment of North Nutmeg Street between North Centre City Parkway and Country Club Lane is located within the City.

*Country Club Lane*

Country Club Lane is an east/west facility constructed as a two (2) lane divided roadway from El Norte Parkway to Golden Circle Drive, and as a (2) lane undivided roadway from Golden Circle Drive to Gary Lane. Country Club Lane is currently built as a four-lane divided roadway from Gary Lane to Centre City Parkway.

*Iris Lane*

Iris Lane is constructed as a two-lane roadway generally oriented in a north-south direction, extending south from Country Club Lane and terminating at El Norte Parkway. Iris Lane is classified as a Local Collector in the City's General Plan Mobility Element. The posted speed limit is 35 mph from Country Club Lane to Centre City Parkway. The posted speed limit is 30 mph from Centre City Parkway to El Norte Parkway.

*El Norte Parkway*

El Norte Parkway is constructed as a four-lane to six-lane roadway generally oriented in an east-west direction, extending from the western City boundary to Valley Parkway near the eastern City boundary. El Norte Parkway is

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constructed with four (4) travel lanes between I-15 and Iris Lane, and four (4) lanes are provided east of North Centre City Parkway. El Norte Parkway is built with six (6) travel lanes between Iris Lane and Centre City Parkway. El Norte Parkway is classified as a Major Road in the City's General Plan Mobility Element. The posted speed limit is 45 mph between I-15 and Centre City Parkway, and the posted speed limit is 40 mph east of North Centre City Parkway.

#### Transit – Bus

Transit service in the area is provided by the North County Transit District (NCTD). The NCTD provides Breeze buses to the City. Breeze buses carry passengers in the north San Diego County area and stop wherever you see the blue and white NCTD bus stop signs. Stops are usually located every few blocks on city routes but may be several miles apart in rural areas. All Breeze buses can accommodate up to two (2) bicycles and up to three (3) wheelchairs and almost half the fleet have "kneeling" buses. Many Breeze bus routes connect with the Coaster and Sprinter trains. The nearest bus stops are located on West Country Club Lane / Montego Avenue, Escondido, CA and West Country Club Lane / Village Road, Escondido, CA. Both bus stops are approximately 0.8 mile from the project site.

#### Rail

The NCTD also provides a Sprinter service to the City. The Sprinter runs 22 miles along the Highway 78 corridor, making short trips to 15 stations, for a total travelling time of 53 minutes from end to end. Each European-style light rail vehicle has a maximum capacity of 226 passengers and travels at a maximum speed of 55 mph. There are two (2) Sprinter stations in the City. The Sprinter offers connections to the Coaster, Breeze, Amtrak, Metrolink, Greyhound, and the Bus Rapid Transit project in Escondido. The Escondido Sprinter station nearest service to the project site is approximately 4.9 miles. Additionally, you can access the Rapid Bus at the Del Lago Transit Center.

#### Bicycle

The City's Bicycle Master Plan provides an updated and broad vision for bicycle transportation, recreation, and quality of life in the City. The City's Bicycle Master Plan focuses on developing a feasible plan for an interconnected network of on- and off-street bicycle facilities that serves all of the City's neighborhoods, and provides connections to transit centers, shopping districts, parks and other local amenities. The bicycle network, projects, policies, and programs included in the Bicycle Master Plan provide the City with a strong long-range plan for improving bicycling through 2030 and beyond.

The City's Bicycle Master Plan provide a framework for the future development of the City's bicycle network and also makes the City eligible for certain local, state, and Federal funding for bicycle projects. The City's Bicycle Master Plan seeks to maximize the efficiencies offered by multi-modal connections between mass transit and bikeways, and to promote a viable alternative to automobile travel in a climate particularly conducive to bicycle transportation. The Bicycle Master Plan provides a more convenient bikeway system for cyclists who do not have ready access to motor vehicles or may choose to ride a bike.

#### **4.11 Transportation/Traffic**

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The Inland-Rail Trail, which is Class I bike path and a regional link in the system parallels the Sprinter route. The 6.5-mile section from Escondido to San Marcos is the first section complete and connects to the City's east-west Escondido Creek Class I bike path and the north-south Centre City Parkway (Old Hwy 395) Class II bike lane, which are designated as regional links in the San Diego County Regional Bike Plan. These regional links provide the backbone for the Escondido bicycle system. There is an Existing Class II Bicycle Lane located on North Centre City Parkway and a Proposed Class III Route locate on North Nutmeg Street. (Bicycle Master Plan, City of Escondido, October 2012, *Figure ES 1, Existing and Proposed Bicycle Facilities*)

The proposed project would provide access to the Class III Trail on North Nutmeg Street and on to the Class II Trail on North Centre City Parkway. Project improvements to North Nutmeg Street and North Centre City Parkway adjacent to the project site would provide these bicycle trails as required by the City's Bicycle Master Plan.

#### **Pedestrian**

The proposed project would implement street improvements including any required sidewalks on North Nutmeg Street and North Centre City Parkway adjacent to the project site.

### **4.11.2 Regulatory Setting**

#### ***Federal***

##### **U.S. Department of Transportation**

###### ***Federal Highway Administration***

The FHWA Office of Planning, Environment, and Realty (HEP) serves as FHWA's advocate and national leader for environmental protection and enhancement, comprehensive intermodal and multi-modal transportation planning, and for fair and prudent acquisition and management of real property.

###### **Federal Transit Administration**

The Transportation Research Board (TRB) provides leadership in transportation innovation and progress through research and information exchange. TRB is one of six divisions within the National Research Council, the primary operating agency of the National Academies of Science. The TRB prepared the 2010 Highway Capacity Manual. This manual is the result of a collaborative multiagency effort between the Transportation Research Board, Federal Highway Administration, and American Association of State Highway and Transportation Officials. The 2010 Highway Capacity Manual contains concepts, guidelines, and computational procedures for computing the capacity and quality of service of various highway facilities, including freeways, signalized and un-signalized intersections, rural highways, and the effects of transit, pedestrian, and bicycles on the performance of these systems.

**State**

California Department of Transportation

The California Department of Transportation (Caltrans) is the public agency responsible for designing, building, operating, and maintaining California's state highway system. The state system consists of freeways, highways, expressways, toll roads, and the right-of-way area between the roadways and property lines. Caltrans is also responsible for permitting and regulating the use of state roadways. Caltrans' construction practices require temporary traffic control planning during any activities that interfere with the normal function of a roadway.

California Environmental Quality Act

Primary environmental legislation in California is found in the California Environmental Quality Act (CEQA) and its implementing guidelines (State CEQA Guidelines). CEQA and the State CEQA Guidelines require that projects with potential adverse effects (or impacts) on the environment undergo environmental review.

Senate Bill 375

Senate Bill (SB) 375 (Steinberg, Statutes of 2008), targets regional greenhouse gas (GHG) emissions reductions from passenger vehicles and light-duty trucks through changes in land use and transportation development patterns. Integrating transportation and residential land use activity is one of the most impactful strategies for reducing GHG emissions, as well as other forms of air pollution. Governmental actions supporting the location, variety and availability of housing are critical to implementing GHG emissions reduction policies. This can support the integration of transportation and housing development, offering more varied and efficient consumer choices. Infill development patterns that emphasizes proximity and connectivity to public transit, walkable areas, employment and service centers and amenities can increase the effectiveness of these relationships.

Senate Bill 743

On September 27, 2013, Governor Jerry Brown signed SB 743 into law, starting a process that is expected to change the way transportation impact analysis is conducted under CEQA. Within the state's CEQA Guidelines, these changes will include elimination of auto delay, level of service (LOS), and similar measurements of vehicular roadway capacity and traffic congestion as the basis for determining significant impacts.

SB 743 created a process to change the way projects analyze transportation impacts pursuant to CEQA. Currently, environmental review of transportation impacts focuses on the delay that vehicles experience at intersections and on roadway segments. That delay is often measured using a metric known as "level of service," or LOS. Under SB 743, the focus of transportation analysis will shift from driver delay to reduction of GHG emissions, creation of multimodal networks and promotion of a mix of land uses. SB 743 requires the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts. The alternative criteria must promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses (OPR 2014). The Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA (Draft Guidelines; OPR 2016) provided recommendations

#### **4.11 Transportation/Traffic**

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for updating the state's CEQA Guidelines in response to SB 743 and contained recommendations for VMT analysis methodology in an accompanying Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory). The Draft Guidelines, including the Technical Advisory, recommended use of automobile VMT per capita as the preferred CEQA transportation metric, along with the elimination of auto delay/LOS for CEQA purposes statewide. The Natural Resources Agency on January 3, 2019 announced that comprehensive amendments to the CEQA Guidelines were in effect. Lead agencies (City) are required to comply with the CEQA Guideline revisions regarding VMT starting July 1, 2020.

VMT is defined as a measurement of miles traveled by vehicles within a specified region for a specified time period and is a measure of network use or efficiency. There are multiple ways to express VMT, although generally VMT are calculated by multiplying all vehicle trips generated by a project times their associated trip lengths, or by multiplying traffic volumes on roadway links by the associated trip distance of each link. VMT is often estimated for a typical weekday.

According to the legislative intent contained in SB 743, these changes to current practice were necessary to more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of GHG emissions.

#### **Assembly Bill 1358**

The Complete Streets Act of 2008 AB 1358 (Leno, 2008) requires, beginning January 1, 2011, cities and counties, upon any substantive revision to their circulation elements, to plan for a balanced multi-modal transportation network that meets the needs of all users of streets, roads, and highways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation.

#### ***Regional/Local***

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

##### *2050 Regional Transportation Plan and Sustainable Communities Strategy*

The 2050 Regional Transportation Plan (2050 RTP) provides a plan for investing an estimated \$214 billion in local, state, and federal transportation funds expected to come to the region over the next 40 years. The 2050 RTP is the blueprint for a regional transportation system that further enhances quality of life, promotes sustainability, and offers more mobility options for people and goods. The plan outlines projects for transit, rail and bus service, express or managed lanes, highways, local streets, bicycling, and walking to provide an integrated, multimodal transportation system by mid-century.

The 2050 RTP also includes the Sustainable Communities Strategy (SCS), which details how the region will reduce GHG emissions to state-mandated levels over time. The 2050 RTP and SCS are components of San Diego Forward.

The responsible Regional Transportation Planning Agency in Southern California is SANDAG. Therefore, SANDAG is required to adopt and submit an updated RTP to the California Transportation Commission and Caltrans every 4 or

#### 4.11 Transportation/Traffic

5 years, depending on air quality attainment within the region. SANDAG, in partnership with local governments, is required by federal law to create an RTP that determines the needs of the transportation system and prioritizes proposed transportation projects.

##### *Regional Transportation Improvement Program*

The Regional Transportation Improvement Program (RTIP) is a multi-billion dollar, 5-year program of major transportation projects funded by federal, state, TransNet local sales tax, and other local and private funding. The RTIP is a prioritized program designed to implement the region's overall strategy for providing mobility and improving the efficiency and safety of the transportation system, while reducing transportation-related air pollution in support of the efforts to attain federal and state air quality standards for the region. The RTIP also incrementally implements the 2050 RTP, which is the long-range transportation plan for the San Diego region. The RTIP covers multiple fiscal years and is amended frequently to reflect near term priorities and expenditures.

##### *Congestion Management Program*

The Congestion Management Program (CMP) is a part of SANDAG's RTP. The purpose of the CMP is to monitor the performance of the region's transportation system, develop programs to address near-term and long-term congestion, and better integrate transportation and land use planning.

#### County of San Diego

##### *General Plan Mobility Element*

The County of San Diego General Plan Mobility Element provides a framework for a balanced, multi-modal transportation system for the movement of people and goods within the unincorporated areas of the County of San Diego. The Mobility Element strives to maximize traffic movement and enhance connectivity by creating multiple connections between existing and planned retail or employment centers and residential communities and between different areas within communities (County of San Diego 2008). Relevant goals and policies of the County of San Diego Mobility Plan include the following:

**Table 4.11-2: County of San Diego General Plan Mobility Element Goals and Policies**

Goal	Policy
<b>Goal 1</b>	<b>Balanced Road Network. A safe and efficient road network that balances regional travel needs with the travel requirements and preferences of local communities.</b>
Policy M 1.1	Prioritized Travel within Community Planning Areas. Provide a public road network that accommodates travel between and within community planning areas rather than accommodating overflow traffic from State highways and freeways that are unable to meet regional travel demands.
Policy M 1.2	Interconnected Road Network. Provide an interconnected public road network with multiple connections that improve efficiency by incorporating shorter routes between trip origin and destination, disperse traffic, reduce traffic congestion in specific areas, and provide both primary and secondary access/egress routes that support emergency services during fire and other emergencies.
Policy M 1.3	Treatment of High-Volume Roadways. Consider narrower rights-of-way, flexibility in design standards, and lower design speeds in areas planned for substantial development in order to avoid bisecting communities or town centers. Reduce noise, air, and visual impacts of new freeways, regional arterials,

**Table 4.11-2: County of San Diego General Plan Mobility Element Goals and Policies**

Goal	Policy
	and Mobility Element roads, through landscaping, design, and/or careful location of facilities.
<b>Goal 2</b>	<b>Responding to Physical Constraints and Preservation Goals. A road network that provides adequate capacity to reasonably accommodate both planned land uses and regional traffic patterns, while supporting other General Plan goals such as providing environmental protections and enhancing community character.</b>
Policy M-2.1	Require development projects to provide associated road improvements necessary to achieve a level of service (LOS) of "D" or higher on all Mobility Element roads except for those where a failing LOS has been accepted by the County.
Policy M-2.2	Access to Mobility Element Designated Roads. Minimize direct access points to Mobility Element roads from driveways and other non-through roads to maintain the capacity and improve traffic operations.
Policy M-2.3	Environmentally Sensitive Road Design. Locate and design public and private roads to minimize impacts to significant biological and other environmental and visual resources. Avoid road alignments through floodplains to minimize impacts on floodplain habitats and limit the need for constructing flood control measures. Design new roads to maintain wildlife movement and retrofit existing roads for that purpose. Utilize fencing to reduce road kill and to direct animals to under crossings.
Policy M-2.4	Roadway Noise Buffers. Incorporate buffers or other noise reduction measures consistent with standards established in the Noise Element into the siting and design of roads located next to sensitive noise-receptors to minimize adverse impacts from traffic noise. Consider reduction measures such as alternative road design, reduced speeds, alternative paving, and setbacks or buffers, prior to berms and walls.
Policy M-2.5	Minimize Excess Water Runoff. Require road improvements to be designed and constructed to accommodate stormwater in a manner that minimizes demands upon engineered stormwater systems and to maximize the use of natural detention and infiltration techniques to mitigate environmental impacts.
<b>Goal 3</b>	<b>Transportation Facility Development. New or expanded transportation facilities that are phased with and equitably funded by the development that necessitates their construction.</b>
Policy M-3.1	Require development to dedicate right-of-way for public roads and other transportation routes identified in the Mobility Element roadway network, Community Plans, or Road Master Plans. Require the provision of sufficient right-of-way width, as specified in the County Public Road Standards and Community Trails Master Plan, to adequately accommodate all users, including transit riders, pedestrians, bicyclists, and equestrians.
Policy M-3.2	Traffic Impact Mitigation. Require development to contribute its fair share toward financing transportation facilities, including mitigating the associated direct and cumulative traffic impacts caused by their project on both the local and regional road networks. Transportation facilities include road networks and related transit, pedestrian and bicycle facilities, and equestrian.
Policy M-3.3	Multiple Ingress and Egress. Require development to provide multiple ingress/egress routes in conformance with State law and local regulations.
<b>Goal 4</b>	<b>Safe and Compatible Roads. Roads designed to be safe for all users and compatible with their context.</b>
Policy M-4.1	Walkable Village Roads. Encourage multi-modal roads in Villages and compact residential areas with pedestrian-oriented development patterns that enhance pedestrian safety and walkability, along with other non-motorized modes of travel, such as designing narrower but slower speed roads that increase pedestrian safety.
Policy M-4.2	Interconnected Local Roads. Provide an interconnected and appropriately scaled local public road network in Village and Rural Villages that reinforces the compact development patterns promoted by

**Table 4.11-2: County of San Diego General Plan Mobility Element Goals and Policies**

Goal	Policy
	the Land Use Element and individual community plans.
Policy M-4.3	Rural Roads Compatible with Rural Character. Design and construct public roads to meet travel demands in Semi-Rural and Rural Lands that are consistent with rural character while safely accommodating transit stops when deemed necessary, along with bicyclists, pedestrians, and equestrians. Where feasible, utilize rural road design features (e.g., no curb and gutter improvements) to maintain community character. [See applicable community plan for possible relevant policies.]
Policy M-4.4	Accommodate Emergency Vehicles. Design and construct public and private roads to allow for necessary access for appropriately-sized fire apparatus and emergency vehicles while accommodating outgoing vehicles from evacuating residents.
Policy M-4.5	Context Sensitive Road Design. Design and construct roads that are compatible with the local terrain and the uses, scale and pattern of the surrounding development. Provide wildlife crossings in road design and construction where it would minimize impacts in wildlife corridors.
Policy M-4.6	Interjurisdictional Coordination. Coordinate with adjacent jurisdictions so that roads within Spheres of Influence (SOIs) or that cross jurisdictional boundaries are designed to provide a consistent cross-section and capacity. To the extent practical, coordinate with adjacent jurisdictions to construct road improvements concurrently or sequentially to optimize and maintain road capacity.

Source: County of San Diego General Plan Mobility Element

City of Escondido

*General Plan Mobility and Infrastructure Element*

The City’s General Plan’s Mobility and Infrastructure Element introduces planning tools essential for achieving the community’s transportation and utility foals and policies with the intent of providing a sustainable system to serve residents and businesses. Relevant goals and policies of the City General Plan Mobility and Infrastructure Element include the following:

**Table 4.11-3: City General Plan Mobility and Infrastructure Elements Goals and Policies**

Goal	Policy
<b>Goal 1</b>	<b>Regional Transportation Planning Policy: An accessible, safe, convenient, and integrated multi-modal network that connects all users and moves goods and people within the community and region efficiently.</b>
Policy 1.1	Cooperate with the San Diego Association of Governments (SAN-DAG), North County Transit District (NCTD), adjacent communities and other appropriate agencies to prepare, adopt, and implement a Regional Transportation Plan (RTP). The RTP shall define mobility improvements and programs to support local and regional growth, and promote reduction of single-occupancy vehicle travel and increased use of alternative modes of transportation.
Policy 1.2	Collaborate with SANDAG and NCTD for the efficient allocation of funding resources for transit and transportation improvements and operations.
Policy 1.3	Coordinate local traffic management efforts to be compatible and provide connectivity with adopted circulation plans in the region and regional transportation planning efforts.
<b>Goal 2</b>	<b>Complete Streets</b>
Policy 2.1	Ensure that the existing and future transportation system is inter-connected and serves multiple modes of travel, such as walking, biking, transit, and driving for safe and convenient travel.

**Table 4.11-3: City General Plan Mobility and Infrastructure Elements Goals and Policies**

<b>Goal</b>	<b>Policy</b>
Policy 2.2	Provide a safe, efficient and accessible transportation network that meets the needs of users of all ages including seniors, children, dis-abled persons, and adults.
Policy 2.3	Promote integrated transportation and land use decisions that enhance human-scale smart growth development served by complete streets, which facilitate multimodal transportation opportunities.
Policy 2.4	Evaluate access, safety, and convenience of various transportation modes for every project involving the following eight user groups: pedestrians, children, disabled individuals, seniors, bicyclists, transit riders, motorists, and goods and services.
Policy 2.5	Design streets in a manner that is sensitive to the local context and recognizes that the needs vary between mixed use, urban, suburban, and rural settings.
Policy 2.6	Ensure that the entire right-of-way is designed to accommodate appropriate modes of transportation.
Policy 2.7	Remove barriers, where feasible, to allow people of all abilities to access the mobility infrastructure serving the community.
Policy 2.8	Promote the provision of multimodal access to activity centers such as commercial centers and corridors, employment centers, transit stops/stations, schools, parks, recreation areas, and tourist attractions.
Policy 2.9	Regularly review, update and collect adequate traffic impact fees and ensure the efficient allocation of state and regional funding sources for the development and maintenance of local transit and transportation improvements and operations
<b>Goal 3</b>	<b>Pedestrian Network</b>
3.1	Prepare and regularly update a Pedestrian Master Plan that identifies and defines the following: level of service standards for pedestrian facilities; type and location of pedestrian-oriented streets and pathways; way-finding program, standards for sidewalk width, improvements, amenities, and street crossings; outline and timeframe of needed public improvements; and developer responsibilities.
Policy 3.2	Develop and manage pedestrian facilities to maintain an acceptable Level of Service as defined in the Pedestrian Master Plan.
Policy 3.3	Maintain a pedestrian environment that is accessible to all and that is safe, attractive, and encourages walking.
Policy 3.4	Preserve and enhance pedestrian connectivity within existing neighborhoods via the Escondido Creek trail, sidewalks, and trails, and require a pedestrian network in new developments that provides efficient and well-designed connections to adjacent land uses, commercial districts, schools, and parks.
Policy 3.5	Promote walking and improve the pedestrian experience by requiring pedestrian facilities along all classified streets designated on the Circulation Plan; implementing streetscape improvements along pedestrian routes that incorporate such elements as shade trees, street furniture, and lighting; orienting development toward the street; employing traffic calming measures; and enforcing vehicle speeds on both residential and arterial streets.
Policy 3.6	Enhance pedestrian visibility by enforcing parking restrictions at intersection approaches, improving street lighting, and identifying required clearances to minimize obstructions.
Policy 3.7	Encourage and support the development of pedestrian-friendly mixed-use, commercial, transit-oriented, and multi-tenant office districts with active, accessible, connected, and unique public spaces that promote walking.
Policy 3.8	Repair sidewalk and pedestrian paths in the public-right-of-way that impede pedestrian travel, and maintain the pedestrian network in a manner that facilitates accessibility and safety.
Policy 3.9	Support “safe routes to schools” programming and partner with schools, non-profit organizations, and

**Table 4.11-3: City General Plan Mobility and Infrastructure Elements Goals and Policies**

Goal	Policy
	transit agencies with the goal of encouraging more children to walk and bike to school in a safe environment.
Policy 3.10	Design and construct pedestrian-friendly streetscape improvements that reduce stormwater and pollutant runoff into the drainage system, using such techniques as urban bio-swales for the filtering of pollutants and permeable hardscapes.
<b>Goal 4</b>	<b>Bicycle Network</b>
Policy 4.1	Maintain and implement a Bicycle Master Plan that enhances existing bicycle routes and facilities; defines gaps and needed improvements; prescribes an appropriate Level of Service; outlines standards for their design and safety; describes funding resources; and involves the community.
Policy 4.2	Develop and manage bicycle facilities to maintain an acceptable Level of Service as defined in the Bicycle Master Plan.
Policy 4.3	Promote bicycling as a common mode of transportation and recreation to help reduce traffic congestion and improve public health.
Policy 4.4	Develop bicycle routes and facilities that connect to transit stations, employment and commercial centers, schools, libraries, cultural centers, parks, the Escondido Creek trail, and other frequently visited destinations throughout the community and region where they do not already exist.
Policy 4.5	Coordinate with adjacent jurisdictions the development of bicycle routes that provide connectivity between the communities.
Policy 4.6	Incorporate bicycle parking facilities in public places such as transit stops, libraries, and parks where feasible.
Policy 4.7	Require larger new development projects (e.g., employment centers, educational institutions, and commercial centers) to provide connections to existing and proposed bicycle routes, as well as bicycle parking, personal lockers, showers, and other bicycle support facilities to encourage biking.
Policy 4.8	Support education programs for motorists and bicyclists regarding bicycling safety and the public health and environmental benefits of bicycling.
<b>Goal 5</b>	<b>Transit System</b>
Policy 5.1	Collaborate with the North County Transit District (NCTD) to facilitate effective, convenient, and efficient transit modes to meet the needs of residents and visitors including seniors, disabled persons, and transit-dependent persons.
Policy 5.2	Cooperate with the North County Transit District (NCTD) to increase the use of transit by maintaining services within the city that are timely and cost effective; establishing criteria for transit improvements (including grade separated rail crossings); locating routes and access points that are responsive to growth patterns; developing short and long-range service plans; and preserving the rights-of-way for commuter rail lines.
Policy 5.3	Coordinate with the NCTD to establish transit stops in areas of concentrated activity such as near senior housing projects, medical facilities, major employment centers, and mixed use areas.
Policy 5.4	Coordinate with the NCTD to accommodate transit centers and major stops with adequate bicycle and pedestrian access and secure bicycle storage where appropriate. Include facilities that are well designed, provide appropriate lighting and are safe, comfortable, and attractive.

**Table 4.11-3: City General Plan Mobility and Infrastructure Elements Goals and Policies**

<b>Goal</b>	<b>Policy</b>
Policy 5.5	Cooperate with NCTD, Caltrans, SANDAG, and other appropriate agencies to expand the commuter rail system. This shall include the appropriate location of stops, service schedules, bus routes and parking needs.
Policy 5.6	Work with the High Speed Rail Authority (HSRA), SANDAG, and other pertinent agencies to coordinate the development of a high-speed rail station and ensure its compatibility with adjoining uses and connectivity with local pedestrian, bicycle, transit, and automobile transportation systems.
Policy 5.7	Provide connections to transit stations by identifying roadway, bikeway, and pedestrian way improvements to be constructed within ½ mile of every major transit station.
Policy 5.8	Require that new developments incorporate transit-supporting facilities into the project design, where appropriate.
Policy 5.9	Construct, when appropriate, transit facilities such as bus pullouts on Prime Arterials, Major Roads, and Collector streets.
Policy 5.10	Provide safe and efficient multimodal access to and within transit stations, complying with ADA standards.
Policy 5.11	Evaluate the transportation needs of seniors, including paratransit service for seniors and disabled persons
<b>Goal 6</b>	<b>Transportation Demand Management (TDM)</b>
Policy 6.1	Develop and implement Transportation Demand Management (TDM) and complete street programs to reduce automobile travel demand that may include, but shall not be limited to: preparing site-specific peak-hour traffic-management plans; promoting ride-sharing and carpooling for residents and non-residents through preferential parking; providing park-and-ride facilities adjacent to the regional transit system; and supporting transit subsidies.
Policy 6.2	Encourage employers to offer programs, facilities, and incentives to their employees that would promote carpooling, transit use, and use of other alternative modes.
Policy 6.3	Establish a TDM program for city employees that promote car-pooling, use of transit, and use of alternative modes of transportation.
<b>Goal 7</b>	<b>Street Network</b>
Policy 7.1	Plan, design, and regulate roadways in accordance with the street classification in the Circulation Element Diagram.
Policy 7.2	Allow Specific Alignment Plans for unique situations when standard widening is not adequate for future needs or when special conditions / constraints exist which require a detailed implementation plan.
Policy 7.3	Strive to maintain LOS C or better throughout the city except for within the urban core. Establish LOS D as the threshold for determining significant impacts and appropriate mitigation. Due to physical design characteristics, implementation of pedestrian-oriented „smart growth“ and Complete Streets design improvements, high density infill areas, environmental resource considerations, existing development, freeway interchange impacts, and incomplete system improvements, alternative levels of service may be appropriate for isolated areas as determined by the city
Policy 7.4	Provide adequate traffic safety measures on all new roadways and strive to provide adequate traffic safety measures on existing road-ways (subject to fiscal and environmental considerations). These measures may include, but not be limited to, appropriate levels of maintenance, proper street design, traffic control devices (signs, signals, striping), street lighting, and coordination with the school districts and other agencies.
Policy 7.5	Provide high priority to funding capital improvement projects that complete links to the circulation system, relieve existing congestion in the urban core as defined by the city, correct unsafe conditions

**Table 4.11-3: City General Plan Mobility and Infrastructure Elements Goals and Policies**

<b>Goal</b>	<b>Policy</b>
	on existing streets and/or improve the regional circulation system.
Policy 7.6	Ensure that identified mobility system improvements are developed in a timely manner to meet the needs of the community.
Policy 7.7	Require new development projects to analyze local traffic impacts, and construct and implement the improvements required for that development.
Policy 7.8	Require new development projects to analyze traffic impacts on the regional transportation system, and pay a fair-share contribution to regional transportation improvements.
Policy 7.9	Synchronize traffic signals where feasible and appropriate to facilitate the flow of through traffic, thus enhancing the movement of vehicles and goods through the city while reducing fuel consumption and air pollution.
Policy 7.10	Implement street beautification programs to improve the visual quality and character of roadway corridors and provide a distinct identify for key gateways into the city.
Policy 7.11	<p>Street Network</p> <p>Enhance the safety and efficiency of accessing the public street network from private properties by:</p> <ul style="list-style-type: none"> <li>a) Controlling driveway access locations on Prime Arterials and Major Roads;</li> <li>b) Installing medians and access controls on Collector Roads and higher classifications;</li> <li>c) Maintaining minimum distances from intersections for accessing Prime Arterials, Major Roads, and Collector streets;</li> <li>d) Consolidating driveway access; and,</li> <li>e) Encouraging interconnected parking lots.</li> </ul>
<b>Goal 8</b>	<b>Parking</b>
Policy 8.1	Ensure off-street and on-street parking is adequate, considering access to transit facilities and mix of uses in the surrounding area.
Policy 8.2	Consider reducing parking requirements in the downtown and at transit stations as transit ridership increases over time due to increased development intensities and a broader mix of land uses.
Policy 8.3	Encourage parking in shared surface lots or parking structures to make the most efficient use of land.
Policy 8.4	Maximize shared parking opportunities for uses with varied peak parking periods.
<b>Goal 9</b>	<b>Traffic Calming</b>
Policy 9.1	Reduce congestion in areas surrounding schools, parks, and other activity centers by applying effective traffic management solutions.
Policy 9.2	Encourage the use of innovative methods for traffic control (such as roundabouts, curb extensions, and traffic circles) that add character and create opportunity for improved aesthetics while effectively managing traffic.
Policy 9.3	Protect residential neighborhoods from cut-through traffic and other traffic-related issues by implementing appropriate traffic calming measures.

Source: City of Escondido General Plan Mobility and Infrastructure Element

#### 4.11 Transportation/Traffic

##### *City of Escondido Bicycle Master Plan*

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The City of Escondido Bicycle Master Plan (Bicycle Master Plan; City of Escondido 2012b) identifies existing circulation patterns for bicyclists, problem areas and safety concerns, and develops a master system to further the implementation of bikeways throughout Escondido. The Bicycle Master Plan includes Caltrans bikeway standards, conceptual designs for bicycle paths and trails, maps of existing and proposed bicycle facilities, a phasing plan for improvements, funding sources, and an implementation plan. The plan identifies a bicycle facility network, both on the road (Class II and III) and off road (Class I).

The plan will create a comprehensive network of bicycle lanes, routes, and paths upon full implementation. The Bicycle Master Plan is an update to the City's 1993 Bicycle Facilities Master Plan. The Bicycle Facilities Master Plan was adopted in 2012.

##### *Chapter 23 City of Escondido Municipal Code*

Chapter 23 of the City Municipal Code establishes street and sidewalk standards for areas within the City. This chapter defines standards for public dedication of rights-of-way; arrangement for relocation of public utility facilities within sidewalks or streets; and, issuance of building permits for construction in setback areas and rights-of-way. This chapter identifies standards for locating pumps, tanks, and fire hydrants within sidewalks, streets, or rights-of-way.

##### Significance Criteria of Agencies with Jurisdiction over the Project

Roadway segment volumes and intersection turning movements were determined based on traffic counts taken on Tuesday, May 17, 2016. To determine the current operations of roadway segments, intersections, freeway segments, freeway intersection capacity, and ramp meter conditions, the standards and thresholds of the overseeing jurisdiction were used, as discussed below. (Standards for ascertaining roadway LOS vary by jurisdiction.)

Intersection operations are evaluated based on an LOS analysis. The concept of LOS is defined as a qualitative measure describing operational conditions within a traffic stream, and the motorist's perception of operations. LOS designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions.

##### *City of Escondido Criteria*

The City utilizes the SANTEC/ITE Guidelines for Traffic Impact Studies in the San Diego Region. The City's General Plan, Mobility Element streets and intersections is planned and developed to achieve a minimum LOS C as defined by the Highway Capacity Manual as amended or updated, or such other national standard deemed appropriate by the City. The City recognizes that LOS C may not be feasible in all areas at all times and LOS D shall be considered the threshold for determining significant impacts and appropriate mitigation.

##### *San Diego County Criteria*

#### 4.11 Transportation/Traffic

The following criteria are used to evaluate potential significant impacts within San Diego County jurisdiction, based on the County's document, Guidelines for Determining Significance, updated August 24, 2011 (County of San Diego 2011):

Pursuant to the County's General Plan Mobility Element Policy M2.1, new development must provide improvements or other measures to mitigate traffic impacts to avoid:

- a. Reduction in LOS below "C" for on-site Mobility Element roads;
- b. Reduction in LOS below "D" for off-site and on-site abutting Mobility Element roads; and,
- c. "Significantly impacting congestion" on roads that operate at LOS "E" or "F". If impacts cannot be mitigated, the project cannot be approved unless a statement of overriding considerations is made pursuant to State CEQA Guidelines. However, the General Plan Mobility Element does not include specific guidelines for determining the amount of additional traffic that would "significantly impact congestion" on such roads.

The County has created guidelines to evaluate likely traffic impacts of a proposed project for road segments and intersections serving that project site, for the purposes of determining whether the development would "significantly impact congestion" on the referenced LOS E and F roads.

#### *Caltrans Criteria*

The SANTEC guidelines are used for Caltrans freeway segments and ramp meters. The City is considered an urban location for purposes of Caltrans' facilities analysis. Caltrans utilizes ramp meters to control the volume of traffic entering the freeway. Similar to intersection analysis, the analysis is based on the delay per vehicle at the ramp meter. However, the delay per vehicle is measured in minutes. Ramp metering delay represents how long the peak hour (ramp metering) would need to be extended in order to accommodate the excess vehicles. A delay above 15 minutes at a ramp is considered unacceptable.

#### 4.11.3 Significance Thresholds

The following thresholds of significance have been established for the evaluation of the proposed project's potential traffic and transportation impacts consistent with the Appendix G of the State CEQA Guidelines:

<b>Threshold TRA-A</b>	<b>Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?</b>
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**Threshold TRA-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?

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

#### 4.11.4 Evaluation of Potential Project Impacts

This section will evaluate whether the proposed project would potentially have a substantial adverse effect on traffic and transportation impacts. This evaluation assumes that the project will be implemented consistent with the project description.

#### Transportation/Traffic Impacts

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**Threshold TRA-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?

[CEQA Transportation/Traffic Threshold 16(a)]

**Threshold TRA-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?

[CEQA Transportation/Traffic Threshold 16(b)]

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

[CEQA Transportation/Traffic Threshold 16(d)]

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The proposed project includes the development of 135 unit attached residential homes, off-street parking, and on- and off-site circulation improvements. All development would be in accordance with the City's General Plan Mobility Element. Improvement to North Centre City Parkway would include development to its ultimate width as a Collector along the project frontage. North Nutmeg Street would include realignment and improvement to its ultimate width as a Local Collector along the project frontage. Improvements to Interstate-15 right-of-way adjacent to the project site would occur. These improvements would be as shown on the tentative tract map.

#### **4.11 Transportation/Traffic**

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Bicycle lane improvements on North Nutmeg Street and on North Centre City Parkway adjacent to the project site would occur. These improvements would be as shown on the tentative tract map

The proposed project would improve existing sight distances to include the corner sight distance; the locations of the existing objects obstructing line of sight that are removed; and, the minimum corner sight distance approved by the City would be achieved. The proposed project would assist the City in posting North Nutmeg Street for a design speed of 35 mph adjacent to the project site.

Project site access, including road widths and connectivity would be developed consistent with the City's roadway standards and the 2016 CFC Section 503. The proposed project would not include automatic gates. On-site roads would be constructed to current City Standards. All residential parking would be off-street parking spaces designed to meet City Zoning requirements. The proposed project would include implementation of the Conceptual Landscape Plan and Wall and Fence Plan. The Conceptual Landscape Plan and Wall and Fence Plan includes fuel modification provided in accordance with a Fuel Modification Plan provided in the FPP reviewed.

#### **Construction**

The proposed project includes the import of approximately 180,000 cubic yards (cy) of dirt. The air quality analysis found that the worst-case (most) construction trips would occur during the import of dirt and grading activities, that would require 352 haul truck trips per day, 15 worker trips per day and 6 vendor truck trips per day. Although the haul trucks would most likely be three axle haul trucks that have a passenger car equivalent (PCE) conversion rate of 2.0 autos per truck, in order to provide a worst-case assessment, it has been assumed that all haul trucks would be 4+ axle trucks that have a PCE conversion rate of 3.0 autos per truck. This results in the following worst-case daily truck trips:

- 352 Haul Truck Trips = 1,056 PCE daily trips
- 15 Worker Trips = 15 PCE daily trips
- 6 Vendor Trips = 18 PCE daily trips
- Total Worst-Case Construction Trips = 1,089 PCE daily trips

The Traffic Impact Analysis found that the operation of the proposed 137 Townhomes would generate 1,096 daily trips. As such the worst-case construction trips would be less than what was analyzed in the Traffic Impact Analysis.

#### **Consistency Plans**

The proposed project could potentially result in impacts related to transportation/traffic related to consistency 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

#### 4.11 Transportation/Traffic

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freeways, pedestrian and bicycle paths, and mass transit. This potential impact is discussed below related to congestion management.

#### ***Congestion Management***

The proposed project has the potential to increase vehicular traffic along (surrounding) area roads and therefore congestion. A comprehensive traffic impact analysis (*Nutmeg Residential Condominiums Project, Traffic Impact Analysis Report*, David Mizell, AICP in March 2019, as provided in Technical Appendix K to this Draft EIR) to examine trip generation and distribution associated with the proposed projects construction and operation. The project trip distribution is provided in Figure 5.11-1.

The proposed project will take access from North Nutmeg Street from two (2) driveways that will be aligned as a four-way intersection, with one (1) driveway provided for the north and south parcels, respectively. The driveway approaches of the project access intersection will be stop-controlled, while the eastbound and westbound approaches on North Nutmeg Street will be uncontrolled.

The proposed project would generate approximately 1,096 average weekday trips, including 88 AM peak hour trips and 110 PM peak hour trips. The significance of these additional trips is discussed below related to roadways and intersections.

#### Roadways

All roadway segments are currently operating at acceptable Levels of Service (LOS) based on daily traffic volumes and roadway capacity.

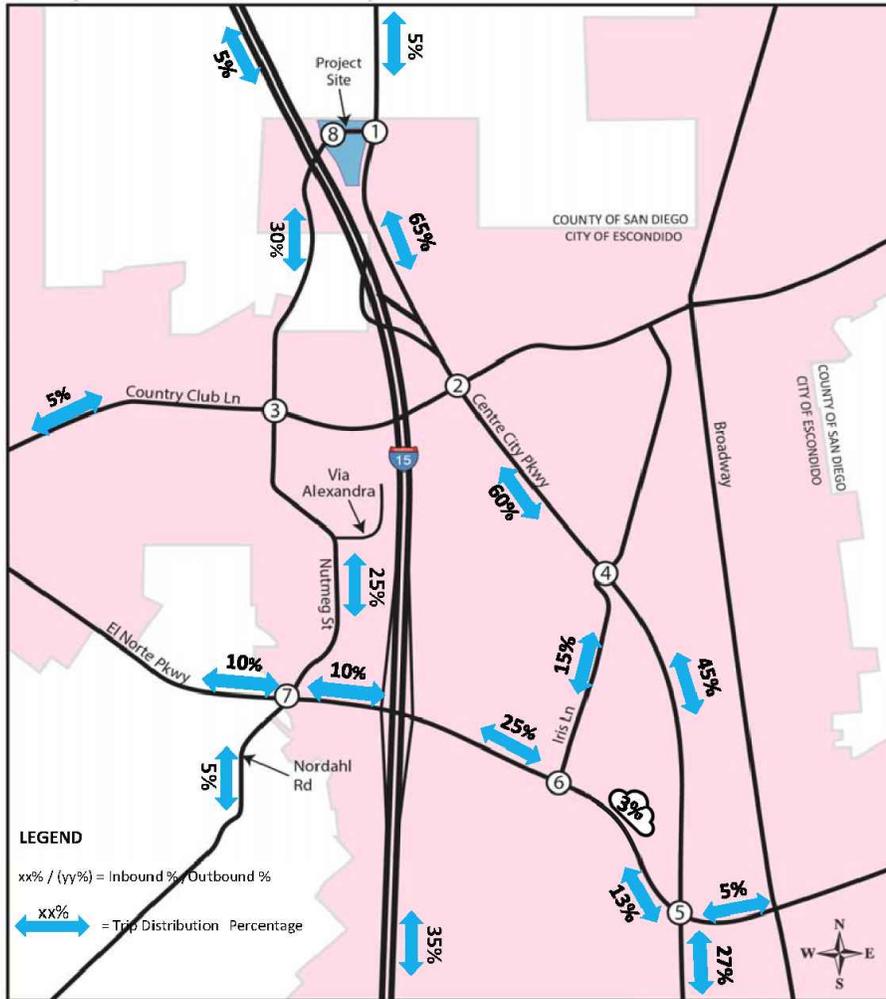
#### *Project Specific Roadways*

The proposed project would have project specific impacts on roadway. A roadway segment analysis under Existing Plus Project conditions showed that all roadway segments are forecast to continue operating at acceptable LOS (LOS D) with and without implementation of the proposed project. The analysis indicates an increase in volume to capacity (v/c) ratio associated with the addition of project traffic to existing traffic volumes on the segment of North Nutmeg Street between Country Club Lane and Via Alexandra would exceed the City's significance threshold of 0.02. This results in a traffic impact.

#### *Cumulative Roadways*

Cumulative projects within the City are forecast to generate approximately 10,312 trips per day. Cumulative projects include approximately 978 AM peak hour trips and approximately 1,010 PM peak hour trips. The proposed project and cumulative projects would have a cumulative impact on roadways.

A roadway segment analysis under Existing Plus Cumulative conditions showed that the roadway segment on North Nutmeg Street between County Club Land and Via Alexandra would exceed the significance threshold of 0.02. This results in a cumulative traffic impact.



N. Centre City Parkway @ N. Nutmeg Street	N. Centre City Parkway @ W. Country Club Lane	W. Country Club Lane @ N. Nutmeg Street	N. Centre City Parkway @ S. Iris Lane
↑ 5% / (0%) <hr/> 0% / (5%) ↑ 0% / (65%) ↓ 60% / (0%) ↑ 0% / (0%) ↓	↓ 0% / (60%) ↓ 5% / (5%) <hr/> 0% / (0%) ↑ 60% / (0%) ↓	↑ 0% / (5%) ↓ 0% / (25%) <hr/> 5% / (0%) ↑ 25% / (0%) ↓	↑ 0% / (15%) ↓ 0% / (45%) <hr/> 15% / (0%) ↑ 45% / (0%) ↓
N. Centre City Parkway @ W. El Norte Parkway	W. El Norte Parkway @ S. Iris Lane	W. El Norte Parkway @ Nutmeg Street - Nordahl Road	N. Nutmeg Street @ Project Access
↑ 0% / (13%) ↓ 0% / (27%) ↓ 0% / (5%) ↑ 5% / (0%) <hr/> 13% / (0%) ↑ 27% / (0%) ↓	↑ 0% / (15%) ↓ 0% / (10%) <hr/> 15% / (0%) ↑ 10% / (0%) ↓	↑ 0% / (10%) ↓ 0% / (5%) ↓ 0% / (10%) ↑ 10% / (0%) <hr/> 10% / (0%) ↑ 5% / (0%) ↓	↑ 0% / (8%) ↓ 0% / (20%) ↑ 20% / (0%) ↓ 50% / (0%) <hr/> 8% / (0%) ↑ 22% / (0%) ↓ 0% / (22%) ↑ 0% / (50%) ↓

SOURCE: Rick Engineering

# PROJECT TRIP DISTRIBUTION

NUTMEG HOMES PROJECT - CITY OF ESCONDIDO

VISTA  
NO SCALE



FIGURE 4.11-1

Intersections

All intersections operate at acceptable Level of Service (LOS) except for the following intersections that operate at a deficient LOS E or F during the peak hours:

- North Centre City Parkway/North Nutmeg Street (AM: LOS E);
- West Country Club Lane/North Nutmeg Street (PM: LOS E); and,
- North Centre City Parkway/West El Norte Parkway (AM/PM: LOS E).

*Project Specific Intersections*

The proposed project would impact intersections. In the Existing Plus Project condition the following intersections would not operating at acceptable LOS:

- North Centre City Parkway/ North Nutmeg Street (AM: LOS F);
- West Country Club Lane/ North Nutmeg Street (PM: LOS E); and
- North Centre City Parkway/ West El Norte Parkway (AM/PM: LOS E).

The City has established a traffic impact significance threshold of 2.0 seconds for an intersection operating at LOS D, E, or F. The proposed project would increase in delay at two (2) intersections forecast to operate at LOS D, E or F. This increase would exceed the significance threshold:

- North Centre City Parkway/ North Nutmeg Street (AM and PM); and,
- West Country Club Lane/North Nutmeg Street (AM and PM).

Therefore, the proposed project would result in an impact to the North Centre City Parkway/North Nutmeg Street and West Country Club Lane/North Nutmeg Street intersections.

*Cumulative Intersections*

Cumulative projects within the City are forecast to generate approximately 10,312 trips per day, which includes approximately 978 AM peak hour trips and approximately 1,010 PM peak hour trips. The proposed project and cumulative projects would have cumulative impacts on intersections. The Existing Plus Cumulative conditions analysis showed that the following intersections would operate at a deficient LOS E or F during the peak hours without the proposed project:

- North Centre City Parkway/North Nutmeg Street (AM: LOS E);
- West Country Club Lane/North Nutmeg Street (AM: LOS E; PM: LOS F); and,
- North Centre City Parkway/West El Norte Parkway (AM/PM: LOS E).

#### 4.11 Transportation/Traffic

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The following intersections would operate at a deficient LOS E or F during the peak hours with the addition of project-related traffic to Existing Plus Cumulative conditions traffic volumes:

- North Centre City Parkway/North Nutmeg Street (AM: LOS F; PM: LOS E);
- West Country Club Lane/North Nutmeg Street (AM: LOS E; PM: LOS F); and,
- North Centre City Parkway/West El Norte Parkway (AM/PM: LOS E).

The project would result in a cumulative significant impact at the West Country Club Lane/ North Nutmeg Street intersection. The forecast increase in delay to the following two intersections forecast to operate at LOS D, E or F would exceed the significance threshold of 2.0 seconds:

- North Centre City Parkway/North Nutmeg Street (AM and PM); and,
- West Country Club Lane/ North Nutmeg Street (AM and PM).

Based on the information provided in the Appendix K, the City Staff has determined that a project is fully responsible for mitigating an impact to restore the deficient intersection or roadway segment to an acceptable LOS, when a direct impact is identified (page 36). State planning law, including CEQA and the CEQA Guidelines, provide that a local government (i.e., City) must establish that the mitigation is an essential nexus and roughly proportional to the impact. Therefore, the proposed project will be responsible for their “fair-share” of these improvements as determined by the City. These improvements moreover will be accomplished to the satisfaction of the City.

Additionally, cumulative projects within the City are forecast to generate approximately 10,312 trips per day, which includes approximately 978 AM peak hour trips and approximately 1,010 PM peak hour trips. This environmental document has taken a conservative approach, as directed by the City, that all trips from cumulative projects would be included; however, not all improvements required of these cumulative projects would be included. For example, the cumulative project The Villages at Escondido Country Club is required to install a traffic signal at the intersection of West Country Club Lane and North Nutmeg Street. However, the Existing Plus Cumulative analysis assumed that The Villages at Escondido Country Club project was developed and the traffic signal at West Country Club Lane and North Nutmeg Street was not installed. The Villages at Escondido Country Club cumulative project is required to install roadway improvements to North Nutmeg Street between County Club Land and Via Alexandra the analysis did not include these cumulative project improvements.

The City’s requirement is that the “first” project to develop is responsible for installation of improvements. Costs that exceed “fair-share” would be reimbursed in a manner prescribed by the City. Mitigation Measure MM TRA-1, MM TRA-2, and MM TRA-3 have been provided to address project specific and cumulative traffic congestion impacts. The proposed project would have less than significant project specific and cumulative impact related to consistency with applicable plans and traffic congestion with the implementation of Mitigation Measure MM TRA-1, MM TRA-2, and MM TRA-3.

#### 4.11 Transportation/Traffic

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**MM TRA-1:** Prior to the occupancy of the proposed project the intersection of North Centre City Parkway/North Nutmeg Street will be improved to the satisfaction of the City as noted below:

- Installation of a traffic signal;
- Restripe the southbound approach to provide a dedicated left-turn lane; and,
- Construct a dedicated right-turn lane on the southbound approach of the intersection.

**MM TRA-2:** The proposed project at the intersection of West Country Club Lane/ North Nutmeg Street will provide the following:

- Installation of a traffic signal at the intersection; and,
- Restripe the southbound approach to provide a shared left-turn/through lane and a dedicated right-turn lane.

**MM TRA-3:** Prior to the occupancy of the proposed project the existing right-of-way on North Nutmeg Street from West Country Club Lane to Via Alexandra will be widen to provide for a 14' wide southbound lane with curb, gutter, and sidewalk designed as a green streets facility. Improvements shall include removal and reconstructions of existing driveways to private driveway standards and a parking restriction along the improved section of Nutmeg Street to the satisfaction of the City Engineer.

Therefore, the proposed project would have less than significant impact related to consistency with applicable plans and traffic congestion with the implementation of Mitigation Measure MM TRA-1 through MM TRA-3.

#### Queuing

The proposed project would have the potential for congestion queuing impacts. A queuing analysis was performed at the following locations:

- North Centre City Parkway/North Nutmeg Street intersection under Existing Plus Cumulative Plus Project conditions;
- Nutmeg Street/Project Access intersection; and,
- Project access intersection on Nutmeg Street.

Based on the analysis the proposed project would have a potential impact at the North Centre City Parkway/ North Nutmeg Street intersection under Existing Plus Cumulative Plus Project conditions; and the Nutmeg Street/Project Access intersection. Site access evaluation showed that no impacts are anticipated at the project access intersection on Nutmeg Street.

Mitigation Measure MM TRA-4 and MM TRA-5 have been provided provide minimum storage lengths. Therefore, the proposed project would have less than significant impact related to storage lengths with the implementation of Mitigation Measure MM TRA-4 and MM TRA-5.

#### 4.11 Transportation/Traffic

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**MM TRA-4:** The proposed project at the intersection of North Centre City Parkway/North Nutmeg Street intersection will provide the following minimum storage lengths for left turn and right-turn lanes:

- Eastbound Left-Turn Lane: 100 feet; and,
- Southbound Right-Turn Lane: 125 feet.

**MM TRA-5:** The proposed project at the intersection of Nutmeg Street/Project Access will provide 50-foot left-turn pockets for the eastbound and westbound left-turn lanes.

#### ***Design Hazard***

The proposed project has the potential to increase traffic hazards due to design features. The *Nutmeg Residential Condominiums Project, Traffic Impact Analysis Report*, David Mizell, AICP in March 2019 as provided in Technical Appendix K to this Draft EIR evaluated the existing on-site design of the proposed project.

#### ***Farm Equipment***

No farm equipment would be utilized on the project site. Therefore, the proposed project would have no impact related to design hazards from farm equipment. No mitigation is required.

#### ***Intersection Sight Distance***

##### North Centre City Parkway/Nutmeg Street

A sight distance assessment from both project driveway approaches at North Centre City Parkway at the intersection with North Nutmeg Street. The sight distance assessment indicates that the available sight distance looking east from both project driveway approaches would be clear and unobstructed to the North Centre City Parkway/Nutmeg Street intersection. The proposed project would have no impact related to the creation of dangerous intersections at this location. No mitigation would be required.

##### Driveway Approaches to the West

A sight distance assessment from both project driveway approaches to the west was accomplished. The available sight distance looking west from both the proposed driveway approaches would currently be obstructed by existing fencing, shrubs, and rocks near the project site boundary with Caltrans right-of-way. The proposed project would remove all existing fence along the Caltrans right-of-way in this location and install fencing as depicted on Figure 3-7: Landscape Plan. New fencing and landscaping would be implemented that provides for unobstructed sight distances looking to the west from the proposed driveway approaches. The proposed project would have no impact related to the creation of dangerous intersections at this location. No mitigation would be required.

Therefore, the proposed project would have a less than significant impact related to design hazards. No mitigation measures would be required.

***Level of Significance***

The proposed project would have less than significant impacts related to transportation and traffic with the inclusion of MM TRA-1 through MM TRA-5.

## **5.0 CUMULATIVE IMPACTS**

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## 5.1 Introduction

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### 5.1.1 Overview

This Draft Environmental Impact Report (Draft EIR) evaluates the potential project specific and cumulative environmental impacts associated with the approval of the Nutmeg Homes (proposed project) located within the City of Escondido (City). The project site location is at the intersection of North Centre City Parkway and North Nutmeg Street in the City. The project site is approximately 7.66 acres.

### 5.1.2 State CEQA Guidelines

The combined effects of several projects may be significant when considered collectively even when the environmental effects of an individual project may not be significant when that project is considered independently. Such impacts are “cumulative impacts.”

Section 15355 of the State California Environmental Quality Act (CEQA) Guidelines (CEQA Guidelines) defines cumulative impacts as *“two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.”*

Section 15130 of the CEQA Guidelines provides guidance for analyzing significant cumulative impacts in an Environmental Impact Report (EIR). This section of the CEQA Guidelines provides that the discussion of cumulative impacts *“...need not provide as great detail as is provided for the effects attributable to the project alone. The discussion should be guided by standards of practicality and reasonableness.”*

Section 15130(a)(1) of the CEQA Guidelines provides that the discussion should focus only on significant effects resulting from the project’s incremental effects and the effects of other projects. This section of the CEQA Guidelines provides, *“An EIR should not discuss impacts which do not result in part from the project evaluated in the EIR.”*

Cumulative impacts can occur from the interactive effects of a single project. For example, the combination of noise and dust generated during construction activities can be additive and can have a greater impact than either noise or dust alone. However, substantial cumulative impacts more often result from the combined effect of past, present, and future projects located in proximity to the project under review. Therefore, a cumulative impact analysis is viewed over time and in conjunction with other related past, present, and reasonably foreseeable future developments whose impacts might compound or interrelate with those of the project under review.

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## 5.2 Methodology

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According to Section 15130(b) of the CEQA Guidelines, cumulative impact analysis may be conducted and presented by either of two (2) methods:

1. A list of past, present, and probable activities producing related or cumulative impacts; or,

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## 5.0 Cumulative Impacts

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2. A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document that has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact.

Air quality and greenhouse gas emissions cumulative impacts have been evaluated using the summary of projections method. These impacts can best be analyzed on a broad, area-wide scope, and in a cumulative context. A cumulative list approach has been utilized for each topic other than air quality and greenhouse gas. The findings of the City's General Plan Update EIR related to all topics have been utilized unless specific data is available.

### **Sources**

The following primary sources were used in consideration and discussions of potential cumulative impacts are sourced in each at the beginning of each subject within Section 4.0 Environmental Analysis.

General information in this section was taken from the City of Escondido General Plan (General Plan) (City of Escondido 2012) and Escondido General Plan Update and Climate Action Plan Environmental Impact Report (General Plan Program EIR) (City of Escondido 2012), unless otherwise referenced

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## 5.3 Cumulative Projects

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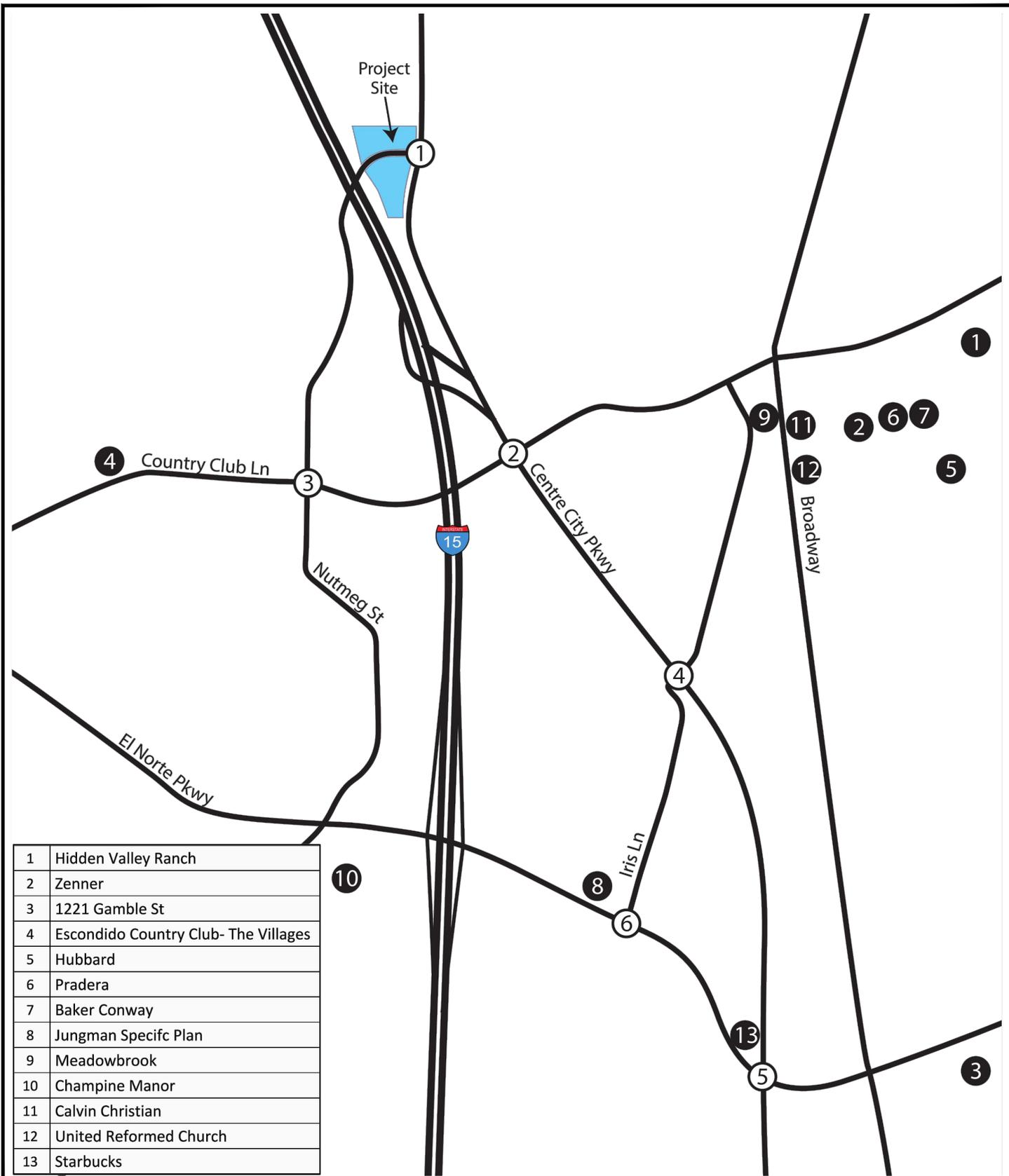
The cumulative projects utilized in the analysis in the traffic impact analysis report prepared for the proposed project by David Mizell, AICP in October 2018 based on information provided by the City Staff was used to define the cumulative projects for analysis within this Draft EIR. The cumulative projects list is included in the *Traffic Impact Analysis* in Appendix F of this Draft EIR.

The *Traffic Impact Analysis* in Appendix F of this Draft EIR provides a list of 13 cumulative projects that would generate traffic into the area by the opening year of the proposed project. The cumulative projects are identified in Table 5-1. The nearest project on the Cumulative Project List to the proposed project is the Meadowbrook project located approximately 6.4 miles to the south of the project site, as shown in Figure 5-1. The Meadowbrook project is approximately 15 minutes from the proposed project by automobile.

**Table 5-1: Cumulative Projects**

No.	Project Name	Location
1.	Hidden Valley Ranch	City of Escondido
2.	Zenner	City of Escondido
3.	1221 Gamble St	City of Escondido
4.	Escondido Country Club- The Villages	City of Escondido
5.	Hubbard	City of Escondido
6.	Pradera	City of Escondido
7.	Baker Conway	City of Escondido
8.	Jungman Specific Plan	City of Escondido
9.	Meadowbrook	City of Escondido
10.	Champine Manor	City of Escondido
11.	Calvin Christian	City of Escondido
12.	United Reformed Church	City of Escondido
13.	Starbucks	City of Escondido

Source: City of Escondido



1	Hidden Valley Ranch
2	Zenner
3	1221 Gamble St
4	Escondido Country Club- The Villages
5	Hubbard
6	Pradera
7	Baker Conway
8	Jungman Specific Plan
9	Meadowbrook
10	Champine Manor
11	Calvin Christian
12	United Reformed Church
13	Starbucks

SOURCE: CT Traffic

# CUMULATIVE PROJECTS

NUTMEG HOMES PROJECT - CITY OF ESCONDIDO

VISTA  
NO SCALE



FIGURE 5-1

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## 5.4 Cumulative Impact Analysis

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### 5.4.1 Aesthetics

As discussed in Section 4.1 of this Draft EIR the proposed project would have no impact related to the existing visual landscape and a significant impact on existing visual resources. No project specific mitigation measures would be required.

#### ***Existing Visual Resources***

The potential effects of the proposed project related to visual resources/vistas would be reduced to a less than significant level with the compliance with existing Federal, state, and local regulations. Based on the proposed project development in accordance the review and approval of the City the proposed project would result in less than significant impacts related to existing visual resources.

The cumulative projects would be anticipated to be development in compliance with existing Federal, state, and local regulations. The nearest project on the Cumulative Project List to the proposed project is the Meadowbrook project located approximately 6.4 miles to the south of the project site.

The development of the proposed project and cumulative projects would be anticipated to create a sense of change in the existing visual resources of the community. However, as noted above compliance with existing Federal, state, and local regulations would be required. Therefore, no significant cumulative impact on existing visual resources would be anticipated to occur. No cumulative mitigation measures related to existing visual resources would be required.

#### ***Visual Landscape***

The proposed project will not have an impact on any Federal, state or local designated scenic vista. There are no officially listed or eligible highways near or overlooking the project site. The nearest officially listed highway is State Route 78 (SR-78) approximately seven (7) miles from the project site. There are no officially designated or eligible highways within the City.

As noted above, the cumulative projects would be anticipated to be development in compliance with existing Federal, state, and local regulations. The nearest project on the Cumulative Project List to the proposed project is the Meadowbrook project located approximately 6.4 miles to the south of the project site.

The development of the proposed project will not have an impact on the visual landscape. Therefore, the proposed project would not have a significant cumulative impact on the visual landscape. No cumulative mitigation measures related to the visual landscape would be required.

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**Regulatory Setting**

The proposed project will not have an impact on any Federal or state scenic resources identified in existing regulations. There are no officially listed or eligible highways near or overlooking the project site. The nearest officially listed highway is State Route 78 (SR-78) approximately seven (7) miles from the project site. There are no officially designated or eligible highways within the City. Therefore, no impact will occur related to the Federal and state visual resource regulations.

As noted above, the cumulative projects would be anticipated to be development in compliance with existing Federal, state, and local regulations. The nearest project on the Cumulative Project List to the proposed project is the Meadowbrook project located approximately 6.4 miles to the south of the project site.

The development of the proposed project will not have an impact on the regulatory setting. Therefore, the proposed project would not have a significant cumulative impact on the regulatory setting. No cumulative mitigation measures related to the regulatory setting would be required.

**Summary**

The potential impacts of the proposed project would be mitigated to a less than significant level. Therefore, the combined effects of the proposed project and Cumulative Projects are not cumulatively significant. No cumulative mitigation measures related to aesthetics potential cumulative impacts are proposed.

**Level of Significance**

The proposed project combined with cumulative projects would potentially have cumulative impacts related to aesthetics. No cumulative mitigation measures are proposed.

**5.4.2 Air Quality**

As discussed in Section 4.2 of this Draft EIR the proposed project would have less than significant impacts related air quality. No project specific mitigation measures would be required.

***Air Quality Compliance / Air Quality Standard Violation / Criteria Pollutant / Sensitive Receptors***

As discussed in Section 4.2 in analyzing cumulative air quality impacts from the proposed project, the analysis must specifically evaluate a project's contribution to the cumulative increase in pollutants for which the San Diego Air Basin (SDAB) is designated as nonattainment for selected air pollutants under the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). If the proposed project does not exceed thresholds and is determined to have less than significant project-specific impacts, it may still contribute to a significant cumulative impact on air quality, if the emissions from the proposed project, in combination with the emissions from other proposed or reasonably foreseeable future projects, are in excess of established thresholds. However, the proposed project would only be considered to have a significant cumulative impact, if the project's

## **5.0 Cumulative Impacts**

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contribution accounts for a significant proportion of the cumulative total emissions (i.e., it represents a “cumulatively considerable contribution” to the cumulative air quality impact).

The proposed project would not conflict with or obstruct implementation of the SDAPCD’s Regional Air Quality Strategy (RAQS) or the California State Implementation Plan (SIP). Section 4.2 of this Draft EIR discusses the proposed project’s consistency with the SDAPCD’s RAQS and SIP. The proposed project would have less than significant impact related to air quality compliance and no mitigation measures would be required.

The proposed project would not violate an air quality standard or contribute substantially to an existing or projected air quality violation. The Environmental Quality Regulations, as established in the City of Escondido Municipal Code Section 33-924(a)(6), establish criteria pollutant emissions thresholds to determine if a project’s incremental contribution to air quality impacts would create a significant impact. Section 4.2 of this Draft EIR calculates the potential air emissions associated with the construction and operations of the proposed project and compares the emissions to the City’s standards. The proposed project would have less than significant impact related to air quality standards/violations and no mitigation measures would be required.

The proposed project would not 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).

Cumulative projects include local development as well as general growth within the project area. However, as with most development, the greatest source of emissions is from mobile sources, which travel throughout the local area. Therefore, from an air quality standpoint, the cumulative analysis would extend beyond any local projects and when wind patterns are considered would cover an even larger area. Accordingly, the cumulative analysis for the project’s air quality must be generic by nature. The Air Basin has been designated by the EPA as nonattainment for ozone and by CARB as nonattainment for ozone, PM10, and PM2.5. Construction and operation of cumulative projects will further degrade the local air quality, as well as the air quality of the Air Basin. The proposed project would have less than significant impact related to criteria pollutant and no mitigation measures would be required.

### **Summary**

The potential impacts of the proposed project would be mitigated to a less than significant level. Therefore, the combined effects of the proposed project and Cumulative Projects are not cumulatively significant. No cumulative mitigation measures related to air quality potential cumulative impacts are proposed.

### **Level of Significance**

The proposed project combined with cumulative projects would potentially have cumulative impacts related to air quality. No cumulative mitigation measures are proposed.

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### 5.4.3 Biology Resources

As discussed in Section 4.3 of this Draft EIR, the proposed project would have less than significant impacts related to biological resources with the incorporation of project specific mitigation measures.

#### ***Sensitive Species***

The proposed project would have a potential substantial project specific adverse effect on a sensitive species. Mitigation measures (MM BIO-1 and MM BIO-2) have been proposed that would reduce the overall impacts of the proposed project to sensitive species to a level below significant. Therefore, the proposed project would have a less than significant impact related to sensitive species with the incorporation of MM BIO-1 and MM BIO-2.

Cumulative Projects would be anticipated to be developed in compliance with existing Federal, state, and local regulations. The nearest project on the Cumulative Project List to the proposed project is the Meadowbrook project located approximately 6.4 miles to the south of the project site. A detailed review and analysis of the potential project specific and cumulative impacts of each Cumulative Project related to this topic was not accomplished. However, the City's General Plan EIR on Page 4.4-39 states related to sensitive species that,

"...Implementation of the proposed General Plan Update would result in less than significant direct and indirect impacts to special status species. However, the proposed project [General Plan Update] would result in a cumulatively considerable contribution to a significant cumulative impact associated with special status species and their habitats until the City's MHCP Subarea Plan is adopted. Impacts would be cumulatively considerable and unavoidable until the plan is adopted."

The proposed project would have a less than significant impact related to sensitive species with the incorporation of MM BIO-1 and MM BIO-2. Cumulative Projects would have a cumulative impact related to sensitive species. Therefore, the combined effects of the proposed project and Cumulative Projects are not cumulatively significant related to sensitive species. No cumulative mitigation measures are proposed.

#### ***Jurisdictional Wetlands***

A wetland survey was conducted on the project site. This was done to assess whether or not obvious wetlands were present or potential wetlands or waters that would require delineation. The project site contains no features that would suggest the presence of any jurisdictional wetlands or waters of the United States. No riparian habitat exists on the project site. No jurisdictional wetlands will be impacted by project implementation. Therefore, the proposed project would have a less than significant impact and no mitigation measures would be required.

The cumulative projects would be anticipated to be development in compliance with existing Federal, state, and local regulations. The nearest project on the Cumulative Project List to the proposed project is the Meadowbrook project located approximately 6.4 miles to the south of the project site. The City's General Plan EIR on Page 4.4-39 states related to wetlands that,

## **5.0 Cumulative Impacts**

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“...Implementation of the proposed General Plan Update would result in less than significant direct and indirect impacts to riparian habitat ....

Existing regulations and General Plan Update policies would ensure that significant impacts to federally protected wetlands would not occur. Therefore, impacts would be less than significant. Additionally, the proposed project would not contribute to a significant cumulative impact.

Therefore, the proposed project combined with cumulative projects would not have cumulative impacts related to jurisdictional wetlands. No cumulative mitigation measures are required.

### ***Migratory Corridors / Wildlife Nurseries***

The project site is unsuitable for use by large mammal species because the project site is mostly disturbed and bordered on three (3) sides by high-volume roadways. Based on the data provided Section 4.3 of this Draft EIR no wildlife corridor will be impacted by project implementation. Therefore, the proposed project would have a less than significant impact and no mitigation measures would be required.

The cumulative projects would be anticipated to be development in compliance with existing Federal, state, and local regulations. The nearest project on the Cumulative Project List to the proposed project is the Meadowbrook project located approximately 6.4 miles to the south of the project site. The City’s General Plan EIR on Page 4.4-39 states related to migratory corridors / wildlife nurseries that,

“Implementation of the proposed General Plan Update would result in less than significant direct and indirect impacts to wildlife movement corridors and nursery sites. The proposed project would result in a cumulatively considerable contribution to a significant cumulative impact associated with wildlife movement corridors and nursery sites until the City’s MHCP Subarea Plan is adopted. Impacts would be cumulatively considerable and unavoidable until the plan is adopted.”

Therefore, while cumulative projects would potentially have a cumulative impact, the proposed project would have a less than significant impact related to migratory corridors / wildlife nurseries. No cumulative mitigation measures are required.

### ***Local Policies or Ordinances***

There are no native wildlife nursery sites occur on or near the project site. No native wildlife nursery sites will be impacted by project implementation. Therefore, the proposed project would have a less than significant impact and no mitigation measures would be required.

The cumulative projects would be anticipated to be development in compliance with existing Federal, state, and local regulations. The nearest project on the Cumulative Project List to the proposed project is the Meadowbrook project located approximately 6.4 miles to the south of the project site. The City’s General Plan EIR on Page 4.4-39 states related to local policies and ordinances that,

## **5.0 Cumulative Impacts**

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“Implementation of the proposed General Plan Update would not result in significant direct and indirect impacts to local policies and ordinances. Additionally, the proposed project would not contribute to a significant cumulative impact. “

Therefore, the proposed project and cumulative projects would not have a cumulative impact, related to local policies and ordinances. No cumulative mitigation measures are required.

### ***Habitat Conservation Plan or Natural Community Conservation Plan***

During construction the proposed project could order potentially conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan related to off-site resources. Mitigation Measures MM BIO-1 and MM BIO-2 would provide for Best Management Practices during construction to prevent runoff from entering adjacent parcels. Therefore, the proposed project potentially significant impacts related to an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan would be mitigated to a less than significant level. The proposed project would have a less than significant impact and with the incorporation of MM BIO-1 and MM BIO-2.

The cumulative projects would be anticipated to be development in compliance with existing Federal, state, and local regulations. The nearest project on the Cumulative Project List to the proposed project is the Meadowbrook project located approximately 6.4 miles to the south of the project site. The City’s General Plan EIR on Page 4.4-39 states related to habitat conservation plans or natural community conservation plans that,

“Implementation of the proposed General Plan Update would not conflict with any applicable habitat conservation plan or NCCP. Therefore, the proposed project would not result in a significant impact. Additionally, the proposed project would not contribute to a significant cumulative impact.”

The proposed project would have a less than significant impact and with the incorporation of MM BIO-1 and MM BIO-2 related to habitat conservation plans or natural community conservation plans. Cumulative projects would not have a cumulative impact related to habitat conservation plans or natural community conservation plans.

Therefore, the proposed project and cumulative projects would not have a cumulative impact, related to habitat conservation plans or natural community conservation plans. No cumulative mitigation measures are required.

### ***Summary***

The potential impacts of the proposed project would be mitigated to a less than significant level. Therefore, the combined effects of the proposed project and Cumulative Projects are not cumulatively significant. No cumulative mitigation measures related to biological resources potential cumulative impacts are proposed.

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***Level of Significance***

The proposed project combined with cumulative projects would potentially have cumulative impact related to biological resources. No cumulative mitigation measures are proposed.

**5.4.4 Cultural Resources**

As discussed in Section 4.4 of this Draft EIR, the proposed project would have no impacts related cultural resources with the incorporation of project specific mitigation measures.

***Historical Resources***

The proposed project would have no impact related to historical resources and no mitigation measures would be required.

The cumulative projects would be anticipated to be development in compliance with existing Federal, state, and local regulations. The nearest project on the Cumulative Project List to the proposed project is the Meadowbrook project located approximately 6.4 miles to the south of the project site. The City's General Plan EIR on Page 4.4-46 & 47 states related to historical resources that,

“Implementation of the proposed project would result in new development that would have the potential to result in substantial adverse changes to the significance of historical resources. Therefore, the proposed project would result in a potentially significant impact to historical resources. Additionally, the proposed project would result in a potentially significant cumulative impact prior to mitigation. However, implementation of the mitigation measures identified in Section 4.5.6, Mitigation, Escondido General Plan, Downtown Specific Plan and Climate Action Plan EIR Page 4.5-47 April 23, 2012 would mitigate potentially significant direct and cumulative impacts identified for the proposed project to a less than significant level.”

The proposed project would no impact related to historical resources. Cumulative projects would be anticipated to incorporate mitigation measures as outlined in the City's General Plan EIR.

Therefore, the proposed project and cumulative projects would not have a cumulative impact, related to historical resources. No cumulative mitigation measures are required.

***Archaeological Resources***

The proposed project could potentially impact an archaeological resource. Based on the Native American Consultation process mitigation measures (revision of the Section needed) were provided to reduce potential impacts to a less than significant level.

The cumulative projects would be anticipated to be development in compliance with existing Federal, state, and local regulations. The nearest project on the Cumulative Project List to the proposed project is the Meadowbrook project located approximately 6.4 miles to the south of the project site. The City's General Plan EIR on Page 4.4-46 & 47 states related to archaeological resources that,

## **5.0 Cumulative Impacts**

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“Implementation of the proposed project would result in new development that would have the potential to cause a substantial adverse change in the significance of an archaeological resource, including the destruction or disturbance of an archaeological site that contains or has the potential to contain information important to history or prehistory. Therefore, the proposed project would result in a potentially significant impact to archaeological resources. Additionally, the proposed project would result in a potentially significant cumulative impact prior to mitigation. However, implementation of the mitigation measures identified in Section 4.5.6, Mitigation, would mitigate the proposed project’s potentially significant direct and cumulative impacts related to archaeological resources to a less than significant level.”

The proposed project would have less than significant impacts to Native American and Archaeological resources with the inclusion of Mitigation Measures MM CR-1 through MM CR-10. Cumulative projects would be anticipated to incorporate mitigation measures as outlined in the City’s General Plan EIR.

Therefore, the proposed project and cumulative projects would not have a cumulative impact, related to historical resources. No cumulative mitigation measures are required.

### ***Summary***

The potential impacts of the proposed project would be mitigated to a less than significant level. Therefore, the combined effects of the proposed project and Cumulative Projects are not cumulatively significant. No cumulative mitigation measures related to cultural resource potential cumulative impacts are proposed.

### ***Level of Significance***

The proposed project combined with cumulative projects would potentially have cumulative impacts related to cultural resources. No cumulative mitigation measures are proposed.

### **5.4.5 Geology and Soils**

As discussed in Section 4.5 of this Draft EIR, the proposed project would have a less than significant impact relating to geology and soils and no mitigation measures would be required.

### ***Exposure to Seismic-Related Hazards***

The proposed project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure including liquefaction, or landslides. The proposed project would not result in substantial soil erosion or the loss of topsoil; would not be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project; would not be located on expansive soil; and, would not involve the use of septic tanks or alternative wastewater disposal. Site design measures would be used to minimize geology and soil impacts including but not limited to removal of all deleterious material and vegetation prior to construction, remedial grading, compacting fill slopes, landscaping, and use of properly compacted soils.

## 5.0 Cumulative Impacts

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The cumulative projects would be anticipated to be development in compliance with existing Federal, state, and local regulations. The nearest project on the Cumulative Project List to the proposed project is the Meadowbrook project located approximately 6.4 miles to the south of the project site. The City's General Plan EIR on Page 4.4-36 & 37 states related to exposure to seismic-related hazards that,

*"Implementation of the proposed project would designate residential, commercial and industrial land uses that have the potential to allow development to occur in areas with seismically-related risks, such as seismically-induced ground shaking, liquefaction, and landslides. However, future development would be required to comply with all relevant proposed General Plan Update policies and federal, state and local regulations and building standards, including the CBC. Therefore, direct impacts from seismically-induced ground shaking, liquefaction, and landslides would be less than significant. In addition, the proposed project would not contribute to a significant cumulative impact associated with seismically-related hazards."*

The proposed project would have a less than significant related to exposure to seismic-related hazards. Based on the information above cumulative projects would have a less than significant cumulative impact related to exposure to seismic-related hazards.

Therefore, the proposed project and cumulative projects would have a less than significant cumulative impact, related to exposure to seismic-related hazards. No cumulative mitigation measures are required.

### **Soil Stability**

Implementation of the proposed project would allow the development of residential land uses occur in areas with seismically-related risks, such as seismically-induced ground shaking, liquefaction, and landslides. The Geology and Soils Report (Appendix G) concluded the project site is not underlain by active, potentially active, or inactive faults. The California Geological Survey defines an active fault as a fault showing evidence for activity within the last 11,000 years. The project site is not located within a State of California Earthquake Fault Zone. The proposed project would comply with federal, state and local regulations and building standards, which include the following:

- The proposed project will comply with all requirements of the Alquist-Priolo Earthquake Fault Zoning (AP) Act.
- The proposed project will comply with all requirements of the Seismic Hazards Mapping Act.
- The proposed project will comply with all requirements of the California Building Code (CBC).
- The proposed project will comply with all requirements of the goals and policies that address geology and soils issues in the City General Plan.
- The proposed project will comply with all requirements of Article 55 of the City Municipal Code establishes the grading and erosion control regulations for the City.

## 5.0 Cumulative Impacts

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- The proposed project will comply with all requirements of Chapter 22 of the City of Escondido's Municipal Code establishes regulations related to storm water management and discharge control, harmful waters and wastes, sewer service charges, private sewage disposal systems, sewer connection fees, sewer-connection laterals, and industrial wastewaters.

Therefore, project impacts from seismically-induced ground shaking, liquefaction, and landslides would be less than significant and no mitigation would be required.

The land uses designated by the proposed project would have the potential to allow construction and operational activities associated with future development that would have the potential to expose topsoil to erosion from water or wind. However, the proposed project would comply with federal, state and local regulations and building standards. Therefore, project impacts from the exposure of topsoil to erosion from water or wind would be less than significant and no mitigation would be required.

The cumulative projects would be anticipated to be development in compliance with existing Federal, state, and local regulations. The nearest project on the Cumulative Project List to the proposed project is the Meadowbrook project located approximately 6.4 miles to the south of the project site. The City's General Plan EIR on Page 4.4-36 & 37 states related to soils stability that,

"The proposed project would have the potential to allow development to occur in areas susceptible to on or offsite landslides, lateral spreading, subsidence, liquefaction, or collapse. However, future development associated with the land uses designated in the proposed General Plan Update would be required to comply with all applicable proposed General Plan Update policies and state and local building standards and regulations, including the CBC. Compliance with such policies and regulations would reduce direct impacts associated with on or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse to a less than significant level. Additionally, the proposed project would not contribute to a potentially significant cumulative impact associated with soil stability."

The proposed project would have a less than significant impact related to soils stability. Cumulative projects would have a less than significant impact related to soils stability.

Therefore, the proposed project and cumulative projects would have a less than significant cumulative impact, related to soils stability. No cumulative mitigation measures are required.

### ***Expansive Soils***

The proposed project would have the potential to allow development to occur in areas susceptible to on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse. However, the proposed project would comply with federal, state and local regulations and building standards. Therefore, project impacts from the exposure to on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse would be less than significant and no mitigation would be required.

The proposed project would designate land uses that would allow for the development of structures on potentially expansive soils. However, the proposed project would comply with federal, state and local regulations and building

## **5.0 Cumulative Impacts**

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standards. Therefore, project impacts from the exposure to potentially expansive soils would be less than significant and no mitigation would be required.

The cumulative projects would be anticipated to be development in compliance with existing Federal, state, and local regulations. The nearest project on the Cumulative Project List to the proposed project is the Meadowbrook project located approximately 6.4 miles to the south of the project site. The City's General Plan EIR on Page 4.4-36 & 37 states related to expansive soils that,

"The proposed project would designate land uses that would allow for the development of structures on potentially expansive soils. Future projects located in areas with expansive soils would be required to comply with all applicable proposed General Plan Update policies and state and local regulations, including the CBC. Compliance with such regulations would reduce direct impacts to below a level of significance. Therefore, the proposed General Plan Update would not create substantial risks to life or property due to expansive soils. Additionally, the proposed project would not contribute to a potentially significant cumulative impact associated with expansive soils."

Cumulative projects would have a less than significant impact related to expansive soils.

Therefore, the proposed project with the incorporation of GS MM-1 to GS MM-6 and compliance with federal, state and local regulations and building standards and cumulative projects would have a less than significant cumulative impact, related to expansive soils. No cumulative mitigation measures are required.

### ***Summary***

The potential impacts of the proposed project would be mitigated to a less than significant level. Therefore, the combined effects of the proposed project and Cumulative Projects are not cumulatively significant. No cumulative mitigation measures related to geology and soils potential cumulative impacts are proposed.

### ***Level of Significance***

The proposed project combined with cumulative projects would potentially have a cumulative impacts related to geology and soils. No cumulative mitigation measures are proposed.

## **5.4.6 Greenhouse Gas Emissions**

As discussed in Section 4.6 of this Draft EIR, Greenhouse Gas emissions and their contribution to climate change are widely recognized as a global problem, and the State of California has acknowledged this phenomenon as a state concern. The analysis provided in Section 4.6 is a cumulative analysis by nature, as climate change is a cumulative impact resulting from past, present, and future projects, including the proposed project and the cumulative projects listed in Table 5-1. Due to the large scale and global nature of climate change, a cumulative impact would occur if a project would result in a substantial increase in greenhouse gas emissions.

## **5.0 Cumulative Impacts**

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Based on the information provide in Section 4.5 the proposed project's calculated GHG emissions from both construction and operations would be within the City's GHG emissions threshold of 2,500 MT CO<sub>2</sub>e per year as detailed in Section 33-924(a)(7) of the Municipal Code and the E-CAP. Therefore, a less than significant generation of GHG emissions would occur from development of the proposed project. Impacts would be less than significant.

The proposed project's calculated GHG emissions (Section 4.5) from both construction and operations would be within the E-CAP's GHG emissions threshold of 2,500 MT CO<sub>2</sub>e per year CAP. Therefore, the proposed project would comply with the E-CAP reduction targets and would not conflict with the applicable plans for reducing GHG emissions. Impacts would be less than significant.

### **Summary**

The potential impacts of the proposed project would be mitigated to a less than significant level. Therefore, the combined effects of the proposed project and Cumulative Projects are not cumulatively significant. No cumulative mitigation measures related to greenhouse gas emissions potential cumulative impacts are proposed.

### **Level of Significance**

The proposed project combined with cumulative projects would potentially have cumulative impacts related to greenhouse gas emissions. No cumulative mitigation measures are proposed.

## **5.4.7 Hazards**

As discussed in Section 4.7 of this Draft EIR, the proposed project with the incorporation of project specific mitigation measures would have a less than significant impact relating to hazards.

### **Wildland Fires**

The proposed project could potentially expose people or structures to a significant risk of loss, injury or death involving wildland fires. The proposed project with the incorporation of P MM HAZ-1 though MM HAZ-4 would reduce the potential wildland fire hazard to a less than significant level.

The nature of the analysis of wildland fires provides for the cumulative analysis. The information provided in Section 4.7 of this Draft EIR and n Technical Appendix E of this Draft EIR.

### **Summary**

The potential impacts of the proposed project would be mitigated to a less than significant level. Therefore, the combined effects of the proposed project and Cumulative Projects are not cumulatively significant. No cumulative mitigation measures related to hazards potential cumulative impacts are proposed.

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**Level of Significance**

The proposed project combined with cumulative projects would potentially have cumulative impacts related to hazards. No cumulative mitigation measures are proposed.

**5.4.8 Hydrology and Water Quality**

As discussed in Section 4.8 of this Draft EIR, the proposed project with the incorporation of project specific mitigation measures would have a less than significant impact relating to hydrology and water quality.

***Water Quality Standards and Discharge Requirements/ Otherwise Degrade Water Quality***

The potential for substantial erosion or siltation effects of the proposed project would be reduced to a less than significant level with the preparation of and confluence with a SWPPP, implementation of best management practices identified in the SWQMP, and compliance with existing Federal, state, and local regulations as discussed above would protect water quality and ensure that the proposed project would be in compliance with applicable water quality standards and the implementation of project specific drainage improvements.

Based on the data provided in Appendix G, *Hydrology Study* and Appendix J, *Priority Development Project (PDP) SWQMP* the proposed project development in accordance with the CPRs would result in less than significant impacts and would not violate any water quality standards or waste discharge requirements. Therefore, the proposed project would have a less than significant impact and no mitigation measures would be required.

The cumulative projects would be anticipated to be development in compliance with existing Federal, state, and local regulations. The nearest project on the Cumulative Project List to the proposed project is the Meadowbrook project located approximately 6.4 miles to the south of the project site. The City's General Plan EIR on Page 4.9-47 & 48 states related to water quality standards and discharge requirements / otherwise degrade water quality that,

Water Quality Standards and Discharge Requirements

*“Implementation of the proposed General Plan Update, Downtown Specific Plan Update and E-CAP would contribute to surface water and ground water quality contaminants, which would result in potentially significant impacts to water quality standards and requirements. However, implementation of the proposed General Plan Update policies, in addition to compliance with applicable regulations, would reduce direct and indirect project impacts to a less than significant level. Additionally, the proposed project’s cumulative impact would be less than significant.”*

Otherwise Degrade Water Quality

*“Implementation of the General Plan Update, Downtown Specific Plan Update and E-CAP would result in increased runoff that has the potential to cause new erosion and siltation impacts or worsen existing erosion and siltation problems. However, implementation of the proposed General Plan Update policies, in addition to compliance with applicable regulations, would reduce the proposed project’s direct and indirect*

## 5.0 Cumulative Impacts

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*impacts to below a level of significance. Additionally, the proposed project's cumulative impact would be less than significant."*

The proposed project development in accordance with the CPRs would result in less than significant impacts and would not violate any water quality standards or waste discharge requirements. The proposed project would have a less than significant impact and no mitigation measures would be required. Cumulative projects would not have a cumulative impact related to soils stability.

Therefore, the proposed project developed in accordance with the CPRs, the proposed project would not have a cumulative impact, related to soils stability. No cumulative mitigation measures are required.

### ***Alter Drainage/ Increased Runoff/ Exceed Capacity***

The proposed project potential impacts would be reduced to a less than significant level with the preparation of and confluence with a SWPPP, implementation of best management practices identified in the SWQMP, and compliance with existing Federal, state, and local regulations and the implementation of project specific drainage improvements.

Based on the data provided in Appendix G, *Hydrology Study* and Appendix J, *Priority Development Project (PDP) SWQMP* the proposed project development in accordance with the CPRs would result in less than significant impacts. Therefore, the proposed project would have a less than significant impact and no mitigation measures would be required.

The cumulative projects would be anticipated to be development in compliance with existing Federal, state, and local regulations. The nearest project on the Cumulative Project List to the proposed project is the Meadowbrook project located approximately 6.4 miles to the south of the project site. The City's General Plan EIR on Page 4.9-47 & 48 states related to alter drainage / increased runoff / exceed capacity, the following:

*"Implementation of the General Plan Update, Downtown Specific Plan Update and E-CAP would convert permeable surfaces to impermeable surfaces, which would have the potential to result in flooding on or offsite. However, implementation of the proposed General Plan Update policies, in addition to compliance with applicable regulations, would reduce the proposed project's direct and indirect impacts to below a level of significance. Additionally, the proposed project's cumulative impact would be less than significant."*

### **Exceed Capacity of Stormwater Systems**

*"Implementation of the proposed General Plan Update, Downtown Specific Plan Update and E-CAP has the potential to exceed the capacity of existing stormwater drainage facilities. However, implementation of the proposed General Plan Update policies, in addition to compliance with applicable regulations, would reduce the proposed project's direct and indirect impacts to below a level of significance. Additionally, the proposed project's cumulative impact would be less than significant."*

## 5.0 Cumulative Impacts

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The proposed project potential impacts would be reduced to a less than significant level related to alter drainage / increased runoff / exceed capacity with the preparation of and confluence with a SWPPP, implementation of best management practices identified in the SWQMP; compliance with existing Federal, state, and local regulations; and, the implementation of project specific drainage improvements. Cumulative projects would not have a cumulative impact related to alter drainage / increased runoff / exceed capacity.

Therefore, the proposed project and, cumulative projects would not have a cumulative impact, related to alter drainage / increased runoff / exceed capacity. No cumulative mitigation measures are required.

### **Summary**

The potential impacts of the proposed project would be mitigated to a less than significant level. Therefore, the combined effects of the proposed project and Cumulative Projects are not cumulatively significant. No cumulative mitigation measures related to hydrology and water quality potential cumulative impacts are proposed.

### **Level of Significance**

The proposed project combined with cumulative projects would not have cumulative impacts related to hydrology and water quality. No cumulative mitigation measures are proposed.

### **5.4.9 Land Use and Planning**

As discussed in Section 4.9 of this Draft EIR, the proposed project would have a less than significant impact relating to land use and planning. No mitigation measures are required.

#### **Land Use Plans, Policies, or Regulations**

The proposed project would have a less than significant impact related to applicable land use plans, policies, or regulations and no mitigation measures would be required.

The cumulative projects would be anticipated to be development in compliance with existing Federal, state, and local regulations. The nearest project on the Cumulative Project List to the proposed project is the Meadowbrook project located approximately 6.4 miles to the south of the project site. The City's General Plan EIR on Page 4.10-37 & 38 states related to land use plans, policies, or regulations that,

*“Implementation of the proposed project would not conflict with applicable land use plans, policies, and regulations. Therefore, a potentially significant impact would not occur. In addition, the proposed project would not contribute to a significant cumulative impact associated with conflicts with land use plans, policies or regulations.*

Cumulative projects would not have a cumulative impact related to land use plans, policies, or regulations.

Therefore, the proposed project and cumulative projects would not have a cumulative impact, related to land use plans, policies, or regulations. No cumulative mitigation measures are required.

**Conservation Plans**

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The proposed project would have a less than significant impact relating to conflicting with conservation plans and no mitigation measures would be required.

The cumulative projects would be anticipated to be development in compliance with existing Federal, state, and local regulations. The nearest project on the Cumulative Project List to the proposed project is the Meadowbrook project located approximately 6.4 miles to the south of the project site. The City’s General Plan EIR on Page 4.10-37 & 38 states related conservation plans that,

*“Implementation of the proposed project would conflict with any applicable HCP or NCCP. Therefore, a potentially significant impact would not occur. Additionally, the proposed project would not contribute to a significant cumulative impact associated with conflicts with HCPs or NCCPs.”*

Cumulative projects would not have a cumulative impact related to conservation plans. Therefore, the proposed project and cumulative projects would not have a cumulative impact, related to conservation plans. No cumulative mitigation measures are required.

**Summary**

The potential impacts of the proposed project would be mitigated to a less than significant level. Therefore, the combined effects of the proposed project and Cumulative Projects are not cumulatively significant. No cumulative mitigation measures related to land use and planning cumulative impacts are proposed.

**Level of Significance**

The proposed project combined with cumulative projects would not have cumulative impacts related to land use and planning. No cumulative mitigation measures are proposed.

**5.4.10 Noise**

As discussed in Section 4.10 of this Draft EIR the proposed project would expose persons to or generate noise levels in excess of standards established in the City’s General Plan or Noise Ordinance or applicable standards of other agencies. Section 4.10 of this Draft EIR calculates the potential noise emissions associated with the construction and operations of the proposed project and compares the noise levels to the City standards.

**Temporary or Periodic Ambient Noise Levels / Permanent Ambient Noise Levels**

The proposed project would not generate noise levels in excess of standards established in the General Plan or Noise Ordinance from construction of the proposed project. Impacts would be less than significant. The proposed project would expose persons to on-site noise levels in excess of City standards. Mitigation Measure MM NOI-1 through MM NOI-4 would reduce potential on-site interior noise impact to a less than significant level.

## 5.0 Cumulative Impacts

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The cumulative projects would be anticipated to be development in compliance with existing Federal, state, and local regulations. The nearest project on the Cumulative Project List to the proposed project is the Meadowbrook project located approximately 6.4 miles to the south of the project site. The City's General Plan EIR on Page 4.12-52 & 53 states related noise that,

### Excessive Noise Levels

*“Implementation of the proposed General Plan Update would have the potential to expose land uses to noise levels in excess of noise compatibility guidelines. However, compliance with existing regulations and implementation of the proposed General Plan Update policies would reduce this impact to a level below significant. Therefore, the proposed project would result in a less than significant direct impact. In addition, the proposed project would not contribute to a potentially significant cumulative impact associated with excessive noise levels.”*

### **Permanent Increase in Ambient Noise Levels**

*“Implementation of the General Plan Update would permanently increase ambient noise along roadways. Therefore, the proposed project would result in a potentially significant impact. Additionally, General Plan Update would result in a cumulatively considerable contribution to a potentially significant cumulative impact. Although implementation of the proposed General Plan Update policies would reduce the project's direct impact to a less than significant level, the project's contribution to a regional cumulative impact would remain significant and unavoidable. No feasible mitigation measures are available to reduce the project's cumulative impact related to regional increases in roadway noise to a less than significant level. Alternatives that would further reduce this noise impact as compared to the proposed project are discussed in Chapter 6, Project Alternatives.”*

### **Temporary Increase in Ambient Noise Levels**

*“Implementation of the General Plan Update would have the potential to temporarily increase ambient noise from construction activity. Therefore, the proposed project would result in a potentially significant impact. However, implementation of the proposed General Plan Update policies, in addition to compliance with applicable regulations, would reduce the proposed project's direct impacts to a less than significant level. In addition, the proposed project would not contribute to a potentially significant cumulative impact associated with a temporary increase in ambient noise levels.”*

Based on the information above, cumulative projects would not have a cumulative impact related to excessive noise levels or temporary increases in ambient noise levels. However, cumulative project would have a cumulatively considerable contribution to a potentially significant cumulative impact to ambient noise levels. This cumulative impact would be significant and unavoidable

Therefore, the proposed project and cumulative projects would have a cumulative impact, related to ambient noise levels. No feasible cumulative mitigation measures are available.

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**Summary**

The potential impacts of the proposed project would be mitigated to a less than significant level. Therefore, the combined effects of the proposed project and Cumulative Projects are not cumulatively significant. The proposed project and cumulative projects would have a cumulative impact, related to ambient noise levels. No feasible cumulative mitigation measures are available.

**Level of Significance**

The proposed project combined with cumulative projects would potentially have a cumulative impacts related to noise. No feasible cumulative mitigation measures are available.

**5.4.11 Transportation/Traffic**

**Consistency Plans / Congestion Management**

As discussed in Section 4.11 of this Draft EIR the proposed project the would have less than significant impact related to consistency with applicable plans and traffic congestion with the implementation of Mitigation Measure MM TRA-1 and MM TRA-5. Cumulative projects within the City are forecast to generate approximately 10,312 trips per day, which includes approximately 978 AM peak hour trips and approximately 1,010 PM peak hour trips. The proposed project and cumulative projects would have potential cumulative impacts on roadway sections and intersections.

Roadways

*Proposed Project*

The proposed project would have project specific impacts on roadway. A roadway segment analysis under Existing Plus Project conditions showed that all roadway segments are forecast to continue operating at acceptable LOS (LOS D) with and without implementation of the proposed project. The analysis indicates an increase in volume to capacity (v/c) ratio associated with the addition of project traffic to existing traffic volumes on the segment of North Nutmeg Street between Country Club Lane and Via Alexandra would exceed the City's significance threshold of 0.02. This results in a traffic impact.

*Cumulative Roadways*

The proposed project and cumulative projects would have a cumulative impact on roadways. A roadway segment analysis under Existing Plus Cumulative conditions showed that the roadway segment on North Nutmeg Street between County Club Land and Via Alexandra would exceed the significance threshold of 0.02. This results in a cumulative traffic impact.

Intersections

The Existing Plus Cumulative conditions analysis showed that the following intersections would operate at a deficient LOS E or F during the peak hours without the proposed project:

## 5.0 Cumulative Impacts

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- North Centre City Parkway/North Nutmeg Street (AM: LOS E);
- West Country Club Lane/North Nutmeg Street (AM: LOS E; PM: LOS F); and,
- North Centre City Parkway/West El Norte Parkway (AM/PM: LOS E).

The following intersections would operate at a deficient LOS E or F during the peak hours with the addition of project-related traffic to Existing Plus Cumulative conditions traffic volumes:

- North Centre City Parkway/North Nutmeg Street (AM: LOS F; PM: LOS E);
- West Country Club Lane/North Nutmeg Street (AM: LOS E; PM: LOS F); and,
- North Centre City Parkway/West El Norte Parkway (AM/PM: LOS E).

The proposed project and projects on the cumulative projects would have a cumulative significant impact at the North Centre City Parkway/North Nutmeg Street and West Country Club Lane/ North Nutmeg Street intersections.

- North Centre City Parkway/North Nutmeg Street (AM and PM); and,
- West Country Club Lane/ North Nutmeg Street (AM and PM).

Based on the information provided in the Appendix K, the City Staff has determined that a project is fully responsible for mitigating an impact to restore the deficient intersection or roadway segment to an acceptable LOS, when a direct impact is identified (page 36). State planning law, including CEQA and the CEQA Guidelines, provide that a local government (i.e., City) must establish that the mitigation is an essential nexus and roughly proportional to the impact. Therefore, the proposed project will be responsible for their “fair-share” of these improvements as determined by the City. These improvements moreover will be accomplished to the satisfaction of the City.

Additionally, cumulative projects within the City are forecast to generate approximately 10,312 trips per day, which includes approximately 978 AM peak hour trips and approximately 1,010 PM peak hour trips. This environmental document has taken a conservative approach, as directed by the City, that all trips from cumulative projects would be included; however, not all improvements required of these cumulative projects would be included. For example, the cumulative project The Villages at Escondido Country Club is required to install a traffic signal at the intersection of West Country Club Lane and North Nutmeg Street. However, the Existing Plus Cumulative analysis assumed that The Villages at Escondido Country Club project was developed and the traffic signal at West Country Club Lane and North Nutmeg Street was not installed. The Villages at Escondido Country Club cumulative project is required to install roadway improvements to North Nutmeg Street between County Club Land and Via Alexandra the analysis did not include these cumulative project improvements.

The City’s requirement is that the “first” project to develop is responsible for installation of improvements. Costs that exceed “fair-share” would be reimbursed in a manner prescribed by the City. Mitigation Measure MM TRA-1,

## **5.0 Cumulative Impacts**

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MM TRA-2, and MM TRA-3 provided in Section 4.11 of this Draft EIR have been provided to address project specific and cumulative traffic congestion impacts. The proposed project would have less than significant project specific and cumulative impact related to consistency with applicable plans and traffic congestion with the implementation of Mitigation Measure MM TRA-1, MM TRA-2, and MM TRA-3.

### ***Queuing***

The proposed project would have the potential for a congestion queuing impacts. A queuing analysis was performed at the following locations:

- North Centre City Parkway/North Nutmeg Street intersection under Existing Plus Cumulative Plus Project conditions;
- Nutmeg Street/Project Access intersection; and,
- Project access intersection on Nutmeg Street.

Based on the information provide in Technical Appendix X, the project site access evaluation showed that no impacts are anticipated at the project access intersection on Nutmeg Street. Mitigation Measure MM TRA-4 and MM TRA-5 provided in Section 4.11 have been provided address minimum storage lengths.

Therefore, the proposed project and cumulative projects would have less than significant cumulative impact related to storage lengths with Mitigation Measure MM TRA-3 and MM TRA-4.

### ***Design Hazard***

The proposed project has the potential to increase traffic hazards due to design features. The *Nutmeg Residential Condominiums Project, Traffic Impact Analysis Report*, David Mizell, AICP in March 1, 2019, as provided in Technical Appendix K to this Draft EIR evaluated the existing on-site design of the proposed project.

### ***Farm Equipment***

No farm equipment would be utilized on the project site. Therefore, the proposed project would have no impact related to design hazards from farm equipment. No mitigation is required.

### ***Intersection Sight Distance***

#### **North Centre City Parkway/Nutmeg Street**

A sight distance assessment from both project driveway approaches at North Centre City Parkway at the intersection with North Nutmeg Street. The sight distance assessment indicates that the available sight distance looking east from both project driveway approaches would be clear and unobstructed to the North Centre City Parkway/Nutmeg Street intersection. The proposed project would have no impact related to the creation of dangerous intersections at this location. No mitigation would be required.

Driveway Approaches to the West

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A sight distance assessment from both project driveway approaches to the west was accomplished. The available sight distance looking west from both the proposed driveway approaches would currently be obstructed by existing fencing, shrubs, and rocks near the project site boundary with Caltrans right-of-way. The proposed project would remove all existing fence along the Caltrans right-of-way in this location and install fencing as depicted on Figure 3-7. New fencing and landscaping would be implemented that provides for unobstructed sight distances looking to the west from the proposed driveway approaches. The proposed project would have no impact related to the creation of dangerous intersections at this location. No mitigation would be required.

It is unknown, if any of the cumulative projects would create design hazards on their specific sites; however, the proposed project would not incrementally add to any cumulative traffic hazard related to design hazards.

**Summary**

The potential impacts of the proposed project would be mitigated to a less than significant level. Therefore, the combined effects of the proposed project and Cumulative Projects are not cumulatively significant. No cumulative mitigation measures related to transportation/traffic potential cumulative impacts are proposed.

## **6.0 ALTERNATIVES**

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## 6.1 Introduction

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### 6.1.1 Background Information

#### *Introduction*

This section summarizes the proposed project to allow for an evaluation of its comparative merit with a range of reasonable potentially feasible alternatives. The project proposal includes a Tentative Subdivision Map for 135 attached townhome units on a 7.66-acre site straddling Nutmeg Street. The portion of the site to the north of Nutmeg Street would be developed with 37 homes, and the portion to the south of Nutmeg Street would be developed with 98 homes. Please refer to Section 3 for a complete description of the proposed project. The potentially significant impacts relating to the proposed project were identified in connection with aesthetics, air quality, biological resources, cultural resources, geology and soils, greenhouse gas, hazards and hazardous materials, noise, and transportation/traffic. With the implementation of the identified mitigation measures identified in this Environmental Impact Report (EIR), all potentially significant impacts would be mitigated to less than significant levels. Additionally, the proposed project would not result in a significant unavoidable long-term impact.

#### **State CEQA Guidelines**

##### Scope and Purpose

Section 15126.6(a) of the California Environmental Quality Act (CEQA) Guidelines requires that an EIR “describe a range of reasonable alternatives to the Project, or to the location of the Project, that would feasibly attain most of the basic objectives but would avoid or substantially lessen any of the significant environmental effects of the Project, and evaluate the comparative merits of the alternatives” (14 CCR Section 15126.6a). Section 15126.6(a) also provides that an EIR need not consider every conceivable alternative to a project. Instead, the EIR must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation, but is not required to consider alternatives that are infeasible. There is no ironclad rule governing the nature or scope of the alternatives to be discussed in an EIR, other than the “rule of reason.” The “rule of reason” governing the range of alternatives specifies that an EIR should only discuss those alternatives necessary to foster meaningful public participation and informed decision making. CEQA requires consideration of a “No Project” alternative to allow decision makers to compare the impacts of approving the project with the impacts of not approving the project (14 CCR Section 15126.6(e)).

Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (California Public Resources Code, Section 21002.1), the purpose of an EIR’s alternatives discussion is to focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project, even if the alternatives would impede to some degree the attainment of the project’s objectives or be more costly. Further, CEQA requires that an EIR identify the environmentally superior alternative from among the alternatives.

## 6.0 Alternatives

This section evaluates the potential significant impacts of the proposed project in numerous environmental categories. This information allows the proposed project to be compared against the merits of each alternative.

The analysis contained in this section compares each of the alternatives to the proposed project, and includes an analysis of each alternative with respect to each of the environmental issues evaluated for the proposed project. In addition, the analysis of alternatives includes the assumption that all applicable mitigation measures associated with the proposed project would be implemented with an alternative, where applicable. However, applicable mitigation measures may be scaled to reduce or avoid the potential impacts of the alternative under consideration, and may not precisely match those identified for the proposed project.

The State CEQA Guidelines provide that a project cannot be approved, if there are feasible alternatives that would substantially lessen its environmental effects. The City may reject alternatives as infeasible, if based on substantial evidence in the record; the decision-makers find the alternatives are impractical or undesirable from a policy standpoint. [*California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal. App. 4th 957]

### Criteria for Selection, Analysis, and Feasibility of Alternatives

The criteria for the selection and analysis of alternatives are provided in CEQA Guidelines, Section 15126.6(c). The alternatives must: 1. Meet most of the Project objectives; 2. Be feasible; and, 3. Avoid or substantially lessen any significant impacts of the project. The project objectives are contained in Chapter 1 of this EIR and listed below.

According to CEQA Guidelines, Section 15126.6(b), the alternatives analysis should focus on those alternatives that, if implemented, could eliminate or reduce any of the significant environmental impacts of the proposed project. The alternatives will be evaluated to determine if, as anticipated when selected as alternatives, they actually eliminate any significant environmental effects or reduce them to a less-than-significant level. The potential impacts of the proposed project are considered to be those that are identified prior to the incorporation or implementation of any mitigation measures.

The potential impacts of the alternative relative to the proposed project will be evaluated to determine the “comparative merits of the alternatives.” (CEQA Guidelines section 15126.6(a).) This analysis will be based, in part, on a comparison to the potential impacts of the proposed project. The analysis includes a discussion of the relative feasibility of each alternative.

CEQA Guidelines Section 15126.6(f)(1) identifies the factors to be taken into account to determine the feasibility of alternatives. The factors include: 1. Site suitability; economic viability; availability of infrastructure; general plan consistency; 2. Other plans or regulatory limitations; 3. Jurisdictional boundaries; and, 4. Whether the applicant can reasonably acquire, control, or otherwise have access to the alternative site. No one of these factors establishes a fixed limit on the scope of reasonable alternatives. An alternative does not need to be considered, if its environmental effects cannot be reasonably ascertained and if implementation of such an alternative is remote or speculative.

## **6.0 Alternatives**

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In determining the nature and scope of alternatives to be examined in an EIR, CEQA and the case law have stated that local agencies must be guided by the doctrine of “feasibility.” As defined by CEQA and the CEQA Guidelines “feasible” means “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.” (Public Resources Code Section 21061.1; see also 14 CCR Section 15364 [same definition but with the addition of “legal” factors].) The concept of feasibility under CEQA and the CEQA Guidelines also encompasses “desirability” to the extent that desirability is based on a reasonable balancing of the relevant economic, social, technological, and other factors.

### Rationale for the Selection of Alternatives

The criteria discussed above and information received during the Notice of Preparation (NOP) and scoping process were used to select alternatives to the proposed project.

The “No Project” alternative must be evaluated along with any impacts (14 CCR §15126.6(e)(1)). If the environmentally superior alternative is the “No Project” alternative, the EIR must identify an environmentally superior alternative among the other alternatives (14 CCR Section 15126(e)(2). In addition, the EIR must identify any alternatives that were considered but rejected by the lead agency, and briefly explain the reasons behind the lead agency’s rejection determination.

CEQA and the CEQA Guidelines provide that an EIR need not evaluate the environmental effects of alternatives in the same level of detail as the proposed project, but must include enough information to allow meaningful evaluation, analysis, and comparison. The alternatives discussion is intended to focus on alternatives to the proposed project or its location that are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives.

### ***Alternatives Considered but Rejected from Further Analysis***

#### Alternative Project Location

In accordance with CEQA Guidelines an alternative location for a project should be considered if development of another site is feasible and if such development would avoid or substantially lessen the significant impacts of the project. Factors that may be considered when identifying an alternative site location include the size of the site, its location, the General Plan (or Sub-Regional Plan) land use designation, and availability of infrastructure. The CEQA Guidelines states that a key question in addressing an off-site alternative is “whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location.”

If another parcel within the City limits were to become available, development of the alternative site would likely result in the same or similar impacts as those identified in this EIR for the proposed project. These potentially significant project impacts would include, biology resources, cultural resources, hazards, noise, and traffic. Selection of another alternative location may avoid impacts to biological resources, cultural resources, hazards, and noise. These potential impacts are site-specific. These impacts of the proposed project were found to be less than significant with mitigation.

## 6.0 Alternatives

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Another alternate site location is not likely to substantially reduce potential significant environmental effects of the proposed project related to these resources when compared to the project site. In addition the Project Applicant has stated that it cannot reasonably acquire, control, or otherwise have access to an alternative site with the same or similar attributes as the project site. The Project Applicant targeted this specific site to create an opportunity for positive change. Therefore, for the reasons stated above this alternative was rejected from further consideration.

### ***Alternatives Identified For Evaluation and Reasons for Including Selected Alternatives***

The State CEQA Guidelines provide that the Lead Agency [City of Escondido] (City)] shall select a reasonable range of alternatives to be evaluated as noted below.

An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. [Section 15126.6(a)]

The range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. The EIR should briefly describe the rationale for selecting the alternatives to be discussed. The EIR should also identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination. Additional information explaining the choice of alternatives may be included in the administrative record. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts. [Section 15126.6 (c)]

The City has selected the alternatives (listed below) for consideration in the Draft EIR: As required by Section 15126.6(a) cited above, the Alternatives were selected because one (1) or more of the Alternatives potentially may avoid or substantially lessen any of the significant effects of the proposed project. The Off-Site Location Alternative was analyzed in compliance with the language of Section 15126.6(a), which provides for consideration of alternative locations.

- No Project Alternative – No Development;
- No-Project Alternative – Development Under Existing General Plan; and,
- Reduced Project Alternative.

### ***Alternatives Under Consideration***

This section describes each alternative, provides a statistical summary of the land uses anticipated under each alternative, and provides a schematic of the land use that would occur. State CEQA Guidelines Section 15126.6 requires that an EIR contain a description of,

## 6.0 Alternatives

...a range of reasonable alternatives to the project, or to the location of a project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.

The following provides a description of each of the alternatives the City has chosen for consideration in the Draft EIR. Impacts associated with each topical environmental issue area are compared to the project alternatives to determine, if any, of the alternatives would eliminate or significantly reduce the potentially significant impacts associated with the proposed project. According to Section 15126(a) of the State CEQA Guidelines, the objective of alternatives analysis in an EIR is to describe a range of alternatives that would meet most of the project objectives while reducing any significant effects on the environment. This EIR determined that the proposed project would not result in any significant and unavoidable impacts. Therefore, three (3) Alternatives are under consideration.

1. No Project/No Development
2. No Project/Development Under Existing General Plan and Zoning
3. Reduced Project Alternative

These three (3) alternatives to the proposed project are analyzed below. The analysis compares the proposed project and each individual project alternative. In several cases, the description of the impact may be the same under each alternative when compared with the CEQA Thresholds of Significance (i.e., both the project and the alternative would result in a less than significant impact). The actual severity of impact may be slightly different between the proposed project and each alternative, and this relative difference is basis for a conclusion of greater or lesser impacts.

In developing the alternatives to be addressed in this chapter, consideration was given to the ability to meet the basic objectives of the proposed project and eliminate or substantially reduce the identified significant environmental impacts. As stated in Chapter 3, *Project Description* the project objectives are as follows:

**Table 6-1 Project Objectives**

No.	Objective
<b>OBJ-1</b>	To develop 135 new homes to meet demand in the City. By the provision of entry level and move-down housing priced within the Federal Housing Administration (FHA) and Veteran's Administration (VA) guidelines in close proximity to employment. This would assist the City in implementing the General Plan's housing goals by increasing the City's housing stock and diversifying the range of housing opportunities.
<b>OBJ-2</b>	To reduce daily and peak-hour traffic significantly below that would occur if the project site were to be developed in accordance with the existing City General Plan with commercial office uses. By the development of the project site with residential land use.
<b>OBJ-3</b>	To enhance mobility in the City. By the provision of improves North Centre City Parkway, North Nutmeg Street, and Caltrans R-O-W in the vicinity of the project site for pedestrians, bicycles, and vehicles. Additionally, by improvements to project site access and circulation in accordance with all City standards.
<b>OBJ-4</b>	To meet City development and design standards related to land use and density, by providing a variety

Table 6-1 Project Objectives

No.	Objective
	of housing types and designs within an interrelated development proposal that provides two (2) types of homes (i.e., townhomes and villas) with multiple designs, variations in height, design, and setback along North Nutmeg Street and North Centre City Parkway. Avoiding a monotonous streetscapes and visual impacts.
OBJ-5	To meet the City Municipal Code requirements related to recreation and open space in a reasonable manner, while providing for the development of housing affordable under FHA and VA guidelines. By establishing a landscape with appropriate modern materials for recreation areas, landscaped setbacks, sidewalks, fences, and signage.
OBJ-6	To meet the demand for on-site recreational opportunities by the provision of an interrelated open space and recreation system that includes concern for scenic vistas, scenic resources, community character and quality, and light and glare are all part of the visual landscape. By the provision of open space, tot-lots, and outdoor space area central located within the proposed project. Including: North Nutmeg Street a small park, seating area with overhead, and exercise station; and, South of North Nutmeg Street a park, seating area with overhead, and barbeque, spa, tot lot, exercise stations. Additionally, by the introduction of 222 trees.
OBJ-7	To meet all requirements related to the quality of storm water runoff. By the provision of a Storm Water Pollution Prevention Program (SWPPP) that meets all state, regional, and City standards. A program that would relate stormwater management and discharge control, harmful waters and wastes, sewer service charges, private sewage disposal systems, sewer connection fees, sewer connection laterals, and industrial wastewaters.
OBJ-8	To increased City revenues (i.e., property, sales, and other taxes). By changing the existing General Plan and zoning to allow reasoned development of the project site.

Source: Nutmeg North LLC & Nutmeg South LLC, January 2019

## 6.1.2 Alternatives to the Proposed Project

### ***Alternative 1: No Project Alternative – No Development***

CEQA requires an evaluation of the “No Project” alternative so that decision makers can compare the impacts of approving the Project with the impacts of not approving it. The CEQA Guidelines provide that the No Project Alternative must include the assumption that conditions at the time of the Notice of Preparation (i.e., baseline environmental conditions) would not be changed since the proposed project would not be implemented.

Table 6-2 provides a statistical summary of the land uses anticipated under this alternative. Figure 6-1, *No Project Alternative – No Development*, depicts a schematic of the land use under this alternative. Under this alternative, the uses described below would occur.

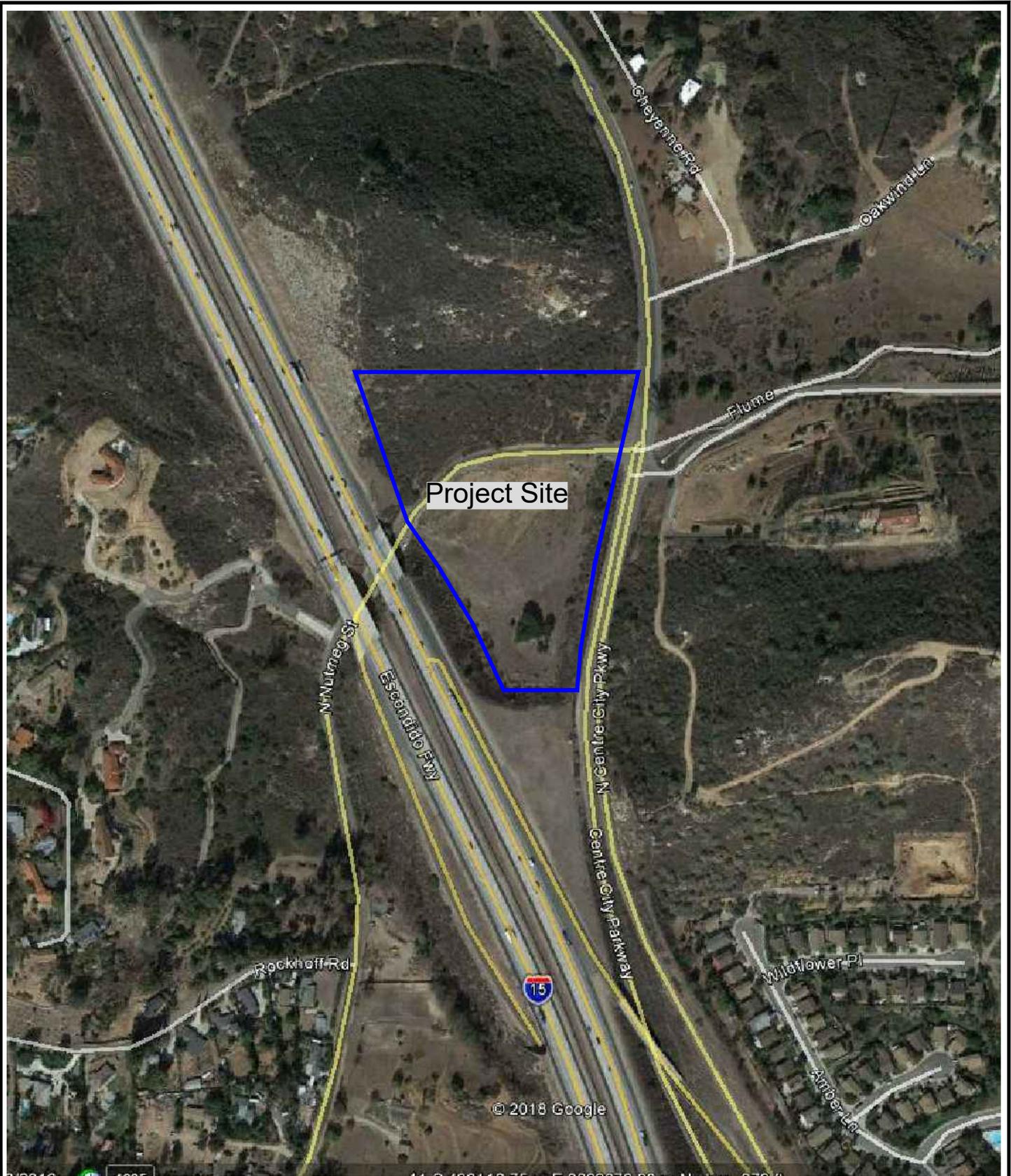
Table 6-2: Summary of No Project Alternative – No Development

Planning Area	Alternative No. 1 Land Use	Existing Land Use	Units / Square Feet	Gross Acres	Percent of Site <sup>1</sup>
224-260-23-00 224-260-47-00 224-260-46-00	No development	Vacant	0	6.70 acres	68%
Interstate – 15 (Right-of-Way)	No development	Vacant	0	1.29 acres	13%
Centre City Parkway (Excess Right-Of-Way) <sup>2</sup>	No development	Vacant	0	1.53 acres	16%
Nutmeg Street (Right-of-Way)	No Development	Vacant	0	.34 acres	3%
Total			0	9.86 acres	100%

Source: Vista Community Planners, Inc., August 2018

Notes

1. Existing land use percentages are estimates only.
2. Total disturbed area for Centre City Parkway



SOURCE: Google Earth

# NO-PROJECT ALTERNATIVE

## NUTMEG HOMES PROJECT - CITY OF ESCONDIDO

VISTA  
NO SCALE



FIGURE 6-1

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**Alternative 2: No Project Alternative – Development Under Existing General Plan**

This alternative evaluates the development of the project site for uses permitted under the City’s existing General Plan. Existing and proposed City General Plan designations for the project site are provided in Table 3-1: *General Plan*. The project site is currently designated in the Land Use Map of the City General Plan as “Office” (O). The Office designation provides for the development of a variety of activities in an office environment, such as administrative and professional offices; business support services; financial, insurance, and real estate services; and some supportive commercial uses. Prior to the 2012 Comprehensive General Plan Update, the project site was designated as “Estate” (E). The Estate designation permits a wide range of single-family based housing types, at a maximum density of one (1) to two (2) dwelling units per acre.

Any development under Alternative 2, *Development Under Existing General Plan* would require approval of a change of zone. The project site zoning is Residential Estate-20 (RE-20). The project site zoning is no consistent with the City General Plan as required by California Government Code Article 2 Section 65860. This section provides the following requirements:

*“County or city zoning ordinances shall be consistent with the general plan of the county or city by January 1, 1974. A zoning ordinance shall be consistent with a city or county general plan only if both of the following conditions are met:*

- a. The city or county has officially adopted such a plan...*
  
- c. The various land uses authorized by the ordinance are compatible with the objectives, policies, general land uses, and programs specified in the plan...*

*In the event that a zoning ordinance becomes inconsistent with a general plan by reason of amendment to the plan, or to any element of the plan, the zoning ordinance shall be amended within a reasonable time so that it is consistent with the general plan as amended.”*

The zoning of the project site has not been updated since the adoption of the 2012 Comprehensive General Plan Update. The RE-20 Zone classification is inconsistent with the City General Plan designation. Any development on the project site would need to be rezoned prior to development to allow development consistent with the existing General Plan. A commercial use of the project site would require City approval of a change of zone.

Table 6-3 a statistical summary of the land uses anticipated under this alternative. Figure 6-2, No Project Alternative – Development Under Existing General Plan depicts a schematic of the land use under this alternative. Under this alternative, the uses described below would occur.

**Table 6-3: Summary of No Project Alternative –  
Development Under Existing General Plan and Zoning**

Planning Area	Alternative No. 2 Land Use	Existing Land Use	Units / Square Feet	Gross Acres	Percent of Site <sup>1</sup>
224-260-23-00 224-260-47-00 224-260-46-00	Commercial Office	Vacant	145,926 sf <sup>2</sup>	6.70 acres	68%
Interstate – 15 (Right-of-Way)	No Development	Vacant	0	1.29 acres	13%
Centre City Parkway (Excess Right-of-Way) <sup>3</sup>	No Development	Vacant	0	1.53 acres	16%
Nutmeg Street (Right-of-Way)	No Development	Vacant	0	.34 acres	3%
Total			0	9.86 acres	100%

Source: Vista Community Planners, Inc., August 2018.

Notes:

1. Existing land use percentages are estimates only.
2. Estimated at .5 Floor Area Ratio with surface parking.
3. Total disturbed area for Centre City Parkway

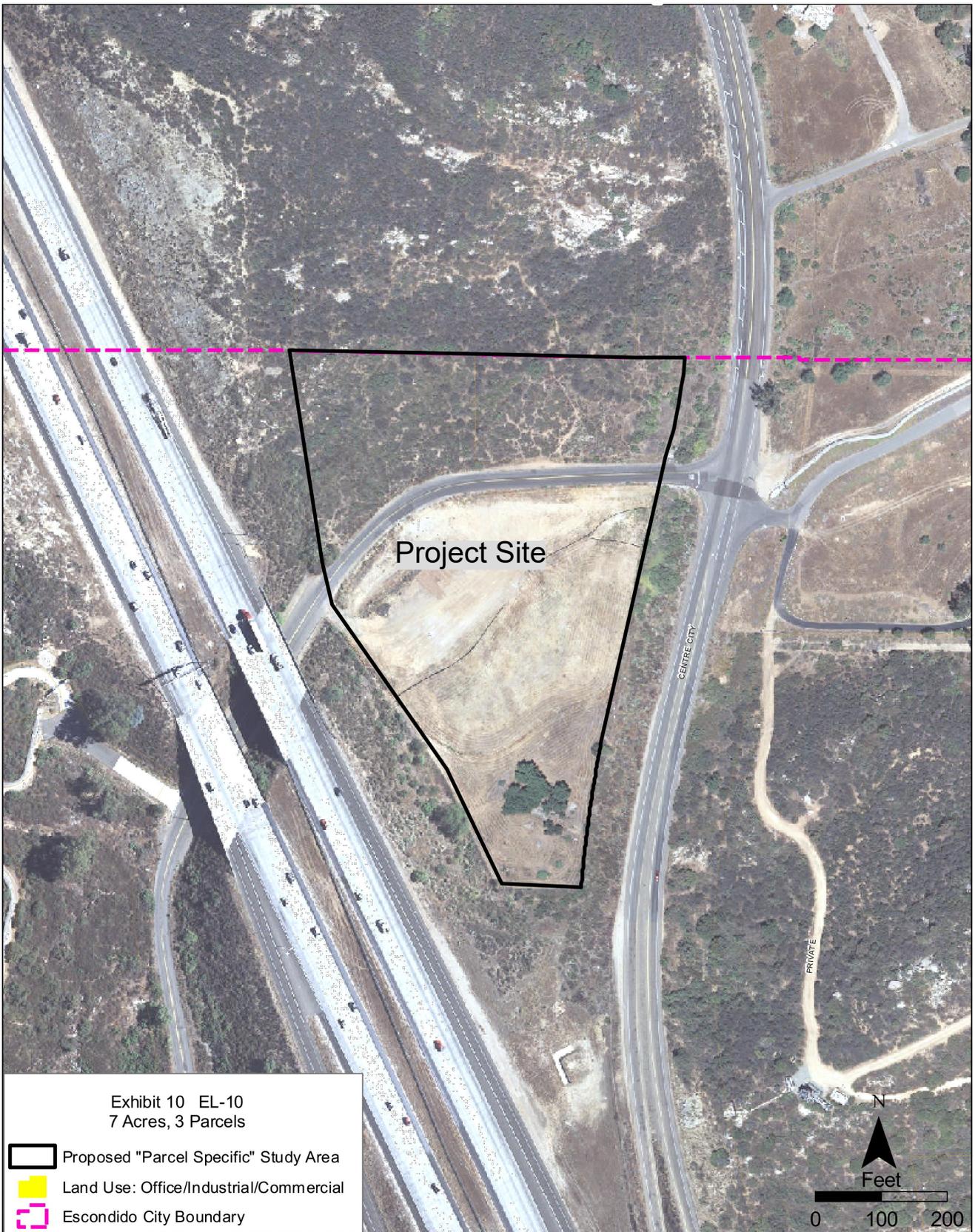
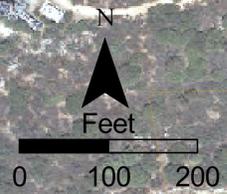


Exhibit 10 EL-10  
7 Acres, 3 Parcels

- Proposed "Parcel Specific" Study Area
- Land Use: Office/Industrial/Commercial
- Escondido City Boundary



SOURCE: City of Escondido GIS

# NO-PROJECT ALTERNATIVE - DEVELOPMENT UNDER EXISTING GP

## NUTMEG HOMES PROJECT - CITY OF ESCONDIDO

VISTA

NO SCALE

N

FIGURE 6-2

**Alternative 3: Reduced Project Alternative**

This alternative evaluates the development of the project site for a reduce number of dwelling units. This alternative would require approval by the City of entitlements similar to those requested by the proposed project to include a General Plan Amendment, Zone Change, Tentative Tract Map, and other related entitlements.

Alternative 3, *Reduce Project Alternative* would not provide for the grading of the rights-of-way of Interstate-15 Freeway and North Centre City Parkway; North Nutmeg Street alignment would not be improved; and, grading on the east side of North Centre City Parkway would not occur. Under this alternative the following permits would not be required: 1. An Encroachment Permit from Caltrans; and, 2. A Specific Alignment Plan for North Nutmeg Street.

Alternative 3, *Reduced Project Alternative* would provide for the development of a total of 67 small-lot single-family detached homes. This would be a 51 percent (51%) reduction in the number on homes constructed on the project site. It is anticipated that home sizes would remain constant and sales price would increase.

Table 6-4 provides a statistical summary of the land uses anticipated under this alternative. Figure 6-3, Reduce Project Footprint Alternative, depicts a schematic of the land use under this alternative. Under this alternative, the uses described below would occur.

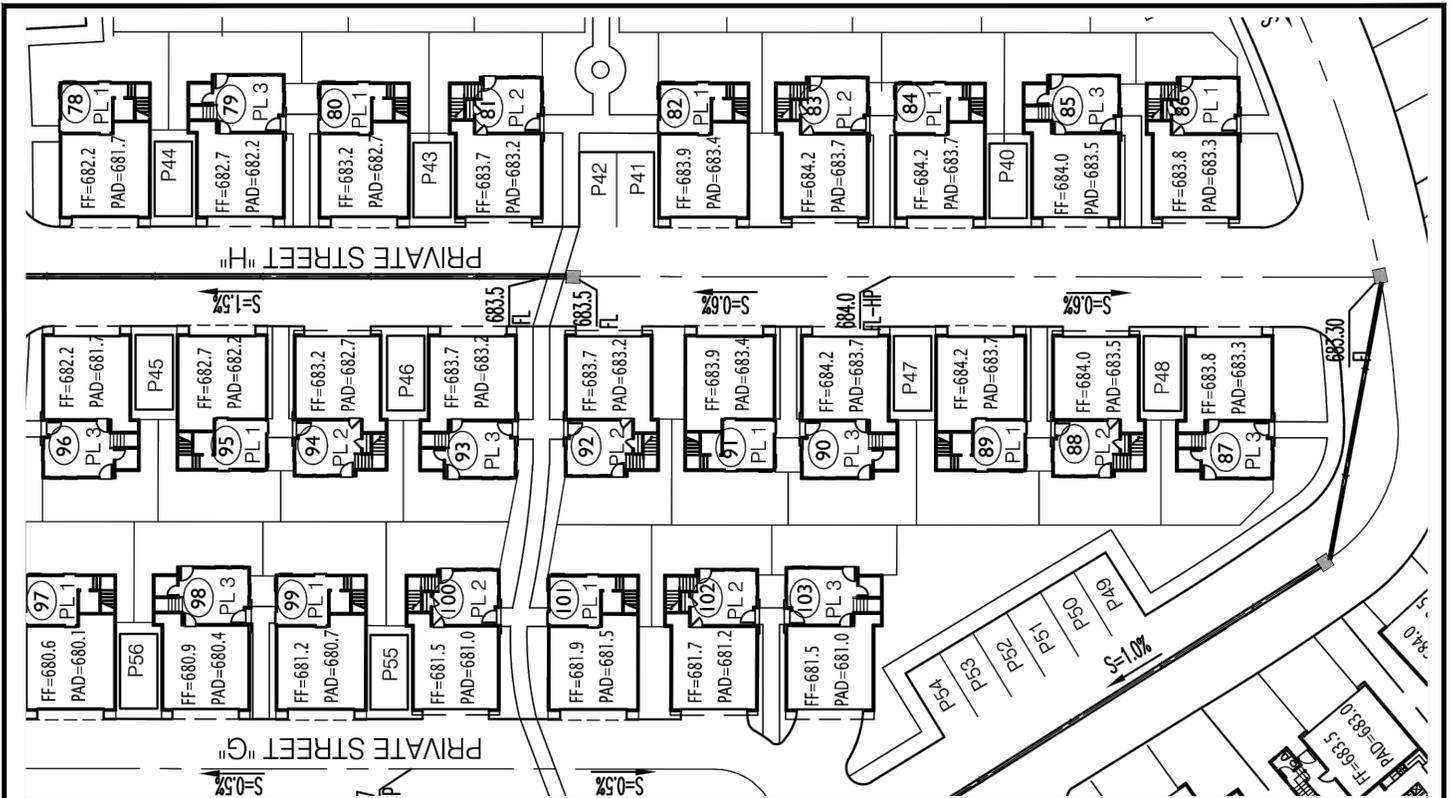
**Table 6-4: Reduce Project Alternative**

Planning Area	Alternative No. 3 Land Use	Existing Land Use	Units / Square Feet	Gross Acres	Percent of Site <sup>1</sup>
224-260-23-00 224-260-47-00 224-260-46-00	Residential	Vacant	67 <sup>2</sup>	6.70 acres	68%
Interstate – 15 (Right-of-Way)	No Development	Vacant	0	1.29	13%
Centre City Parkway (Excess Right-of-Way) <sup>3</sup>	No Development	Vacant	0	1.53	16%
Nutmeg Street (Right-of-Way)	No Development	Vacant	0	0.34	3%
Total			67 <sup>2</sup>	9.86 acres	100%

Source: Vista Community Planners, Inc., August 2018

Notes:

1. Existing land use percentages are estimates only.
2. Estimated at 10 dwelling units per acre.
3. Total disturbed area for Centre City Parkway



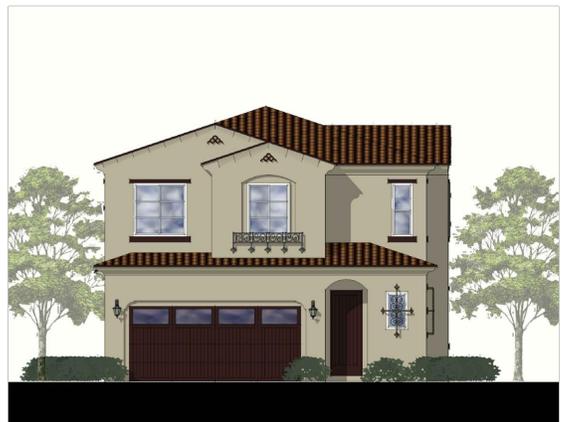
RIGHT ELEVATION



REAR ELEVATION



LEFT ELEVATION



FRONT ELEVATION

SOURCE: Summa Architecture

# REDUCED PROJECT ALTERNATIVE

## NUTMEG HOMES PROJECT - CITY OF ESCONDIDO

VISTA

NO SCALE



FIGURE 6-3

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## 6.3 Alternative Summaries

### ***Project Alternative Comparative Summary***

Table 6-5 provides a summary of each alternative related to the environmental issues previously evaluated with respect to the proposed project. Table 6-5 includes the level of significance associated with the proposed project in order to evaluate each alternative's potential to eliminate or reduce the potential significant impacts of the proposed project, as well as to provide a comparative evaluation of the potential impacts of each of the alternatives. This comparison assumes the post-mitigation condition of the proposed project and that the same feasible mitigation measures and project requirements are available and able to be implemented for each alternative. Section 4, *Environmental Impact Analysis*, of this Draft EIR contains a detailed discussion of each environmental issue.

### ***Project Objective Feasibility Summary***

The State CEQA Guidelines require EIRs to describe a range of alternatives to the proposed project, or to the location of the proposed project, which would feasibly achieve most of the basic project objectives, but would avoid or substantially lessen any of the significant effects identified in the analysis. While there is no requirement in CEQA that the alternatives selected must satisfy every key objective of the project, a project alternative which cannot reasonably attain the basic objectives of the proposed project must be eliminated from consideration. Table 6-6 provides an assessment of the ability of each of the alternatives to achieve the basic objectives of the proposed project.

### ***Project Impact and Alternatives Summary By Topical Environmental***

Table 6-7 provides a comparison of the impacts of the proposed project to each alternative arranged by topical environmental issue area.

Table 6-5: Impact Summary Comparison of Project Alternative

Topical Environmental Issue	Proposed Project Impact	Alternatives		
		#1 No Project/ No Development	#2 No Project/ Development Under Existing General Plan	#3 Reduced Project
<b>Aesthetics</b>				
	LTS	Avoided/Reduced	Increased/Greater	Avoided/Reduced
<b>Air Quality</b>				
	LTS	Avoided/Reduced	Increased/Greater	Same/Similar
<b>Biology</b>				
	LTSM	Avoided/Reduced	Same/Similar	Reduced/Avoided
<b>Cultural</b>				
	LTSM	Avoided/Reduced	Same/Similar	Same/Similar
<b>Geology &amp; Soils</b>				
	LTS	Avoided/Reduced	Same/Similar	Same/Similar
<b>Greenhouse Gas Emissions</b>				
	LTS	Avoided/Reduced	Increased/Greater	Avoided/Reduced
<b>Hazards</b>				
	LTSM	Avoided/Reduced	Same/Similar	Same/Similar
<b>Hydrology &amp; Water Quality</b>				
	LTS	Avoided/Reduced	Same/Similar	Same/Similar
<b>Land Use &amp; Planning</b>				
	LTS	Avoided/Reduced	Same/Similar	Same/Similar
<b>Noise</b>				
	LTSM	Avoided/Reduced	Increased/Greater	Same/Similar
<b>Transportation/Traffic</b>				
	LTSM	Avoided/Reduced	Increased/Greater	Avoided/Reduced

Source: Vista Community Planners, Inc., 2019

Abbreviations:

NI = No Impacts

LTS = Less Than Significant

LTSM = Less Than Significant with Mitigation (i.e., Project Design Features, City Policies and Requirements, and Mitigation Measures)

SIG= Significant

SIGM = Significant with Mitigation

Table 6-6: Objectives Feasibility Comparison

Objective Number	Objective	#1 No Project/ No Development	#2 No Project/ Development Under Existing General Plan	#3 Reduced Project
OBJ-1	To develop 135 new homes to meet demand in the City. By the provision of entry level and move-down housing priced within the Federal Housing Administration (FHA) and Veteran's Administration (VA) guidelines in close proximity to employment. This would assist the City in implementing the General Plan's housing goals by increasing the City's housing stock and diversifying the range of housing opportunities.	No	No	No
OBJ-2	To reduce daily and peak-hour traffic significantly below that would occur if the project site were to be developed in accordance with the existing City General Plan with commercial office uses. By the development of the project site with residential land use.	No	No	Yes
OBJ-3	To enhance mobility in the City. By the provision of improves North Centre City Parkway, North Nutmeg Street, and Caltrans R-O-W in the vicinity of the project site for pedestrians, bicycles, and vehicles. Additionally, by improvements to project site access and circulation in accordance with all City standards.	No	Yes	Yes
OBJ-4	To meet City development and design standards related to land use and density, by providing a variety of housing types and designs within an interrelated development proposal that provides two (2) types of homes (i.e., townhomes and villas) with multiple designs, variations in height, design, and setback along North Nutmeg Street and North Centre City Parkway. Avoiding a monotonous streetscapes and visual impacts.	No	No	Yes
OBJ-5	To meet the City Municipal Code requirements related to recreation and open space in a reasonable manner, while providing for the development of housing affordable under FHA and VA guidelines. By establishing a landscape with appropriate modern materials for recreation areas, landscaped setbacks, sidewalks, fences, and signage.	No	Yes	No
OBJ-6	To meet the demand for on-site recreational opportunities by the provision of an interrelated open space and recreation system that includes concern for scenic vistas, scenic resources, community character and quality, and light and glare are all part of the visual landscape. By the provision of open space, tot-lots, and outdoor space area central located within the proposed project. Including: North Nutmeg Street a small park, seating area with overhead, and exercise station; and, South of North Nutmeg Street a park, seating area with overhead, and barbeque, spa, tot lot, exercise stations. Additionally, by the introduction of 222 trees.	No	No	Yes
OBJ-7	To meet all requirements related to the quality of storm water runoff. By the provision of a Storm Water Pollution Prevention Program (SWPPP) that meets all state, regional, and City standards. A program that would relate stormwater management and discharge control, harmful waters and wastes, sewer service charges, private sewage disposal systems, sewer connection fees, sewer connection laterals, and industrial wastewaters.	No	Yes	Yes
OBJ-8	To increased City revenues (i.e., property, sales, and other taxes). By changing the existing General Plan and zoning to allow reasoned development of the project site.	No	No	Yes

Source: Nutmeg North LLC & Nutmeg South LLC, January 2019 and Vista Community Planners, Inc.

6.4 Impact Analysis

Table 6-7: Impact Summary Comparison of Project Alternative

Environmental Issue	Proposed Project Impact	#1 No Project/No Development	#2 No Project/ Development Under Existing GP	#3 Reduced Project
<b>Aesthetics</b>				
Scenic Vistas	The proposed project would have less than significant related to the existing visual landscape and a significant impact on existing visual resources. No mitigation measures would be required.	Because no new development or construction would occur under this alternative, no change to the existing visual setting would result. The proposed project would result in less than significant impacts to scenic vistas.  Therefore, this aesthetics impact would be avoided or reduced under this alternative.	The alternative would place office buildings on the project site. This would cause an increased building intensity and a significant change to the existing visual setting. The proposed project would result in a greater significant impact to scenic vistas.  Therefore, this impact would be increased or greater under this alternative.	This alternative would have a similar visual landscape as the proposed project. This alternative would not provide for the grading and any improvements in the rights-of-way of Interstate-15 Freeway and North Centre City Parkway; North Nutmeg Street alignment would not be improved; and, grading on the east side of North Centre City Parkway would not occur. A visual change to these areas would not occur with this alternative. A visual change would occur with development of 67 small-lot single family detached homes. The overall perception of the project site under this alternative would be as an urban developed site.  Therefore, this aesthetics impact would be same or similar under this alternative.
<b>Air Quality</b>				
Air Quality Compliance	The proposed project would have less than significant impact related to air quality compliance and no mitigation measures would be required.	Because no new development or construction would occur under this alternative, no change to the existing air quality compliance would result. The proposed	The alternative would place office buildings on the project site. The proposed project and this alternative would be required to meet the air quality	The alternative would place small lot single-family homes on the project site. The proposed project and this alternative would be required to meet the

**Table 6-7: Impact Summary Comparison of Project Alternative**

Environmental Issue	Proposed Project Impact	#1 No Project/No Development	#2 No Project/ Development Under Existing GP	#3 Reduced Project
		<p>project would result in less than significant impacts to air quality compliance.</p> <p>Therefore, this air impact would be avoided or reduced under this alternative.</p>	<p>standards of existing air quality plans.</p> <p>Therefore, this impact would be same or similar under this alternative.</p>	<p>air quality standards of existing air quality plans.</p> <p>Therefore, this air impact would be same or similar under this alternative.</p>
Air Quality Standards/Violations	<p>The proposed project would have less than significant impact related to air quality standards/violations and no mitigation measures would be required.</p>	<p>Because no new development or construction would occur under this alternative, no change to the existing air quality standards/violations would result. The proposed project would result in less than significant impacts to air quality standards/violations.</p> <p>Therefore, no change to the existing air quality standards/violations would occur and impacts would be same or similar under this alternative.</p>	<p>The alternative would place office buildings on the project site. Office uses would result in an increase in traffic. An increase in in traffic would increase air quality impacts. This alternative would result in a greater impact related to air quality standards/violations.</p> <p>Therefore, this impact would be increased or greater under this alternative.</p>	<p>The alternative would place small lot single-family homes on the project site. The proposed project and this alternative would have a less than significant impact related to air quality standards/violations and no mitigation measures would be required.</p> <p>Therefore, this impact would be same or similar under this alternative.</p>
Criteria Pollutant	<p>The proposed project would have less than significant impact related to criteria pollutant and no mitigation measures would be required.</p>	<p>Because no new development or construction would occur under this alternative, no change to the existing criteria pollutant would result. The proposed project would result in less than significant impacts to criteria pollutant.</p> <p>Therefore, this air impact would be avoided or reduced under this alternative.</p>	<p>The alternative would place office buildings on the project site. Office uses would result in an increase in traffic. An increase in in traffic would increase air quality impacts. This alternative would result in a greater impact related to criteria pollutant.</p> <p>Therefore, this impact would be increased or greater under this alternative.</p>	<p>The alternative would place small lot single-family homes on the project site. The proposed project and this alternative would have a less than significant impact related to criteria pollutant and no mitigation measures would be required.</p> <p>Therefore, this impact would be same or similar under this alternative.</p>

Table 6-7: Impact Summary Comparison of Project Alternative

Environmental Issue	Proposed Project Impact	#1 No Project/No Development	#2 No Project/ Development Under Existing GP	#3 Reduced Project
Sensitive Receptors	The proposed project would have less than significant impact related to sensitive receptors and no mitigation measures would be required.	Because no new development or construction would occur under this alternative, no change to sensitive receptors would result. The proposed project would result in less than significant impacts to sensitive receptors.  Therefore, this air impact would be avoided or reduced under this alternative.	The alternative would place office buildings on the project site. Office uses would result in an increase in traffic. An increase in in traffic would increase air quality impacts. This alternative would result in a greater impact related to sensitive receptors.  Therefore, this impact would be increased or greater under this alternative.	The alternative would place small lot single-family homes on the project site. The proposed project and this alternative would have a less than significant impact related to sensitive receptors and no mitigation measures would be required.  Therefore, this impact would be same or similar under this alternative.
<b>Biological Resources</b>				
Sensitive Species	The proposed project would have less than significant levels related to sensitive species with the incorporation of MM BIO-1 and MM BIO-2.	Because no new development or construction would occur under this alternative, no change to sensitive species would result. The proposed project would result in less than significant impacts to sensitive species.  Therefore, this biological resources impact would be avoided or reduced under this alternative.	The alternative would place office buildings on the project site. This use would result in grading of the project site. This alternative would result in a similar impact related to sensitive species.  Therefore, this impact would be same or similar under this alternative.	The alternative would place small lot single-family homes on the project site. This use would result in grading of the project site. This alternative would result in a similar impact related to sensitive species.  Therefore, this impact would be same or similar under this alternative.
Jurisdictional Wetlands	The proposed project would have less than significant impacts related to jurisdictional wetlands and no mitigation measures would be required.	There are no jurisdictional wetlands on the project site. Therefore, any alternative would have the same or similar impact as the proposed project.	There are no jurisdictional wetlands on the project site. Therefore, any alternative would have the same or similar impact as the proposed project.	There are no jurisdictional wetlands on the project site. Therefore, any alternative would have the same or similar impact as the proposed project.
Migratory Corridors/Wildlife Nurseries	The proposed project would have less than significant impacts related to migration corridors and wildlife nurseries	Because no new development or construction would occur under this alternative, no change to migratory corridors and wildlife	The alternative would place office buildings on the project site. This use would result in grading of the project site. This	The alternative would place small lot single-family homes on the project site. This use would result in grading of the project

**Table 6-7: Impact Summary Comparison of Project Alternative**

Environmental Issue	Proposed Project Impact	#1 No Project/No Development	#2 No Project/ Development Under Existing GP	#3 Reduced Project
	and no mitigation measures would be required.	nurseries would result. The proposed project would result in less than significant impacts to migratory corridors and wildlife nurseries.  Therefore, this impact would be avoided or reduced under this alternative.	alterative would result in a similar impact related to migration corridors and wildlife nurseries.  Therefore, this impact would be same or similar under this alternative.	site. This alterative would result in a similar impact related to migration corridors and wildlife nurseries.  Therefore, this impact would be same or similar under this alternative.
Local Policies or Ordinances	The proposed project would have less than significant impacts related to local policies and regulations related to biological resources with the inclusion of MM BIO-3 and MM BIO-4.	Because no new development or construction would occur under this alternative, no change to sensitive species would result. The proposed project would result in less than significant impacts to local policies and regulations related to biological resources.  Therefore, this impact would be avoided or reduced under this alternative.	The alternative would place office buildings on the project site. This use would result in grading of the project site. This alterative would result in a similar impact related to local policies and regulations related to biological resources.  Therefore, this impact would be same or similar under this alternative.	The alternative would place small lot single-family homes on the project site. This use would result in grading of the project site. This alterative would result in a similar impact related to local policies and regulations related to biological resources.  Therefore, this impact would be same or similar under this alternative.
<b>Cultural Resources</b>				
Historical Resources	The proposed project would have less than significant impacts related to historical resources and no mitigation measures would be required.	Because no new development or construction would occur under this alternative, no change to historical resources would result. The proposed project would result in less than significant impacts to historical resources.  Therefore, this cultural resources impact would be avoided or reduced under this alternative.	Because development would occur this alternative would have similar impacts and mitigation measures as the proposed project. The alternative would have less than significant impacts related to historical resources.  Therefore, this impact would be same or similar under this alternative.	Because development would occur this alternative would have similar impacts and mitigation measures as the proposed project. The alternative would have less than significant impacts related to historical resources.  Therefore, this impact would be same or similar under this alternative.

**Table 6-7: Impact Summary Comparison of Project Alternative**

Environmental Issue	Proposed Project Impact	#1 No Project/No Development	#2 No Project/ Development Under Existing GP	#3 Reduced Project
Archaeological Resources	The proposed project would have less than significant impacts to Native American and Archaeological resources with the inclusion of Mitigation Measures CR-1 through CR-10.	Because no new development or construction would occur under this alternative, no change to archaeological resources would result. The proposed project would result in less than significant impacts to archaeological resources.  Therefore, this impact would be avoided or reduced under this alternative.	Because development would occur this alternative would have similar impacts and mitigation measures as the proposed project. The alternative would have less than significant impacts related to archaeological resources.  Therefore, this impact would be same or similar under this alternative.	Because development would occur this alternative would have similar impacts and mitigation measures as the proposed project. The alternative would have less than significant impacts related to archaeological resources.  Therefore, this impact would be same or similar under this alternative.
<b>Geology and Soils</b>				
Geology and Soils	The proposed project would have a less than significant impact relating to geology and soils and no mitigation measures would be required.	Because no new development or construction would occur under this alternative, no change to geology and soils would result. The proposed project would result in less than significant impacts to geology and soils.  Therefore, this impact would be avoided or reduced under this alternative.	Because development would occur this alternative would have similar impacts as the proposed project. The alternative would have less than significant impacts related to geology and soils.  Therefore, this impact would be same or similar under this alternative.	Because development would occur this alternative would have similar impacts as the proposed. The alternative would have less than significant impacts related to geology and soils.  Therefore, this impact would be same or similar under this alternative.
<b>Greenhouse Gas</b>				
Greenhouse Gas	The proposed project would have less than significant impact related to greenhouse gas and no mitigation measure would be required.	Because no new development or construction would occur under this alternative, no change to greenhouse gas would result. The proposed project would result in less than significant impacts to greenhouse gas.  Therefore, this impact would be	This alternative would result in the construction and operational GHG emissions. GHG emissions would likely be increased. Office uses would generate GHG emissions during the day, when the structures are in use. The Alternative would likely result in	This alternative would result in similar construction emissions. This alternative would reduce operational GHG Like the proposed project the construction and operational emissions from this alternative would not be anticipated to

**Table 6-7: Impact Summary Comparison of Project Alternative**

Environmental Issue	Proposed Project Impact	#1 No Project/No Development	#2 No Project/ Development Under Existing GP	#3 Reduced Project
		<p>avoided or reduced under this alternative.</p>	<p>GHG emissions that exceed the City's screening threshold, however, the alternative would include features that would reduce GHG emissions to less than significant levels.</p> <p>Therefore, this impact would be increased or greater under this alternative.</p>	<p>exceed the City's screening threshold. This alternative would have a less than significant impacts.</p> <p>Therefore, this impact would be avoided or reduced under this alternative.</p>
Greenhouse Gas Plans	<p>The proposed project would have less than significant impact to greenhouse gas plans and no mitigation measures would be required.</p>	<p>Because no new development or construction would occur under this alternative, no change to greenhouse gas plans would result. The proposed project would result in less than significant impacts to greenhouse gas plans.</p> <p>Therefore, this impact would be avoided or reduced under this alternative.</p>	<p>This alternative would have an increase in GHG emissions. However, the alternative would likely include GHG features that would reduce emissions and would result in less than significant levels.</p> <p>Therefore, this impact would be increased or greater under this alternative.</p>	<p>This alternative would result in similar construction GHG emissions as the proposed project and fewer operation emissions. This alternative and would be consistent with greenhouse gas plans. Impacts to greenhouse gas plans would be less than significant.</p> <p>Therefore, this impact would be avoided or reduce under this alternative.</p>
<b>Hazards</b>				
Wildland Fires	<p>The proposed project with the incorporation of MM HAZ-1 though MM HAZ-4 would reduce the potential wildland fire hazard to a less than significant level.</p>	<p>Because no new development or construction would occur under this alternative, no change to wildland fires would result. The proposed project would result in less than significant impacts to wildland fires.</p> <p>Therefore, this impact would be avoided or reduced under this</p>	<p>This alternative would not place home owners near wildland fire areas, however it would place office. Therefore, mitigation measures would occur similar to the project to protect from wildland fires.</p> <p>Therefore, this impact would be same or similar under this</p>	<p>This alternative would be put residential units near wildland fire areas. It would require same or similar mitigation measures and fire prevention implementation. Therefore, this alternative would result in less than significant levels.</p> <p>Therefore, this impact would be</p>

**Table 6-7: Impact Summary Comparison of Project Alternative**

Environmental Issue	Proposed Project Impact	#1 No Project/No Development	#2 No Project/ Development Under Existing GP	#3 Reduced Project
		alternative.	alternative.	same or similar under this alternative.
<b>Hydrology and Water Quality</b>				
Hydrology and Water Quality	The proposed project would have a less than significant impact relating to hydrology and water quality and no mitigation measures would be required	Because no new development or construction would occur under this alternative, no change to hydrology and water quality would result. The proposed project would result in less than significant impacts to hydrology and water quality.  Therefore, hydrology and water quality impacts would be avoided or reduced under this alternative.	Similar to the proposed project, this alternative, would necessitate development of the site, and would include BMPs during construction and BMP and LID features to reduce operational water impacts consistent with current standards. It also would comply with existing water quality regulations of the City or RWQCB. The alternative would result in less than significant water quality impacts.  Therefore, this impact would be same or similar under this alternative.	Similar to the proposed project, this alternative, would necessitate development of the site, and would include BMPs during construction and BMP and LID features to reduce operational water impacts consistent with current standards. It also would comply with existing water quality regulations of the City of RWQCB. The alternative would result in less than significant water quality impacts.  Therefore, this impact would be same or similar under this alternative.
Alter Drainage/Increased Runoff/Exceed Capacity	The proposed project would have a less than significant impact relating to hydrology and water quality and no mitigation measures would be required.	Because no new development or construction would occur under this alternative, no change to alter drainage/increased runoff/exceed capacity would result. The proposed project would result in less than significant impacts to alter drainage/increased runoff/exceed capacity.  Therefore, hydrology and water quality impacts would be avoided or reduced under this	Similar to the proposed project, this alternative would result in a decrease in runoff rates. The alternative would not exceed capacity and would be required to meet City or RWQCB standards. The alternative would result in less than significant water quality impacts.  Therefore, this impact would be same or similar under this alternative.	Similar to the proposed project, this alternative would result in a decrease in runoff rates. The alternative would not exceed capacity and would be required to meet City or RWQCB standards. The alternative would result in less than significant water quality impacts.  Therefore, this impact would be same or similar under this alternative.

**Table 6-7: Impact Summary Comparison of Project Alternative**

Environmental Issue	Proposed Project Impact	#1 No Project/No Development	#2 No Project/ Development Under Existing GP	#3 Reduced Project
		alternative.		
<b>Land Use and Planning</b>				
Conflict with Applicable Land Use Plans, Policies, or Regulations	The proposed project would have a less than significant impact related to applicable land use plans, policies, or regulations and no mitigation measures would be required.	Because no new development or construction would occur under this alternative, no change to the existing land use plans, policies or regulations would result. The proposed project would result in less than significant impacts to the existing land use plans, policies or regulations. This alternative would retain the inconsistency between the City's General Plan and Zoning.  Therefore, this impact would be increased under this alternative.	This alternative would be consistent with the General Plan Land Use Designations for the project site. This alternative would require a zone change. Impacts from this alternative would be same or similar to the proposed project.  Therefore, this impact would be same or similar under this alternative.	This alternative would require and General Plan Amendment and Zone Change similar to the proposed project. This alternative would require an amendment to the City's General Plan and zone change. Impacts from this alternative would be same or similar to the proposed project.  Therefore, this impact would be same or similar under this alternative.
Conflict with Conservation Plans	The proposed project would have a less than significant impact relating to conflicting with a conservation plan and no mitigation measures would be required.	Because no new development or construction would occur under this alternative, no change to conservation plans would result. The proposed project would result in less than significant impacts to conservations plans.  Therefore, this impact would be avoided or reduced under this alternative.	This alternative would be consistent with the General Plan Land Use Designations for the project site. This alternative would require a zone change. Impacts from this alternative related to conflicting with a conservation plan would be same or similar to the proposed project.  Therefore, this impact would be same or similar under this alternative.	This alternative would require and General Plan Amendment and Zone Change similar to the proposed project. This alternative would require an amendment to the City's General Plan and zone change. Impacts from this alternative related to conflicting with a conservation plan would be same or similar to the proposed project.  Therefore, this impact would be same or similar under this alternative.

**Table 6-7: Impact Summary Comparison of Project Alternative**

Environmental Issue	Proposed Project Impact	#1 No Project/No Development	#2 No Project/ Development Under Existing GP	#3 Reduced Project
<b>Noise</b>				
Temporary or Periodic Ambient Noise Levels	The proposed project would have less than significant impact related to ambient Noise levels with the inclusion of Mitigation Measure MM NOI-1 through MM NOI-4.	Because no new development or construction would occur under this alternative, no change to temporary or periodic noise levels would result. The proposed project would result in less than significant impacts to temporary or periodic noise levels.  Therefore, this impact would be avoided or reduced under this alternative.	The alternative would place office buildings on the project site. This use would result in grading of the project site. Additionally, this alternative would increase traffic and noise in the community. As there would be no future on-site residents, they would not be exposed to noise. However, those using the offices would be exposed to noise levels. This alternative would result in a similar impact related to temporary or periodic ambient noise levels.  Therefore, this impact would be same or similar under this alternative.	The alternative would place small lot single-family homes on the project site. This use would result in grading of the project site. This alternative would result in a similar impact related to temporary or periodic ambient noise levels.  Therefore, this impact would be same or similar under this alternative.
Permanent Ambient Noise Levels	The proposed project would have less than significant impact related to permanent ambient noise levels and no mitigation measures would be required.	Because no new development would occur under this alternative, no change to permanent noise levels would result. The proposed project would result in less than significant impacts related to permanent ambient noise levels. Therefore, this impact would be avoided or reduced under this alternative.	The alternative would place office buildings on the project site. This alternative would increase traffic and noise in the community. Those using the project site would be exposed to permanent ambient noise levels. This alternative would result in a similar impact related to permanent ambient noise levels.  Therefore, this impact would be same or similar under this alternative.	The alternative would place small lot single-family homes on the project site. This alternative would result in a similar impact related to permanent ambient noise levels. Additional mitigation measures and walls would be needed to reduce permanent noise levels within City Standards.  Therefore, this impact would be same or similar under this alternative.

**Table 6-7: Impact Summary Comparison of Project Alternative**

Environmental Issue	Proposed Project Impact	#1 No Project/No Development	#2 No Project/ Development Under Existing GP	#3 Reduced Project
<b>Transportation and Traffic</b>				
Traffic	The proposed project would have less than significant impacts related to transportation and traffic with the inclusion of MM TRA-1 through MM TRA-4.	Because no new development or construction would occur under this alternative, no change to permanent traffic would result. No improvements to North Nutmeg Street, North Centre City Parkway, and “fair-share” contributions to circulation system improvements would occur. The proposed project would result in a less than significant impact with mitigation related to traffic.  Therefore, this impact would be avoided or reduced under this alternative.	The alternative would place office buildings on the project site. This would cause an increased building intensity and an increase in traffic impacts. The proposed project proposed project would have less than significant impacts related to transportation and traffic with the inclusion of MM TRA-1 through MM TRA-4. This alternative would be required to make similar improvements to the circulation system proportional to the alternatives traffic impact. The overall increase in traffic would increase cumulative traffic impacts as a result of the development of this alternative.  Therefore, this impact would be increased or greater under this alternative.	This alternative would have a reduce traffic impact from the proposed project. The traffic generation of small lot single family homes is higher than that of the proposed project. The number of homes on the project site would be reduced. The reduction in number of homes would be anticipated to reduce traffic impact below that of the proposed project. However, not to less that significant levels without mitigation.  Therefore, this impact would be avoided or reduced under this alternative.

Source: Vista Community Planners 2018.

## **7.0 OTHER CEQA CONSIDERATIONS**

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## 7.1 Purpose

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This section addresses other environmental considerations and topics mandated under the California Environmental Quality Act (CEQA). These topics include Significant Unavoidable Impacts, Significant Irreversible Environmental Changes, Growth-Inducing Impacts and Energy Conservations.

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## 7.2 Significant Unavoidable Impacts

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Section 15126(b) of the CEQA Guidelines requires an EIR identify the significant environmental effects which cannot be avoided if the proposed project is implemented.

Based on the analysis in Section 4.0 of this EIR, the proposed project would have no significant unavoidable impacts. All of the environmental changes associated with the project can also be reduced to below levels of significance with the implementation of standard conditions and the recommended mitigation measures.

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## 7.2 Significant Irreversible Environmental Changes

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CEQA Guidelines sections 15126 (b), 15126.2 (c) & 15127 require that for certain types or categories of projects, an EIR must address significant irreversible environmental changes that would occur should the proposed project be implemented. As presented at CEQA Guidelines section 15127, the topic of Significant Irreversible Environmental Changes need be addressed in EIRs prepared in connection with any of the following activities:

- The adoption, amendment, or enactment of a plan, policy, or ordinance of a public agency;
- The adoption by a local agency formation commission of a resolution making determinations; or
- A project which will be subject to the requirements for preparing of an environmental impact statement pursuant to the requirements of the National Environmental Policy Act of 1969, 42 U.S.C. Section 4321-4347

The proposed project does not propose any of the actions that would require Significant Irreversible Environmental Changes to be discussed.

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## 7.3 Growth Inducing Impacts

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Section 15126.2(d) of the CEQA Guidelines mandates that the growth inducing nature of the proposed project be discussed. This CEQA Guideline states the growth inducing analysis is intended to address the potential for the project to “foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.” Further, the CEQA Guidelines Appendix G Checklist (Population and Housing) also mandates that a CEQA document speak to the project’s likelihood to induce substantial population growth in an area, either directly (i.e., by proposing new homes or businesses) or indirectly (i.e., through extension of roads or other infrastructure).

## 7.0 Other CEQA Considerations

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A project may be distinguished as either facilitating planned growth or inducing unplanned growth. Facilitating growth is relating to the establishment of direct employment, population or housing growth that would occur within a project site. Inducing growth is related to lowering or removing barriers to growth or by creating an amenity or facility that attracts new population/economic activity. For purposes of this Environmental Impact Report (EIR) analysis, a significant growth inducement impact would occur if the project, and all associated infrastructure improvements, directly or indirectly removes obstacles to growth such that the induced growth would significantly burden existing community services, the environment or cause a demand for General Plan Amendments. This section contains a discussion of the growth inducing factors related to the proposed project and as defined under CEQA Guidelines Section 15126.2(d). A project is defined as growth inducing when it directly or indirectly:

1. Fosters population growth;
2. Fosters economic growth;
3. Includes the construction of additional housing in the surrounding environment;
4. Removes obstacles to population growth;
5. Taxes existing community services facilities, requiring construction of new facilities that could cause significant environmental effects; and/or
6. Encourages or facilitates other activities that could significantly affect the environments, either individually or cumulatively.

An EIR does not assume that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

### **Direct Growth-Inducing Effects**

The proposed project would create a total of 135 new homes. As such, new residential uses leading to additional population growth would occur. Creation of new jobs is also a potential direct growth-inducing effect. The extent to which new jobs created by a project are filled by existing residents tends to reduce any growth-inducing effect of a project.

### ***Population***

As described in the Initial Study for the proposed project, according to the 2010 Census data summary provided by the San Diego Association of Governments (SANDAG) the total population of the City is 143,911. Since the 2010 Census, the City has experienced a population increase. The City population is estimated at 151,613 and a total of 48,557 housing units (2016). As indicated in Table 7-1, SANDAG estimates the population of the City to continue to grow to 165,812 persons by the year 2030 and 177,559 persons by the year 2050.

**Table 7-1: Local and Regional Population, Housing, and Employment Projections**

Jurisdiction	2000	2020	2030	2040	2050
<b>Population</b>					
City of Escondido	133,559	154,635	165,812	172,490	177,559
SANDAG Region	2,813,833	3,535,000	3,870,000	4,163,688	4,384,867
<b>Housing</b>					
City of Escondido	49,716	50,370	52,954	53,738	54,596
SANDAG Region	1,040,149	1,262,488	1,369,807	1,457,545	1,529,090
<b>Employment</b>					
City of Escondido	49,716	66,803	71,331	73,451	74,915
SANDAG Region	1,384,676	1,619,615	1,752,630	1,877,668	2,003,038

Source: SANDAG 2018

The construction activities associated with the proposed project could indirectly influence population growth. The proposed project related construction jobs (i.e. grading, and building of new structure) are considered short-term in nature. The positions would likely be filled by workers who reside in the general project area, and are not presumed to contribute to a permanent increase in population. Existing local area residents would likely fill many of these future employment opportunities.

Therefore, based on the information provided above the increase in population is a less than significant impact and no mitigation measures would be required.

### **Housing**

The additional 135 homes would directly influence population growth. Based on 3.12 persons per household (City) the proposed project would add approximately 427 persons to the City's existing population. This would be a less than 0.3% increase in population and a less than significant increase. The proposed project would not substantially induce population growth beyond what has been forecasted for the City or the region.

The additional 135 homes would directly increase the number of housing units. The 135 homes would be less than 0.3% increase in housing units in the City and a less than significant increase. The proposed project would not

## **7.0 Other CEQA Considerations**

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indirectly through extension of roads or other infrastructure induce substantial population growth in the area. Developed roads and real estate development, including infrastructure, surround the project site.

Therefore, based on the information provided about the increase in housing is a less than significant impact and no mitigation measures would be required.

### ***Employment***

The proposed project related construction jobs (i.e. grading, and building of new structures) are considered short-term in nature. The positions would likely be filled by workers who reside in the general project area, and are not presumed to contribute to a permanent increase in population. The proposed project would not create a significant number of long-term jobs.

The temporary increase in employment during construction is a less than significant impact and no mitigation measures would be required. No long-term jobs would be created no impact would occur and no mitigation measures would be required.

Therefore, the any increase in employment is considered a less than significant impact and no mitigation measures would be required.

Therefore, the proposed project would have less than significant impacts related to inducing 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), and no mitigation measures would be required.

### **Indirect Growth-Inducing Effects**

Investment in the proposed project would have local and regional economic impacts which may result in indirect growth-inducing effects. The proposed project's potential economic benefits could indirectly result in short-term employment growth in the region. This growth, in combination with other anticipated employment growth in the region, could indirectly result in population growth and an increased demand for housing. Such growth has a variety of potential effects on the physical environment, including but not limited to, effects on air quality, ambient noise levels, traffic impacts, and water quality. The project site is located within the City and is served by urban infrastructure (e.g., potable water, wastewater, storm drainage, and electricity), and the development of the proposed project would not require the extension or expansion of such services. Therefore, the development of the proposed project would not remove an obstacle to growth.

### **Summary**

Based on the preceding discussion, the proposed project would not directly or indirectly result in any significant population growth, and would not result in population growth for the City beyond that reflected in the adopted growth projections. Employment growth that would result from the proposed project is anticipated and accounted for under the City General Plan. The proposed project, in combination with other planned or anticipated projects in the area, would contribute to cumulative future growth projected for the region.

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## 7.4 Energy Conservation

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Public Resources Code Section 21100(b)(3) and CEQA Guidelines Section 15126.4 require EIRs to describe, where relevant, the wasteful, inefficient, and unnecessary consumption of energy caused by a project. In 1975, largely in response to the oil crisis of the 1970s, the State Legislature adopted AB 1575, which created the California Energy Commission (CEC). The statutory mission of the CEC is to forecast future energy needs, license thermal power plants of 50 megawatts or larger, develop energy technologies and renewable energy resources, plan for and direct State responses to energy emergencies, and—perhaps most importantly—promote energy efficiency through the adoption and enforcement of appliance and building energy efficiency standards. AB 1575 also amended Public Resources Code Section 21100(b)(3) to require EIRs to consider the wasteful, inefficient, and unnecessary consumption of energy caused by a project. Thereafter, the State Resources Agency created Appendix F of the CEQA Guidelines, which concerns whether a project will result in the inefficient, wasteful, and unnecessary consumption of energy. In 2009, the State Resources Agency amended the CEQA Guidelines to require that energy conservation analysis be provided in EIRs.

### Regulation Setting

Federal and state agencies regulate energy use and consumption through various means and programs. At the federal level, the United States Department of Transportation, the United States Department of Energy, and the United States Environmental Protection Agency exert substantial influence over energy policies and programs. Generally, federal agencies influence and regulate transportation energy consumption through establishment and enforcement of fuel economy standards for automobiles and light trucks, through funding of energy-related research and development projects, and through funding for transportation infrastructure improvements. At the state level, the California Public Utilities Commission (CPUC) and the CEC are two (2) agencies with authority over different aspects of energy. The CPUC regulates privately owned utilities in the energy, rail, telecommunications, and water fields. The CEC collects and analyzes energy-related data, prepares statewide energy policy recommendations and plans, promotes and funds energy efficiency programs, and adopts and enforces appliance and building energy efficiency standards. Some of the more relevant federal and state energy-related laws and plans are discussed below.

### ***Federal Energy Policy and Conservation Act***

The Federal Energy Policy and Conservation Act of 1975 sought to ensure that all vehicles sold in the U.S. would meet certain fuel economy goals. Through this Act, Congress established the first fuel economy standards for on-road motor vehicles in the U.S. Pursuant to the Act, the National Highway Traffic and Safety Administration, which is part of the United States Department of Transportation, is responsible for establishing additional vehicle standards and for revising existing standards. Since 1990, the fuel economy standard for new passenger cars has been 27.5 miles per gallon. Since 1996, the fuel economy standard for new light trucks (gross vehicle weight of 8,500 pounds or less) has been 20.7 miles per gallon. Heavy-duty vehicles (i.e., vehicles and trucks over 8,500 pounds gross vehicle weight) are not currently subject to fuel economy standards. Compliance with federal fuel economy standards is not determined for each individual vehicle model; rather, compliance is determined on the

## **7.0 Other CEQA Considerations**

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basis of each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the United States. The Corporate Average Fuel Economy (CAFE) program, which is administered by United States Environmental Protection Agency, was created to determine vehicle manufacturers' compliance with the fuel economy standards. The United States Environmental Protection Agency calculates a CAFE value for each manufacturer, based on city and highway fuel economy test results and vehicle sales. On the basis of the information generated under the CAFE program, the United States Department of Transportation is authorized to assess penalties for noncompliance. In the course of its over 30-year history, this regulatory program has resulted in vastly improved fuel economy throughout the nation's vehicle fleet.

Vehicles accessing the project site are subject to the Federal Energy Policy and Conservation Act (Act). The proposed project is therefore consistent with, and would not otherwise interfere with, nor obstruct implementation of the Act.

### ***Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)***

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) promoted the development of inter-modal transportation systems to maximize mobility as well as address national and local interests in air quality and energy. ISTEA contained factors that Metropolitan Planning Organizations (MPOs) such as ABAG were required to address in developing transportation plans and programs, including some energy-related factors. To meet the new ISTEA requirements, MPOs adopted explicit policies defining the social, economic, energy, and environmental values that were to guide transportation decisions in that metropolitan area. The planning process for specific projects would then address these policies. Another requirement was to consider the consistency of transportation planning with federal, State, and local energy goals. Through this requirement, energy consumption was expected to become a decision criterion, along with cost and other values that determine the best transportation solution.

Transportation and access to the proposed project site is provided primarily by the local and regional roadway systems. The proposed project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be realized pursuant to the ISTEA.

### ***The Transportation Equity Act for the 21st Century (TEA-21)***

The Transportation Equity Act for the 21st Century (TEA-21) was signed into law in 1998 and builds upon the initiatives established in the ISTEA legislation discussed above. TEA-21 authorizes highway, highway safety, transit, and other efficient surface transportation programs. TEA-21 continues the program structure established for highways and transit under ISTEA, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of good transportation decisions. TEA-21 also provides for investment in research and its application to maximize the performance of the transportation system through, for example, deployment of Intelligent Transportation Systems, to help improve operations and management of transportation systems and vehicle safety.

## **7.0 Other CEQA Considerations**

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The project site is located along major transportation corridors with proximate access to the Interstate freeway system. The site selected for the proposed project facilitates access, acts to reduce vehicle miles traveled, takes advantage of existing infrastructure systems, and promotes land use compatibilities by implementing the City General Plan through the introduction of commercial uses on a commercially-designated site. The proposed project supports the strong planning processes emphasized under TEA-21. The proposed project is therefore consistent with, and would not otherwise interfere with, nor obstruct implementation of TEA-21.

### ***State of California Energy Plan***

The CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and to increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including providing assistance to public agencies and fleet operators, encouraging urban designs that reduce vehicle miles traveled, and accommodating pedestrian and bicycle access.

The project site is located along major transportation corridors with proximate access to the Interstate freeway system. The sites elected for the proposed project facilitates access, acts to reduce vehicle miles traveled, takes advantage of existing infrastructure systems, and promotes land use compatibilities by implementing the City General Plan through the introduction of commercial uses on a commercially-designated site. The Project therefore supports urban design and planning processes identified under the State of California Energy Plan, is consistent with, and would not otherwise interfere with, nor obstruct implementation of the State of California Energy Plan.

### ***Title 24, Energy Efficiency Standards***

California Code Title 24, Part 6 (also referred to as the California Energy Code), was promulgated by the CEC in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption. To these ends, the California Energy Code provides energy efficiency standards for residential and nonresidential buildings. According to the CEC, the Energy Commission's energy efficiency standards have saved Californians more than \$74 billion in reduced electricity bills since 1977.

California's building efficiency standards are updated on an approximately three-year cycle. The 2013 Standards would continue to improve upon the 2008 Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The 2013 Standards went into effect on July 1, 2014, following approval of the California Building Standards Commission.

The 2013 Energy Efficiency Standards in their entirety may be reviewed at: <http://www.energy.ca.gov/title24/2013standards/>. The 2013 Energy Efficiency Standards may also be reviewed at the California Energy Commission, 1516 Ninth Street, MS-37, Sacramento, CA 95814-5512. The proposed project would be designed, constructed and operated so as to meet or exceed incumbent Title 24 Energy Efficiency

## 7.0 Other CEQA Considerations

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Standards. On this basis, the proposed project is determined to be consistent with, and would not interfere with, nor otherwise obstruct implementation of Title 24 Energy Efficiency Standards

### **Energy Requirements of the Proposed Project**

The energy resource demand will be used for construction activities, heating and cooling of buildings, transportation of people and goods, as well as lighting and other energy associated needs. Non-renewable resources will be committed primarily in the form of fossil fuels and, will include fuel, oil, natural gas, and gasoline used by vehicles and equipment associated with the construction of the project. Those resources include, but are not limited to: lumber and other forest products, sand and gravel, photochemical construction materials, steel, copper, lead, and water. At present alternative energy sources such as solar and wind energy are not currently in widespread use, based on this it is unlikely that real savings in non-renewable energy supplies (i.e., oil and gas) may be realized in the immediate future.

The financial and material investments that would be required of the Project Applicant and the City would result in further commitments of land resources making it likely that the same or similar uses would continue in the future. Implementation of the proposed project represents a long-term commitment to the continued urban use of the project site. Environmental changes associated with the implementation of the proposed project result in alterations of the physical environment. If the proposed project is approved, and subsequently implemented, demolition of existing structures would occur; new structures would be built; additional utilities would be constructed; and, circulation improvements would be made.

The commitment of resources and the levels of consumption associated with the proposed project are consistent with anticipated changes. Therefore, there is no particular justification for avoiding or delaying the continued commitment of these resources.

## **8.0 EFFECTS FOUND NOT TO BE SIGNIFICANT**

## 8.1 Introduction

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Section 15128 of the CEQA guidelines requires that an EIR briefly describe potential environmental effects that were determined not to be significant and therefore were not discussed in detail in the EIR. This section is based on the Notice of Preparation (NOP), dated August 29, 2018 and contained in Appendix A, Public Participation Process of this Environmental Impact Report (EIR). The NOP was prepared to identify the potentially significant effects of the proposed project and was circulated for public review from August 29, 2018 to October 1, 2018. In the course of this evaluation, certain impacts were found to be less than significant because the proposed project characteristics would not create such impacts. This section provides a brief description of effects found not to be significant or less than significant, based on the NOP comments or more detailed analysis conducted as part of the EIR preparation process.

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## 8.2 Effects Found Not To Be Significant

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### 8.2.1 Agricultural

The project site is currently designated in the Land Use Map of the City General Plan as “Office” (O). The Office designation provides for the development of a variety of activities in an office environment, such as administrative and professional offices; business support services; financial, insurance, and real estate services; and some supportive commercial uses. The project site zoning is Residential Estate-20 (RE-20) has not been updated since the adoption of the 2012 Comprehensive General Plan Update. The RE-20 Zone classification is inconsistent with the City General Plan designation and the project site would need to be rezoned prior to developing a commercial use.

The project site is not planned or zoned for an agricultural use and is not designated under a Williamson Act contract. The project site is designated as “Urban and Built-up Land” by the State of California, Department of Conservation, Division of Land Resources Protection, Farmland Mapping and Monitoring Program. The proposed project is not forest land, timberland, or timberland zoned timberland production. The proposed project would not cause the rezoning of forest land, timberland, or timberland zoned Timberland Production. The project site is presently vacant and does not appear to ever have been developed with structures. The proposed project does not include forest land. Therefore, the proposed project would not result in the loss of forest land or conversion of forest land to non-forest use. Based on this information, the project would have no impact to agricultural and Forestry.

### 8.2.2 Mineral Resources

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. Based on this information, the project would have no impact to mineral resources.

### 8.2.3 Population & Housing

According to the 2010 Census data summary provided by the San Diego Association of Governments (SANDAG) the total population of the City is 143,911. Since the 2010 Census, the City has experienced a population increase. The City population is estimated at 151,613 and a total of 48,557 housing units (2016). SANDAG estimates the population of the City to continue to grow to 165,812 persons by the year 2030 and 177,559 persons by the year 2050. The additional 135 homes would directly influence population growth. Based on 3.12 persons per household (City) the proposed project would add approximately 427 persons to the City's existing population. This would be a less than 0.3% increase in population and a less than significant increase. The proposed project is within the forecasted population and housing growth rate for the year 2020. The proposed project would not substantially induce population growth beyond what has been forecasted for the City or the region.

The additional 135 homes would directly increase the number of housing units. The 135 homes would be less than 0.3% increase in housing units in the City and a less than significant increase. There are no existing residential dwelling units on the project site. The development of the proposed project would not displace existing housing, necessitating the construction of replacement housing elsewhere. Based on this information, the project would have less than significant impacts on population and housing.

### 8.2.4 Public Services

The occupation of the currently vacant project site and the additional construction would not significantly increase demand for fire, police and other protection services. The proposed project will be required to pay development impact fees to the City to mitigate the project's impact on fire and police prevention services. The proposed project will not create the need to expand or build new fire facilities in order to maintain acceptable service ratios, response times or other performance objectives for fire services. Therefore, by complying with all applicable Federal, State, and local codes and regulations, including the payment of development fees, the proposed project will have a less than significant impact on fire protection services.

The project site is presently vacant and does not appear to ever have been developed with structures. The proposed project includes the development of 135 homes, off-street parking, on-site circulation, tot-lot, and outdoor open space areas. The proposed project will be required to pay development impact fees to the Escondido Union School District and the Escondido Union High School District to mitigate the project's impact on school services. The proposed project will not create the need to expand or build new facilities in order to maintain acceptable service services.

With the addition of 135 dwelling units, the development of the proposed project is not anticipated to result in a significant increase in demand for parks or governmental services related to parks. The proposed project includes a private community area for the future residents. Additionally, the proposed project includes a spa, tot lot and open space area. The proposed project would pay fees in accordance with adopted City polices related to park fees.

## **8.0 Effects Found to be Not Significant**

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The proposed project would not result in substantial population growth, therefore potential impacts on library services related to existing services levels would not substantially increase. In addition, the proposed project will be required to pay development impact fees to reduce indirect impacts on the library system. The proposed project will not create the need to expand or build other public facilities in order to maintain acceptable service ratios or other performance objectives for other public facilities. Based on this information, the project would have less than significant impacts on public services.

### **8.2.5 Recreation**

The occupation of the currently vacant project site and the additional construction would not significantly 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. The proposed project will be required to pay development impact fees to the City to mitigate the project's impact on recreation facilities. The proposed project will not create the need to expand or build new recreation facilities. The proposed project does not include the construction of public recreational facilities or require the construction or expansion of recreational facilities. The proposed project would provide onsite recreational facilities and contribute funds for offsite facilities. Based on this information, the proposed project would have less than significant impacts on recreation.

### **8.2.6 Utilities Systems.**

All required utilities improvements including on-site and off-site would be installed and provided as part of the proposed project. The off-site improvements related to utilities are included as part of the proposed project. Those improvements are located within the existing roadways. As there are adequate utility systems in place to serve the project, there would not be any need for new or expanded utilizes beyond those included in the project. Based on this information, the project would have less than significant impacts on utilities and service systems.

## **9.0 LIST OF PREPARERS**

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**9.1 EIR Preparation Resources**

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***City of Escondido***

Ann Dolmage, Associate Planner

Adam Finestone, Principal Planner

Bill Martin, Director of Community Development

Ali Shahzad, Traffic

Mike Strong, Assistant Director of Planning

Owen Tunnell, Principal Engineer

***Vista Community Planners (VISTA)***

Fred Talarico, Principal Planner

Jakki Tonkovich, Senior Project Manager

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**9.2 Technical Sub-Consultants**

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***Dudek***

Michael Huff, Principal Sr. Urban Forester

***EEL Engineering Solutions***

Ryan T. Merkey, Project Scientist

Brian R. Brennan, Director of Environmental Services

***Everett & Associates***

Willam T. Everett, Certified Biological Consultant

***Excel Engineering***

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David Mizell, AICP, Traffic Consultant

Jason Stack, President

***Vista Environmental***

Greg Tonkovich, AICP, INCE, Principal

## **10.0 REFERENCES**

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## 10.1 References

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### **City of Escondido**

City of Escondido General Plan, May 2012.

City of Escondido Municipal Code, September 2018

### **Dudek**

*Nutmeg Homes Project, Fire Protection Plan.* Prepared by Dudek, January 2019. (Appendix E)

### **EEl Engineering Solutions**

Phase I Environmental Site Assessment. Prepared by EEl Engineering Solutions, September 2017. (Appendix I)

### **Everett & Associates**

Biological Resources Letter Report. Prepared by Everett & Associates Environmental Consultants, October 2018. (Appendix C)

### **Excel Engineering**

Preliminary Priority Project Hydrology Study for Nutmeg Homes. Prepared by Excel Engineering, January 2019. (Appendix G)

Priority Development Project (PDP) SWQMP for Nutmeg Homes. Prepared by Excel Engineering, January 2019, 2018 (Appendix J)

### **GeoTek Inc**

Geotechnical Evaluation for Proposed Multi-Family Residential Development, Prepared by GeoTek, Inc., June 2018. (Appendix F)

### **Laguna Mountain Environmental**

Cultural Resource Survey Report for the Nutmeg Homes Project. Prepared by Laguna Mountain Environmental, Inc, June 2018. (Appendix D)

### **State of California**

U.S. Department of Homeland Security

Flood Insurance Rate Map, San Diego County, Community Panel No. 06073C0762G, dated May 16, 2012.

**Rick Engineering Company**

Traffic Impact Study Nutmeg Homes. Prepared by Rick Engineering. March 2019. (Appendix K)

**Vista Environmental**

Air Quality and Greenhouse Gas Emissions Impact Analysis Nutmeg Residential Townhomes Project. Prepared by Vista Environmental, March 2019. (Appendix B)

Noise Impact Analysis Nutmeg Residential Townhomes Project. Prepared by Vista Environmental, March 2019. (Appendix H)

## **APPENDIX**

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