Centerpointe 78

Volume I - Final Environmental Impact Report

SCH #2014061031

City Project #ADM 13-0127 / ENV 13-0009

ESCONDIDO
City of Choice

RECON

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

Prepared by
RECON Environmental, Inc
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October 2015

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Acronyms

AAQS	Ambient Air Quality Standards
AB	Assembly Bill
ADA	Americans with Disabilities Act
ADT	average daily trips
AMSL	Above mean sea level
APCD	Air Pollution Control District
AST	aboveground storage tank
BAU	business as usual
bgs	below ground surface
BMP	Best Management Practice
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy
CalARP	California Accidental Release Prevention
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CALGreen	California Green Building Standards Code
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
cfs	cubic feet per second
C-G	General Commercial
City	City of Escondido
CO	carbon monoxide
CRHR	California Register of Historic Resources
CWA	Clean Water Act
cy	cubic yards
dB(A)	A-weighted decibel
DEH	Department of Environmental Health
DPM	diesel particulate matter
E-CAP	City of Escondido Climate Action Plan

EIR	Environmental Impact Report
EO	Executive Order
EQRs	Environmental Quality Regulations
ESA	Environmental Site Assessment
EUSD	Escondido Union School District
FEMA	Federal Emergency Management Agency
GHG	greenhouse gas
HMBP	Hazardous Materials Business Plan
HMMP	Hydromodification Management Plan
HPC	Historic Preservation Committee
HSC	Health and Safety Code
HVAC	heating, ventilation, and air conditioning
I-15	Interstate 15
LCFS	Low Carbon Fuel Standard
L_{dn}	day-night average sound level
L_{eq}	hourly equivalent sound level
LID	Low Impact Development
LOS	level of service
LUST	leaking underground storage tank
mg/kg	milligrams per kilogram
MHCP	Multiple Habitat Conservation Program
MMRP	Mitigation Monitoring and Reporting Program
$MMTCO_2E$	million metric tons of CO_2 equivalent
mpg	miles per gallon
NAAQS	National Ambient Air Quality Standards
NAGPRA	Native American Graves Protection and Repatriation Act
NCCP	Natural Community Conservation Plan
NO_2	nitrogen dioxide
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
O_3	Ozone
OAEP	Operational Area Emergency Plan
OSHA	Occupational Health and Safety Administration
PM_{10}	particulate matter less than 10 microns in diameter
$PM_{2.5}$	particulates 2.5 microns or less in diameter
ppm	parts per million
PRC	Public Resources Code
RAQS	Regional Air Quality Strategy
RMP	Risk Management Plan
ROG	Reactive organic gases
RWQCB	Regional Water Quality Control Board
SANDAG	San Diego Association of Governments
SB	Senate Bill
SDAB	San Diego Air Basin
SDAPCD	San Diego County Air Pollution Control District
SDG&E	San Diego Gas & Electric
SIP	State Implementation Plan
SO_2	sulfur dioxide

SR-78	State Route 78
SUSMP	Standard Urban Storm Water Management Plan
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TACs	toxic air contaminants
TCM	Transportation Control Measure
TMB	Trimethylbenzene
TPH-d	diesel hydrocarbons
TPH-g	gasoline fuel
U.S. EPA	United States Environmental Policy Act
USC	United States Code
USDOT	U.S. Department of Transportation
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UST	underground storage tank
v/c	volume to capacity
VOC	volatile organic compounds

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Comments Received on the Draft EIR and Responses

The Centerpointe 78 (proposed project) Draft Environmental Impact Report (Draft EIR) was circulated for review and comment by the public, agencies, and organizations for a public review period that began on August 14, 2015 and ended September 28, 2015. A Notice of Completion of the Draft EIR was sent to the State Clearinghouse and the Draft EIR was circulated to state agencies for review through the State Clearinghouse, Office of Planning and Research (SCH No. 2014061031). A Notice of Availability of the Draft EIR for review was mailed to organizations and parties expressing interest in the project. The Notice of Availability was also filed with the City Clerk and published in the *San Diego Union Tribune*. Four comment letters were received. Table RTC-1 below lists the comment letters in the order they were received. Following this page, the responses to each of these comment letters is provided in accordance with CEQA Guidelines Section 15088. The responses are in "side-by-side" format, with the comment letter on the left side of the page and the City response on the right side of the page. Each individual comment letter is labeled alpha-numerically, with a letter for each comment letter and a number for each individual comment idea within the letter. For example, comment B-1 represents the first comment in Letter B. This format is intended to ensure that each individual environmental comment is addressed.

Table RTC-1
Public Review Comment Letters Received

Comment Letter	Commenter	Dated
A	State of California, Department of Transportation (Jacob Armstrong)	September 22, 2015
B	Escondido School District (Michael Taylor)	September 25, 2015
C	County of San Diego, Department of Environmental Health Vector Control Program (Erin E. McCowen)	September 28, 2015
D	State of California, Governor's Office of Planning and Research, State Clearinghouse and Planning Unit (Scott Morgan)	September 29, 2015

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LETTER

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 11, DIVISION OF PLANNING
4050 TAYLOR ST, M.S. 240
SAN DIEGO, CA 92110
PHONE (619) 688-6960
FAX (619) 688-4299
TTY 711
www.dot.ca.gov

Serious Drought. Serious drought. Help save water!

September 22, 2015

11-SD-78
PM 17.68
Centerpointe 78 Commercial DEIR

Mr. Jay Petrek
Escondido Planning Division
201 N. Broadway
Escondido, CA 92025

Dear Mr. Petrek:

The California Department of Transportation (Caltrans) has reviewed the Draft Environmental Impact Report (DEIR) for the Centerpointe 78 Commercial project located near State Route 78 (SR-78). Caltrans has the following comments:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review (LD-IGR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities of infill, conservation, and efficient development. To ensure a safe, efficient, and reliable transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multi-modal transportation network. A-1

Traffic

- Exhibit 10-3 showing a 10 ft right-turn lane from North Broadway onto SR-78 West-bound (WB); the lane and shoulder width should follow the City standards and the truck turning templates should be checked for adherence to the Highway Design Manual (HDM), topic 404. A-2
- SR-78 East-bound (EB) and North Broadway left-turn pocket storage should be increased/lengthened to accommodate the increased traffic from the proposed project.
  - 2016 + Mitigation Project (PM) shown below included changing the timing data sheet, and the Control Type at the intersection of SR-78 and N. Broadway/Lincoln Parkway. With the proposed changes, there is still significant increase in the intersection delay and Q 95th length as shown in the table below. A-3

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

RESPONSE

A-1 Comment noted.

A-2 Comment noted. The project would be conditioned to meet the standards necessary to maintain adherence to the Highway Design Manual (HDM), topic 404. The minimum width for the right-turn lane from southbound Broadway onto westbound SR-78 would be 11 feet. The required width would be achieved by marginally adjusting the adjacent travel lane widths in this North Broadway segment between SR-78 and Lincoln Avenue.

A-3 This storage pocket lengthening is included as a part of the proposed project. EIR page 3-13 states, "In addition to the frontage improvements, the project includes SR-78 improvements requested by Caltrans. These improvements consist of extending two eastbound SR-78 left-turn lanes at the SR-78/North Broadway intersection and require the relocation of a storm drain grate and restriping. This improvement would be included in the project conditions of approval and would be completed prior to occupancy of the restaurant."

The SR-78/North Broadway intersection analysis in the traffic reports (EIR Appendices H-1 and H-2) was completed in accordance with the 2010 Highway Capacity Manual and the City's 2013 traffic impact analysis guidelines. Through this analysis, a significant impact was identified at the intersection discussed in this comment (Impact TR-10: Intersection #12. North Broadway at SR-78/Lincoln Parkway) and mitigation was accordingly identified in the EIR (mitigation measure TR-8). Mitigation TR-8 requires the following:

> Prior to the issuance of occupancy permits, the applicant shall provide a dedicated southbound right-turn lane and install a southbound right-turn overlap (prohibit eastbound U-turns) at the North Broadway at SR-78/Lincoln Parkway intersection.

As shown in Table 5A of EIR Appendix H-2, the project with mitigation would have a lower delay than the existing conditions in all three peak hours analyzed. As stated in EIR Section 4.8.7.1, "the mitigation would reduce the project's contribution to delays at impacted intersections to below 2 seconds," which is the significance determination threshold utilized by the City. Thus, the project would fully mitigate its impact at the North Broadway at SR-78/Lincoln Parkway intersection through mitigation measure TR-8 and no further mitigation is warranted.

LETTER

Mr. Jay Petrek
September 22, 2015
Page 2

- 2035 + Mitigation Project (PM) shown below included changing the timing data sheet, the control type, and the cycle length at the intersection of SR-78 and N. Broadway/Lincoln Pkwy. With the proposed changes, the Q 95th length remains significant.

- Caltrans Traffic Signal Operations Group should be consulted for any changes to the timing data sheet, the control type, and the cycle length for concurrence.

	2016 WITHOUT PROJ (PM)	2016 WITH PROJ (PM)	2016 + MITIGATION PROJ (PM)	2035 WITHOUT PROJ (PM)	2035 WITH PROJ (PM)	2035 + MITIGATION PROJ (PM)
INTERSECTION						
CYCLE LENGTH	160	160	160	160	160	180
LOS	E	E	E	F	F	F
DELAY	55.6	66.7	61.1	113.5	132.9	100.9
EBL						
DELAY	78.5	101.7	76	330.7	381.2	234.8
LOS	E	F	E	F	F	F
Q 95TH	#451	#560	#494	#500	#591	#597
EBT						
DELAY	52.6	54.2	46.4	78.1	80.1	54.5
LOS	D	D	D	E	F	D
Q 95TH	585	585	545	#667	#654	618
EBR						
DELAY	17.4	20.5	12.2	18.4	20.2	16.4
LOS	B	C	B	B	C	B
Q 95TH	435	466	260	421	434	450

AS 08/24/15

Summary Table above shows the LOS, Delay and Queue length for each conditions obtained from Synchro they submitted on October 2014.

A-3 cont.

Hydraulics

Any drainage plans or studies as part of Caltrans evaluations or an encroachment permit shall conform to the guidelines provided in the Caltrans Project Plan Preparation Manual. Any modification to the existing drainage and increased runoff to State facilities will not be allowed. http://www.dot.ca.gov/hq/oppd/cadd/usta/ppman/toc.htm

If you have any questions, please contact Roger Sanchez of the Development Review branch at (619) 688-6494.

A-4

Sincerely,

JACOB ARMSTRONG, Branch Chief
Development Review Branch

"Provide a safe, sustainable, integrated and efficient transportation system

RESPONSE

A-3 (cont.)

It is noted that this comment references an October 2014 submittal, but the mitigation and mitigation analysis included in the EIR was from the June 2015 Linscott, Law & Greenspan report (EIR Appendix H-2).

A-4 As indicated in EIR Section 4.5.3.2 and EIR Appendices F-1 and F-2, the project would not increase runoff flows at any site discharge point. The turn pocket storage lengthening requested by Caltrans would require the relocation of a storm drain grate, but no increase in runoff would occur since the area is already fully paved, no change in topography would occur, and no features would be installed that would alter runoff patterns. The project will obtain all necessary permits.

LETTER

RESPONSE

Letter B

Escondido UNION SCHOOL DISTRICT

September 25, 2015

RECEIVED
SEP 28 2015
PLANNING DIVISION

Mr. Jay Petrek
Assistant Planning Director
City of Escondido
201 North Broadway
Escondido, CA 92025

RE: Response to Draft Environmental Impact Report for Centerpointe 78 Commercial Project – ADM 13-0127/ENV 13-0009 – State Clearing house Number 2014061031

Dear Mr. Petrek:

Thank you for the opportunity to review the Draft EIR for a proposed development south of Lincoln School. As in the past, the District must comment that the proposed development and related mitigations will result in serious traffic problems at Lincoln School, especially at the start and end of each school day. The District's specific comments are: B-1

1. The increase in traffic related to the Centerpointe 78 Commercial Project is anticipated to create the need for additional signal lights at Escondido Boulevard and Lincoln Avenue (TR-8) and North Broadway and Lincoln Avenue (TR-9). However, these signal lights must be programmed to recognize student drop-off and pick-up times in such a manner that parents will be able to easily access the school parking lot entrance on Lincoln Avenue. The project will create additional traffic on Lincoln Avenue in front of the school, and our concern is that drivers may disregard traffic lights and traffic regulations with the increased volume of traffic in this area, making it unsafe for the children. B-2

2. The proposed widening of Lincoln Avenue between North Broadway and Escondido Boulevard (TR-13) may impact the District if the City intends to use any District property for widening the road for that area. Lincoln School and the Maintenance and Operations/Nutrition Services Yard already have too few acres to support their operations. The District requests that any widening of Lincoln Avenue be done solely at the expense of the Centerpointe 78 Development. B-3

CARLSYN GILBERT EDUCATION CENTER
2310 Aldergrove Ave.
Escondido, CA 92029
Tel (760) 432-2400
www.eusd.org

B-1 Refer to specific responses below.

B-2 This comment correctly identifies that the project mitigation (measures TR-6 and TR-7) require the applicant to install traffic signals at the identified locations. The City utilizes QuicNet, a central computer-based system, to monitor and control all the City's traffic signals. Timing plans are utilized during the morning peak hours, the mid-day peak, and the evening peak hours. Signals are also coordinated to work with adjacent signals by timing the beginning of the green signal phase at one signal to relate to the beginning of the green at the adjacent intersection. As such, the signal timing would accordingly consider the existing school traffic in the area as well as the timing of the nearby signals. Drivers are required to comply with the 2015 California Vehicle Code and such regulations are enforced within the City.

B-3 The project does not include any taking of the District's property. The project includes frontage improvements to Lincoln Avenue, but all such improvements would be completed within the existing right-of-way. The Draft EIR mitigation measure TR-10 identified a fair-share contribution towards future widening of this Lincoln Avenue segment; however, this mitigation is no longer proposed in the Final EIR due to potential social infeasibility related to the community opposition to parking removal.

LETTER

3. The District strongly holds that there must be no reduction to either sidewalks or available parking on either North Broadway or Lincoln Avenue. These sidewalks are used every school day by parents and students walking from their homes or parked cars. This situation is particularly a concern for our kindergarten and preschool students at Lincoln School. These students must be picked up at the school pedestrian gate by a parent or guardian. Therefore, there must be short-term parking immediately adjacent to the pedestrian gate to accommodate these adults while they leave their cars to pick up their children. B-4

Thank you for the opportunity to review and comment on the Draft EIR. I look forward to hearing your response to our review as the environmental review process continues. B-5

Sincerely,

Michael Taylor
Assistant Superintendent, Business Services
Escondido Union School District

MT/mf

RESPONSE

B-4 As indicated in the project description (EIR Section 3.6.4), the project includes frontage improvements that involve the removal of the sidewalk along the North Broadway project frontage; the removal of parking along the north side of Lincoln Avenue between North Broadway to a point westerly approximately 500 feet; and the removal of parking along the project frontage on the south side of Lincoln Avenue. This parking removal would result in a loss of 13 loading zone spaces and 8 street parking spaces.

The applicant has agreed not to prohibit parents or guardians from parking within the project site in order to pick up children from the school. This has been added to the project description (Section 3.6.4).

The project also includes an enhanced crossing from the southwestern corner of Lincoln Avenue/North Broadway to the northwestern corner to facilitate the additional pedestrian crossings from the project site to the school (see EIR Section 3.6.4).

B-5 Comment noted.

LETTER

Letter C

County of San Diego

ELIZABETH A. POZZEBON
DIRECTOR

DEPARTMENT OF ENVIRONMENTAL HEALTH
VECTOR CONTROL PROGRAM
5570 OVERLAND AVENUE, SUITE 102, SAN DIEGO, CA 92123
Phone: (858) 694-2888 Fax: (858) 571-4268
www.SDVector.com

AMY HARBERT
ASSISTANT DIRECTOR

September 28, 2015

Jay Petrek
Assistant Planning Director
City of Escondido
201 North Broadway
Escondido, CA 92025
jpetrek@escondido.org

Re: DRAFT ENVIRONMENTAL IMPACT REPORT FOT THE CENTERPOINT 78 COMMERCIAL PROJECT – ADM 13-0127 / ENV 13-0009 (STATE CLEARINGHOUSE NUMBER 2014061031)

Dear Mr. Petrek:

Thank you for the opportunity to review and comment on the Draft Environmental Impact Report for the above referenced project. The County of San Diego Vector Control Program (VCP) is responsible for the protection of public health through the surveillance and control of mosquitoes that are vectors for human disease including West Nile virus (WNV).

The VCP respectfully requests that the Environmental Impact Report (EIR) potential impacts arising from possible mosquito breeding sources created by project-specific development. In particular, the design and maintenance of storm water control, conveyance, detention and bio retention structures have the potential to create unintentional sites for mosquito breeding. Other possible breeding sources include dumpsters, trash/recycling bins, construction related depressions such as those created by demolition, grading activities, and wheel ruts as well as fountains, ornamental water features planters/tree pits and landscaping. Any location that is capable of accumulating and holding at least ½ inch of water for more than 96 hours can support mosquito breeding and development thereby causing an effect on the environment by increasing human exposure to vectors capable of spreading disease.

For your reference, the County of San Diego Guidelines for Determining Significance for Vectors can be accessed at www.sandiegocounty.gov/dplu/docs/Vector_Guidelines.pdf and the California Department of Public Health Best Management Practices for Mosquito Control in California is available at http://www.cdph.ca.gov/HealthInfo/discond/Documents/BMPforMosquitoControl07-12.pdf .

Thank you again for the opportunity to comment on the Draft Environmental Impact Report. Please add us to the interested parties list for future notifications and environmental documents including the EIR for this project. If you have any questions regarding the above comments, please contact me at (858) 694-2432.

Sincerely,

Erin E. McCowen
Environmental Health Specialist
Vector Control Program

"Environmental and public health through leadership, partnership and science"

C-1

RESPONSE

C-1 As indicated in the Hydrology Report (EIR Appendix F-1), the largest proposed bioretention basin would typically empty within 10.1 hours. Thus, it would be far below the 96-hour threshold indicated in this comment letter. In addition, the Water Quality Technical Report (EIR Appendix F-2) includes a maintenance and monitoring plan for the project's best management practices (BMPs) in perpetuity. That plan specifically states, "[r]outine inspections for areas of standing water within the BMP and corrective measures to restore proper infiltration rate are necessary to prevent creating mosquito and other vector habitat." The project would also include appropriate trash and recycling receptacles as a source control measure, including regular inspections, regular trash pick-up, and covered receptacles (EIR Appendix F-2). The project would also be required to implement BMPs during construction, which would include proper drainage. No other potential for significant water ponding (i.e., over ½ inch for 96 hours) is anticipated. Thus, the project is not anticipated to result in a vector control issue.

LETTER

RESPONSE

Letter D

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

September 29, 2015

RECEIVED
OCT - 2 2015
PLANNING DIVISION

Jay Petrek
City of Escondido
201 North Broadway
Escondido, CA 92025-2798

Subject: Centerpointe 78 Commercial Center
SCH#: 2014061031

Dear Jay Petrek:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on September 28, 2015, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

D-1

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

D-1 Comment noted.

Summary of Changes to the Draft EIR

This section provides a summary of the changes made to the Final EIR since the document was circulated for public review (August 14, 2015 to September 28, 2015). Changes to the previous Draft EIR text are shown in strike-out, underline format. Such format shows deletions as ~~strikeout~~ text and additions as underline text. While this chapter and the Response to Comment chapter were not included in the Draft EIR and are newly included in the Final EIR, these chapters are not shown in strike-out, underline format since all of the text is new. The following revisions have been included in the Final EIR:

- Text was added to the Summary (page 1-1) project description to clarify the project includes State Route 78 improvements requested by the California Department of Transportation.
- The Summary Table ES-1 was updated to reflect the changes to traffic mitigation and the determination that two of the previously proposed mitigation measures would be infeasible.
- Text was added to Chapter 3, Section 3.6.4, Access, to indicate that the "applicant has agreed not to prohibit parents or guardians from parking on-site in order to facilitate the pick-up and/or drop-off of children from the adjacent school."
- Section 4.6.2.2, Zoning Ordinance, was revised to clarify the zoning conditions on the property and the supporting Zoning Memo was added as Appendix J.
- Previous traffic mitigation Figures 4.8-2 and 4.8-3 were consolidated into one Figure 4.8-2, and the figure text was revised to identify the mitigation measures being shown by number and to identify which measures shown are infeasible.
- Section 4.8.6.1 that identifies the traffic mitigation measures was revised. Revisions included:
    - Correcting mitigation measure TR-2 to include "no parking" signs instead of a two-way left-turn lane (a two-way left-turn lane already exists).
    - Identifying that Traffic Impact Fee payment provided for this project will fund the installation of mitigation measures TR-3, TR-4, and TR-11.
    - Clarifying that the mitigation measure TR-8 improvements to the North Broadway at SR-78/Lincoln Parkway intersection would be "to the satisfaction of the City and Caltrans."
    - Identifying that previous mitigation identified for Impact TR-11 (Segment #4: Escondido Boulevard – Decatur Way to Lincoln Avenue) and Impact TR-13 (Segment #11: Lincoln Avenue – Escondido Blvd to North Broadway) would be infeasible due to social reasons. This also necessitated renumbering the subsequent identified mitigation measures.
- Updating Table 4.8-20 to reflect the above traffic mitigation changes.
- Chapter 5, Other CEQA Considerations, and Chapter 7, Alternatives, were also updated to reflect the traffic mitigation changes.
- Other minor typos were fixed, such has table formatting (not shown in strike-out).

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Chapter 1 Executive Summary

This chapter is a summary of the Environmental Impact Report (EIR) for the Centerpointe 78 project (proposed project). This chapter highlights the impacts that would as a result of implementation of the proposed project, as determined by the environmental analysis provided in this EIR, in compliance with California Environmental Quality Act (CEQA) Guidelines Section 15121. It also provides a brief description of the proposed project, project objectives, alternatives to the proposed project, areas of controversy, and issues to be resolved.

1.1 Project Location and Description

The 3.7-acre Centerpointe 78 project site is located at 925 North Broadway in the City of Escondido (City), California. The site is located is north of State Route 78 (SR-78), west of North Broadway, and south of Lincoln Avenue within the urbanized area of the City. Surrounding uses include Lincoln Elementary School to the north, a gas station to the northeast, single- and multi-family residences to the west, a park-and-ride lot to the south, and car dealerships to the east and southeast. The site currently includes a vacant automotive dealership consistent of a main office and show room, automotive service office, automotive service bays, and parking lots for vehicle storage.

The project proposes to redevelop the site with an approximately 43,500-square-foot market and a 3,200-square-foot restaurant pad. The market would be located in the western portion of the site and would include a loading dock on the western side of the building and the main entrance on the eastern side of the building. No restaurant building plans are proposed at this time; however, it is assumed that the quick-service restaurant would include a drive through wrapping around the eastern side of the building. To support these proposed uses, the project also includes 199 parking spaces, three access driveways on Lincoln Avenue, landscaping, signage, and utility improvements. The project would also include street frontage improvements along Lincoln Avenue, North Broadway, and at the Lincoln Avenue/North Broadway intersection, as well as SR-78 improvements requested by Caltrans. The redevelopment of the site would also involve demolition of the existing development, grading, and construction phases.

1.2 Project Objectives

The main project objectives are as follows:

1. To redevelop an underutilized site into a viable commercial use that would serve the local area.
2. Promote the development of jobs and the City's tax base.
3. Achieve smart growth by providing development in an urbanized area where services and utilities are existing and available to serve the development.

1.3 Impact Summary

Table ES-1, which is included at the end of this chapter, provides the following information: (1) the direct and cumulative impacts that would occur from implementation of the proposed project; (2) the significance of impact before mitigation; (3) the recommended mitigation measures that would avoid or reduce significant environmental impacts; and (4) the significance of impact after mitigation measures are implemented. Finally, Table ES-2 compares the anticipated significant impacts of the proposed project to the impacts of each project alternative.

Table ES-2 Comparison of the Significant Environmental Impacts of the Project to the Project Alternatives

Issue Areas	Proposed Project		Alternatives		
	Without Mitigation	With Mitigation	No Project	Reduced Project	Alternate Use
Hazardous Material Emission (Impacts HAZ-1 and HAZ-2)	S	LTS	< (LTS)	= (S/M)	= (S/M)
Ambient Noise – Permanent (Impact NOS-1)	S	S/U	< (LTS)	< (S/U)	< (LTS)
Level of Service Operations (Impacts TR-1 to TR-16)	S	S/U	< (LTS)	< (S/U)	< (S/M)
Traffic Hazards/ Emergency Access (Impact TR-17)	S	LTS	= (S/U)	= (S/M)	= (S/M)

LTS = Less than Significant; S = Significant; S/U = Significant Unmitigated; S/M = Significant Mitigated; N/A = Not Applicable

1.4 Project Alternatives

In accordance with Section 15126 of the CEQA Guidelines, this EIR includes an alternative analysis. The alternatives addressed in this EIR include the No Project (No New Development) Alternative, the Reduced Project Alternative, the Alternate Use Alternative, Buildout Retail Commercial Alternative, and Alternative Location Alternative. The Buildout Retail Commercial Alternative and Alternative Location Alternative were considered but rejected, as detailed in Section 7.2. The analysis of the remaining alternatives is summarized below. Refer to Chapter 7, Alternatives, for additional details.

The No Project (No New Development) Alternative assumes no redevelopment would occur and the site would be reoccupied. As the No Project (No New Development) Alternative would not involve any demolition, this alternative would avoid the significant hazardous material issues (asbestos and lead). In addition, this alternative would generate less traffic than the project and would avoid the traffic noise and traffic capacity impacts of the project. This alternative would not avoid the significant access safety issue and it would remain significant and unmitigated under this alternative. The No Project (No New Development) Alternative would meet two of the three project objectives, including the objective to promote jobs and the City's tax base as well as smart growth by placing the project in an urbanized area. This alternative would not meet the project objective of redeveloping an underutilized site, as no redevelopment would occur. Overall, this alternative would reduce all of the project's significant impacts and would meet the majority of the project objectives.

The Reduced Project Alternative would only include the approximately 43,500-square-foot market and supporting amenities, and would not include the proposed project restaurant in an effort to reduce traffic impacts. As this alternative involves demolition, it would have a significant impact related to hazardous materials (asbestos and lead) similar to the project. This alternative would reduce traffic generated

relative to the project and would therefore reduce traffic level of service impacts relative to the project. It is noted that this alternative is expected to only reduce one cumulative segment impact to below a level of significance, but all other direct and cumulative segment impacts would remain significant. This alternative would have a driveway access impact similar to the project, but it could also be mitigated to below a level of significance similar to the project. All of the project objects would be met by this alternative, as it would include smart growth, promote jobs and increase the City's tax base, and redevelop the underutilized site.

The Alternate Use Alternative would involve redeveloping the site with approximately 80,586 square feet of general office uses. As this alternative involves demolition, it would have a significant impact related to hazardous materials (asbestos and lead) similar to the project. This alternative would reduce traffic generated relative to the project and would therefore reduce traffic level of service impacts relative to the project. It is noted that this alternative is expected to avoid the project's significant level of service traffic impacts except impact TR-1 (Escondido Boulevard). This alternative would have a driveway access impact similar to the project, but it could also be mitigated to below a level of significance similar to the project. All of the project objects would be met by this alternative, as it would include smart growth, promote jobs and increase the City's tax base, and redevelop the underutilized site.

Based on the analysis, it was determined that the No Project (No New Development) Alternative would be the environmentally superior alternative because it avoids all the significant project level of service traffic impacts, the hazards impacts (asbestos and lead), and the ambient traffic noise impact. However, the No Project (No New Development) would not avoid the significant traffic hazard impact related to sight distance at driveways and would not mitigate for this traffic hazard impact, as there would be no mechanism to require it. While the No Project (No New Development) Alternative would have less than significant impacts relative to the existing conditions for the other issue areas, it would not be required to provide improvements pursuant to current storm drain, water quality, or building code (water use or energy use) standards like the proposed project or the Reduced Project or Alternate Use alternatives.

CEQA Section 15126.6(e)(2) requires the EIR to identify another superior alternative if the environmentally superior alternative is the "no project" alternative. The other environmentally superior alternative would be the Alternate Use Alternative, as it avoids most of the significant traffic impacts and avoids the significant ambient traffic noise impact.

1.5 Areas of Controversy

Per CEQA Guidelines Section 15123(b)(2), an EIR must identify areas of controversy, including issues raised by other agencies and the public. Areas of known controversy related to the project's environmental issues include:

- Analysis of potential Native American cultural resources impacts
- Analysis of potential near-term and long-term impacts to state facilities
- Hydrology impacts to state facilities
- Lighting hazard impacts to State Route 78
- Signage visible from State Route 78
- Signal improvements at Broadway and Lincoln
- Proposed student drop-off/pick-ups at the project site parking lot

- Limiting truck delivery hours during daytime hours
- Coordination of special events with the Lincoln school
- Coordinating construction hours with the school to minimize school impacts
- Coordinate street improvement construction schedule with the school to avoid student arrival/departure times

1.6 Issues to be Resolved by the Decision Making Body

The decision maker is to choose whether to mitigate the significant effects of the proposed project, if the project benefits outweigh its significant unavoidable impacts, and if the discretionary approvals required to implement the proposed project and its development components should be granted. If the City Council decides to approve the project, the City shall make findings that consider each of the significant project impacts pursuant to CEQA Section 15091. In addition to the findings, the City shall also complete a statement of overriding conditions pursuant to CEQA Section 15093 if the City decides the project benefits outweigh the significant unavoidable environmental impacts of the project.

Table ES-1 Summary of Project Impacts

Issue Topic	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measure(s)	Impact after Mitigation
4.1 Aesthetics				
Scenic Vistas	Less than Significant	Less than Significant	No mitigation is required.	Less than Significant
Scenic Resources	Less than Significant	Less than Significant	No mitigation is required.	Less than Significant
Visual Character and Quality	Less than Significant	Less than Significant	No mitigation is required.	Less than Significant
Light and Glare	Less than Significant	Less than Significant	No mitigation is required.	Less than Significant
4.2 Air Quality				
Regional Air Quality	Less than Significant	Less than Significant	No mitigation is required.	Less than Significant
Ambient Air Quality – Direct Impacts	Less than Significant	Less than Significant	No mitigation is required.	Less than Significant
Ambient Air Quality – Cumulative Impacts	Less than Significant	Less than Significant	No mitigation is required.	Less than Significant
Sensitive Receptors	Less than Significant	Less than Significant	No mitigation is required.	Less than Significant
Odors	Less than Significant	Less than Significant	No mitigation is required.	Less than Significant
4.3 Greenhouse Gas Emissions				
GHG Emissions	Less than Significant	Less than Significant	No mitigation is required.	Less than Significant
Consistency with Adopted Plans	Less than Significant	Less than Significant	No mitigation is required.	Less than Significant
4.4 Hazards and Hazardous Materials				
Hazardous Material Emission Impact HAZ-1: Demolition of potential Asbestos-containing materials that could become inhalable and result in health affects	Significant	Less than Significant	HAZ-1: Prior to issuance of a building permit or other applicable permit that includes demolition or renovation of on-site structures, a facility survey shall be performed to determine the presence or absence of Asbestos-Containing Materials (ACMs) in all buildings located at the Centerpointe 78 project site (925 North Broadway) that are to be demolished. Suspect materials that will be disturbed by the demolition or renovation activities shall be sampled and analyzed for asbestos content, or assumed to be asbestos containing. The survey shall be conducted by a person certified by Cal/OSHA pursuant to regulations implementing subdivision (b) of Section 9021.5 of the Labor Code, and shall have taken and passed an EPA-approved Building Inspector Course. Should regulated asbestos containing materials be found, it shall be handled in compliance with the San Diego County Air Pollution Control District Rule 361.145 – Standard for Demolition and Renovation. Evidence of completion of the facility survey shall consist of a signed, stamped statement from the person certified to complete the facility survey indicating that the survey has been completed and that either regulated asbestos is present or absent. If present, the letter shall describe the procedures that will be taken to remediate the hazard.	Less than Significant

Table ES-1 Summary of Project Impacts (cont.)

Issue Topic	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measure(s)	Impact after Mitigation
Impact HAZ-2: Demolition of potential lead-containing materials that could become inhalable and result in health affects	Significant	Less than Significant	HAZ-2: Prior to issuance of a building permit or other applicable permit that includes demolition or renovation of on-site structures, a survey shall be performed by a California Department of Health Services certified lead inspector/risk assessor to determine the presence or absence of lead based paint located in all buildings located at the Centerpointe 78 project site (925 North Broadway) that are to be demolished. All lead-containing materials scheduled for demolition must comply with applicable regulations for demolition methods and dust suppression. Lead-containing materials shall be managed in accordance with applicable regulations including, at a minimum, the hazardous waste disposal requirements (Title 22 CCR Division 4.5), the worker health and safety requirements (Title 8 CCR Section 1532.1), and the State Lead Accreditation, Certification, and Work Practice Requirements (Title 17 CCR Division 1, Chapter 8).	Less than Significant
Hazardous Material Site	Less than Significant	Less than Significant	No mitigation is required.	Less than Significant
Airport Hazards	No Impact	No Impact	No mitigation is required.	No Impact
Emergency Response and Wildland Fires	Less than Significant	Less than Significant	No mitigation is required.	Less than Significant
4.5 Hydrology and Water Quality				
Water Quality	Less than Significant	Less than Significant	No mitigation is required.	Less than Significant
Drainage and the Stormdrain System	Less than Significant	Less than Significant	No mitigation is required.	Less than Significant
Groundwater	Less than Significant	Less than Significant	No mitigation is required.	Less than Significant
Flooding	Less than Significant	Less than Significant	No mitigation is required.	Less than Significant
4.6 Land Use				
Physically Divide and Established Community	Less than Significant	Less than Significant	No mitigation is required.	Less than Significant
Conflict with an Applicable Land Use Plan	Less than Significant	Less than Significant	No mitigation is required.	Less than Significant
Conflict with a Habitat Conservation Plan	No Impact	Less than Significant	No mitigation is required.	Less than Significant
4.7 Noise				
Noise Exposure	Less than Significant	Less than Significant	No mitigation is required.	Less than Significant
Groundborne Vibration and Groundborne Noise	Less than Significant	Less than Significant	No mitigation is required.	Less than Significant

Table ES-1 Summary of Project Impacts (cont.)

Issue Topic	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measure(s)	Impact after Mitigation
Ambient Noise – Permanent Increase Impact NOS-1: Permanent increase in traffic noise Lincoln Avenue between Escondido Boulevard and North Broadway	Significant (Direct Impact NOS-1)	Significant (Cumulative Impact NOS-1)	No mitigation is required. Refer to Section 4.7.6 for additional information.	Significant
Ambient Noise – Temporary Increase	Less than Significant	Less than Significant	No mitigation is required.	Less than Significant
4.8 Transportation and Traffic				
Level of Service Operations				
Impact TR-1: Segment #3. Escondido Boulevard, El Norte Parkway to Decatur Way	Significant	Significant	TR-1: Prior to the issuance of occupancy permits, parking shall be prohibited on the west side of Escondido Boulevard (El Norte Parkway to Decatur Way) and a two-way left-turn lane shall be installed by the applicant. This shall result in the loss of 22 parking spaces.	Less than Significant (Should the City Council decide this mitigation is infeasible due to the loss of street parking, this impact would be significant unmitigated)
Impact TR-2: Segment #6. Escondido Boulevard, Mission Avenue to Washington Avenue	Significant	Significant	TR-2: Prior to the issuance of occupancy permits, parking shall be prohibited on the east side of Escondido Boulevard (Mission Avenue to Washington Avenue) and <u>"No Parking" signs</u> ~~a two-way left-turn lane, consistent with Collector Street standards~~ shall be installed by the applicant. This shall result in the loss of 14 parking spaces.	Less than Significant (Should the City Council decide this mitigation is infeasible due to the loss of street parking, this impact would be significant unmitigated)
Impact TR-3: Segment #9. Fig Street, Lincoln Avenue to Mission Avenue	Significant	Significant	TR-3: Prior to the issuance of occupancy permits, parking shall be prohibited on the both sides of Fig Street (Lincoln Avenue to Mission Avenue) and a two-way left-turn lane shall be installed by the applicant. This will require the loss of 13 parking spaces. <u>The Traffic Impact Fee payment provided for this project will fund the installation of these improvements.</u>	Less than Significant (Should the City Council decide this mitigation is infeasible due to the loss of street parking, this impact would be significant unmitigated)

Table ES-1 Summary of Project Impacts (cont.)

Issue Topic		Potential Direct Impact	Potential Cumulative Impact	Mitigation Measure(s)	Impact after Mitigation
Impact TR-4:	Segment #15. Lincoln Parkway/ Lincoln Avenue, Garrick Way to Fig Street	Significant	Significant	TR-4: Prior to the issuance of occupancy permits, the applicant shall (1) install a dedicated WB right-turn lane at Lincoln Avenue/Garrick Way intersection and a dedicated EB right-turn lane at Lincoln Avenue/Fig Street intersection (this work may involve shifting power poles in the immediate vicinity to accommodate the intersection widening), and (2) re-time traffic signals at these intersections, as needed. The Traffic Impact Fee payment provided for this project will fund the installation of these improvements.	Less than Significant
Impact TR-5:	Segment #17. Lincoln Parkway/ Lincoln Avenue, Ash Street to Harding Street	Significant	Significant	Two mitigation options were considered: (1) Prior to the issuance of occupancy permits, the applicant shall restripe Lincoln Avenue (Ash Street to Harding Street) to provide a two-way left-turn lane as well as dedicated left-turn pockets at Harding Street and Pioneer Elementary School. (2) Prior to the issuance of occupancy permits, additional right-of-way along Lincoln Avenue (Ash Street to Harding Street) shall be obtained and a two-way left-turn lane as well as dedicated left-turn pockets at Harding Street and Pioneer Elementary School shall be installed by the applicant. However, both of these options were determined to be potentially infeasible. Option 1 was determined to be potentially infeasible due to the loss of 30 street parking spaces and the community's preference to retain existing parking. Option 2 was determined to be potentially infeasible, due to the preference to retain the existing uses adjacent to the roadways over the need to widen the roadway. Further, the City has no plans to increase capacity of this roadway in the near-term. Refer to Section 4.8-7 for additional details.	Significant Not Mitigated (Should the City Council determine that one of the mitigation options considered or alternative mitigation is feasible, implementing it would reduce this impact to below a level of significance.)

Table ES-1 Summary of Project Impacts (cont.)

Issue Topic		Potential Direct Impact	Potential Cumulative Impact	Mitigation Measure(s)	Impact after Mitigation
Impact TR-6:	Segment #18. Lincoln Parkway/ Lincoln Avenue, Harding Street to Rose Street	Significant	Significant	Two mitigation options were considered, including: (1) Prior to the issuance of occupancy permits, the applicant shall restripe Lincoln Avenue (Harding Street to Rose Street) to provide a two-way left-turn lane and a dedicated left-turn pocket at Harding Street. (2) Prior to the issuance of occupancy permits, additional right-of-way along Lincoln Avenue (Harding Street to Rose Street) shall be obtained and a two-way left-turn lane and a dedicated left-turn pocket at Harding Street shall be installed by the applicant. However, both of these options were determined to be potentially infeasible. Option 1 was determined to be potentially infeasible due to the loss of 61 street parking spaces and the community's preference to retain existing parking. Option 2 was determined to be potentially infeasible, due to the preference to retain the existing uses adjacent to the roadways over the need to widen the roadway. Further, the City has no plans to increase capacity of this roadway in the near-term. Refer to Section 4.8-7 for additional details.	Significant Not Mitigated (Should the City Council determine that one of the mitigation options considered or alternative mitigation is feasible, implementing it would reduce this impact to below a level of significance.)
Impact TR-7:	Intersection #6. Escondido Boulevard at El Norte Parkway	Significant	Significant	TR-5: Prior to the issuance of occupancy permits, the applicant shall (1) install a raised median on El Norte Parkway in order to restrict access from Escondido Boulevard onto El Norte Parkway to right-turns only, (2) ~~the~~ install a dedicated right-turn lane from northbound Escondido Boulevard to eastbound El Norte Parkway,(3) modify the El Norte Parkway raised median to lengthen the two left-turn lanes from westbound El Norte Parkway to southbound Centre City Parkway to accommodate a U-turn movement, and (4) modify the median and left-hand turn lane on El Norte Parkway, between Escondido Boulevard and Broadway to accommodate a U-turn on El Norte Parkway.	Less than Significant
Impact TR-8:	Intersection #7. Escondido Boulevard at Lincoln Avenue	Significant	Significant	TR-6: Prior to the issuance of occupancy permits, the applicant shall install a traffic signal at the Escondido Boulevard/Lincoln Avenue intersection.	Less than Significant

Table ES-1 Summary of Project Impacts (cont.)

Issue Topic		Potential Direct Impact	Potential Cumulative Impact	Mitigation Measure(s)	Impact after Mitigation
Impact TR-9:	Intersection #11. North Broadway at Lincoln Avenue	Significant	Significant	TR-7: Prior to the issuance of occupancy permits, the applicant shall (1) install a traffic signal at the North Broadway/Lincoln Avenue intersection, (2) restripe eastbound and westbound approaches of that intersection to include a shared through/left-turn lane and dedicated right-turn lane, and (3) install a "Keep Clear" sign at the intersection.	Less than Significant
Impact TR-10:	Intersection #12. North Broadway at SR 78/Lincoln Parkway	Significant	Significant	TR-8: Prior to the issuance of occupancy permits, the applicant shall provide a dedicated southbound right-turn lane and install a southbound right-turn overlap (prohibit eastbound U-turns) at the North Broadway at SR-78/Lincoln Parkway intersection to the satisfaction of the City and Caltrans.	Less than Significant
Impact TR-11:	Segment #4. Escondido Boulevard, Decatur Way to Lincoln Avenue	Less than Significant	Significant	The following mitigation was considered: ~~TR-9:~~(1) Prior to the issuance of occupancy permits, a fair-share contribution to the City's satisfaction shall be paid towards the future widening of Escondido Boulevard (between Decatur~~nter~~ Way to Lincoln Avenue) to Collector standards. However, widening this roadway to the 4-lane buildout conditions was determined to be potentially infeasible. There are two options to widen this roadway; Option 1 would require the removal of parking and Option 2 would include acquiring additional right-of-way. Depending on the ultimate design, parking removal could consist of removing 24 parking spaces on one side of the roadway or removing 54 spaces if parking is removed on both sides of the roadway. Parking removal would be potentially infeasible due to the number of spaces removed and the community's preference to retain existing parking. Option 2 was determined to be potentially infeasible due to the preference to retain the existing uses adjacent to the roadways over the need to widen the roadway. Further, the City has no plans to increase capacity of this roadway in the near-term. Refer to Section 4.8.7.	~~Less than~~ Significant Not Mitigated (Should the City Council determine that one of the mitigation options considered or alternative mitigation is feasible, implementing it would reduce this impact to below a level of significance.)
Impact TR-12:	Segment #11. El Norte Parkway, Centre City Parkway to Escondido Boulevard	Less than Significant	Significant	This segment impact would be mitigated by TR-5, which is detailed above.	Less than Significant

Table ES-1 Summary of Project Impacts (cont.)

Issue Topic		Potential Direct Impact	Potential Cumulative Impact	Mitigation Measure(s)	Impact after Mitigation
Impact TR-13:	Segment #12: Lincoln Avenue, Escondido Boulevard to North Broadway	Less than Significant	Significant	The following mitigation was considered: ~~TR-10:~~(1) Prior to the issuance of occupancy permits, a fair-share contribution to the City's satisfaction shall be paid towards the future widening of Lincoln Avenue, between Escondido Boulevard to North Broadway, to Local Collector standards. However, widening this roadway to buildout conditions was determined to be potentially infeasible. There are two options to widen this roadway: Option 1 would require the removal of parking and Option 2 would include acquiring additional right-of-way. Parking removal would eliminate 19 spaces in addition to those already being removed as a part of the project frontage improvements (see Section 4.6.4). Parking removal would be potentially infeasible considering this mitigation would remove 19 spaces in addition to the 13 loading zone spaces and 8 street parking spaces to be removed via frontage improvements, and the adjacent school and community's preference to retain existing parking. Option 2 was determined to be potentially infeasible due to the preference to retain the existing uses adjacent to the roadways over the need to widen the roadway. Further, the City has no plans to increase capacity of this roadway in the near-term beyond those improvements included in the project. Refer to Section 4.8.7 for additional details.	~~Less than~~ Significant Not Mitigated (Should the City Council determine that one of the mitigation options considered or alternative mitigation is feasible, implementing it would reduce this impact to below a level of significance.)
Impact TR-14:	Segment #16: Lincoln Avenue, Fig Street to Ash Street	Less than Significant	Significant	TR-9~~11~~: Prior to the issuance of occupancy permits, the applicant shall provide a fair-share contribution to the City's satisfaction towards widening Lincoln Avenue (Fig Street to Ash Street) to 6 lanes.	Less than Significant
Impact TR-15:	Segment #21: Mission Avenue, Centre City Parkway to Escondido Boulevard	Less than Significant	Significant	TR-10~~12~~: Prior to the issuance of occupancy permits, the applicant shall provide a fair-share contribution to the City's satisfaction towards widening Mission Avenue (Centre City Parkway to Escondido Boulevard) to 6 lanes.	Less than Significant
Impact TR-16:	Intersection #15: Fig Street at Lincoln Avenue	Less than Significant	Significant	TR-11~~13~~: Prior to the issuance of occupancy permits, the project shall restripe the Fig Street/Lincoln Avenue intersection northbound lanes to include two dedicated left-turn lanes and a shared through/right-turn lane. To accommodate the dual northbound left-turns, the southbound approach shall be "shadowed" and parking shall be removed as needed. The Traffic Impact Fee payment provided for this project will fund the installation of these improvements.	Less than Significant

Table ES-1 Summary of Project Impacts (cont.)

Issue Topic	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measure(s)	Impact after Mitigation
Traffic Hazards and Emergency Access Impact TR-17: Site access safety	Significant	Less than Significant	TR-124: Prior to issuance of final grading and construction plans, a limited use area shall be established near project driveways to provide adequate sight distance pursuant to City requirements and to the satisfaction of the City. ~~that requires vegetation be maintained below 24-inches and ground-level obstructions be limited to 24 inches in order to provide 250 feet of stopping sight distance and 330 feet of corner sight distance for all three project access driveways. In addition, the Lincoln Avenue curb within 25 feet of the project driveways shall be painted red to signify no parking is allowed. (Refer to Appendix H.1 Exhibit 10-2.)~~	Less than Significant
Alternative Transportation	Less than Significant	Less than Significant	No mitigation is required.	Less than Significant
4.9 Cultural Resources				
Historical Resources	Less than Significant	Less than Significant	No mitigation is required.	Less than Significant
Archaeological Resources	Less than Significant	Less than Significant	No mitigation is required.	Less than Significant
Human Remains	Less than Significant	Less than Significant	No mitigation is required.	Less than Significant

Chapter 2 Introduction

2.1 Purpose of the EIR and Legal Authority

This Environmental Impact Report (EIR) has been prepared by the City of Escondido (City) for the Centerpointe 78 project (proposed project) to satisfy the requirements of the California Environmental Quality Act (CEQA). Pursuant to CEQA, this EIR assesses the environmental effects of the proposed project, identifies feasible mitigation measures, and evaluates a reasonable range of alternatives to reduce significant environmental impacts. This document is intended to disclose the environmental consequences of the project decision makers as well as other agencies with discretionary authority. This document is also intended to be provided to the public for review and comment. This EIR complies with all criteria, standards, and procedures of the CEQA (1970), as amended (Public Resources Code [PRC] 21000 et seq.), and EIR Guidelines (California Administrative Code 15000 et seq.).

2.2 Scope of the EIR

A Notice of Preparation (NOP), prepared in compliance with Section 15082 of the CEQA Guidelines, was distributed for the project on June 4, 2014. The NOP and comments received during the 30-day NOP review periods are included in Appendix A of this document. All comments received in response to the NOP are addressed in appropriate sections of this EIR.

The NOP identified that the EIR would address environmental impacts related to:

- Aesthetics,
- Agricultural resources,
- Air quality,
- Biology,
- Cultural resources,
- Paleontological resources,
- Greenhouse gas,
- Hazards and hazardous materials,
- Hydrology and water quality,
- Land use,
- Mineral resources,
- Noise,
- Population and housing,
- Public services,
- Recreation,
- Transportation and traffic, and
- Utilities and services systems.

If analysis is completed and it is determined that an issue would have a less than significant impact, the NOP identified that it may be included in a less than significant section with analysis supporting that conclusion. Based on the preliminary analysis completed as a part of the NOP, it was anticipated that those less than significant issues would include the following:

- Agricultural resources,
- Biological resources,
- Cultural resources,
- Geology and soils,
- Mineral resources,
- Paleontological resources,
- Population and housing,
- Public services,
- Recreation, and
- Utilities and services systems.

Ultimately, a cultural resources analysis was included in the detailed EIR analysis due to comments received on the NOP.

For each issue, the EIR contains a discussion of the existing conditions and potential impacts that could occur as a result of the project. If feasible, each issue section also contains mitigation measures for those impacts that have been identified as significant. A Mitigation Monitoring and Reporting Program (MMRP) will be prepared utilizing the mitigation identified in the EIR in accordance with the CEQA Section 21081.06.

Significant environmental effects that could not be avoided if the project were to be implemented as proposed are identified in Chapter 5 and briefly summarized at the beginning of this report. In accordance with Section 15126 of the CEQA Guidelines, Chapter 7 of the EIR includes an alternative analysis. The considered alternatives are the No Project (No New Development) Alternative, the Reduced Project Alternative, and the Alternate Use Alternative. The Buildout Retail Commercial Alternative and the Alternative Location Alternative were considered, but rejected.

2.3 Intended Use of the EIR

This EIR is an informational document that is intended to inform public agency decision makers and the public of the significant environmental effects of the project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. A project level EIR was prepared because it will be used to evaluate the environmental effects of a single development project. This EIR has been prepared in accordance with the statute and guidelines of CEQA PRC Sections 21000, et seq., and the California Code of Regulations (CCR), Sections 15000, et seq., respectively.

CEQA requires that public agencies avoid or substantially lessen significant environmental effects of projects, as feasible. This EIR is an informational document, the purpose of which is to: (1) identify the potentially significant effects of the proposed project on the environment and to indicate the manner in which those significant effects can be avoided or significantly lessened; (2) identify any significant and unavoidable adverse impacts that cannot be mitigated to a less than significant level; (3) identify reasonable and feasible alternatives to the proposed project that would avoid or substantially lessen any significant adverse environmental effects associated with the proposed project.

2.4 Lead, Responsible, and Trustee Agencies

In accordance with Section 21067 of CEQA and Sections 15367 and 15050 through 15053 of the CEQA Guidelines, since the project site is located and would be constructed within the jurisdiction of the City, the City is the Lead Agency under whose authority this document has been prepared. As the Lead Agency, the City must consider the information included in the EIR along with any other relevant information included in the Public Record to make their decision on the proposed project.

State law requires that all EIRs be reviewed by Trustee and Responsible Agencies. A Trustee Agency is defined in Section 15386 of the CEQA Guidelines as a state agency having jurisdiction by law over natural resources affected by a project that are held in trust for the people of the state of California. Per Section 15381 of the CEQA Guidelines, the term Responsible Agency includes all public agencies other than the Lead Agency, which have discretionary approval power over the project. Responsible or Trustee Agencies that may have an interest in the project include the California Department of Transportation (Caltrans), the County of San Diego Department of Environmental Health, and the San Diego Regional Water Quality Control Board (RWQCB).

2.5 Environmental Review Process

The City of Escondido, as Lead Agency, is responsible for the preparation and review of this EIR. The EIR review process occurs in two basic stages. The first stage is the Draft EIR, which is a draft document for the public to review and comment on. The second stage is the Final EIR, which is the final document the decision makers use for approving or denying the proposed project.

2.5.1 Draft EIR

The Draft EIR is distributed for review to the Responsible Agencies and Trustee Agencies with resources affected by the project, state agencies with jurisdiction by law, federal agencies, and interested parties and individuals. The Draft EIR review period is typically 45 days. The purpose of the review period is to obtain comments "on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided and mitigated" (Section 15204, CEQA Guidelines). In accordance with Sections 15085 and 15087(a)(1) of the CEQA Guidelines, upon completion of the Draft EIR a Notice of Completion is filed with the State Office of Planning and Research, and Notice of Availability of the Draft EIR is issued in a newspaper of general circulation in the area.

The Draft EIR and all related technical studies are available for review during the public review period online at: http://www.escondido.org/centerpointe-78-commercial-project.aspx, at City Hall, 201 North Broadway, Escondido, CA 92025, and at the Escondido Public Library at 239 S. Kalmia Street, Escondido, CA 92025.

2.5.2 Final EIR

The City of Escondido will provide written responses to comments addressing the adequacy of the Draft EIR per CEQA Guidelines Section 15088 and will consider all comments in making its decision whether to certify the Final EIR. Detailed responses to the comments received during public review; an MMRP; Findings of Fact; and a Statement of Overriding Considerations for impacts identified in the Draft EIR as

significant and unmitigable will be prepared as part of the EIR finalization process. The culmination of this process is a public hearing where the City Council will determine whether to certify the Final EIR as being complete and in accordance with CEQA.

2.6 Document Organization

This EIR includes an executive summary (Chapter 1); this introduction (Chapter 2); a project location, environmental setting, and project description (Chapter 3); and an environmental analysis (Chapter 4). For each issue under analysis, the EIR contains a discussion of the existing conditions, an identification of the issues, an assessment of potential impacts, an assessment of cumulative impacts, an evaluation of the significance of the impacts, and a recommendation of reasonable and feasible mitigation measures, if possible, for those impacts that are identified as significant.

Chapter 5.0 covers other CEQA considerations sections, consisting of a summary of significant effects, significant unavoidable effects, significant irreversible changes, and growth inducing impacts. Chapter 6 discusses the project's less than significant environmental issues. Chapter 7 addresses alternatives to the proposed project. The references cited and EIR preparers and reviewers are included at the end of the EIR in Chapter 8 and Chapter 9, respectively. The technical and supporting materials discussed and cited in the text are bound separately in the appendices.

Chapter 3 Project Location, Environmental Setting, and Project Description

3.1 Introduction

For purposes of CEQA, a complete project description must contain the following information: (a) the precise location and boundaries of the proposed project, shown on a detailed map, along with a regional map of the project's location; (b) a statement of the objectives sought by the proposed project, which should include the underlying purpose of the project; (c) a general description of the project's technical, economic, and environmental characteristics; and (d) a statement briefly describing the intended uses of the EIR (CEQA Guidelines Section 15124). An adequate project description need not be exhaustive, but should supply the information necessary for the evaluation and review of the project's significant effects on the environment. This section provides the proposed project's objectives and environmental setting, in addition to project information on the Centerpointe 78 project. Discretionary actions required to implement the proposed project are also discussed.

3.2 Location

The Centerpointe 78 project is located at 925 North Broadway, Escondido, San Diego County, California (Figures 3-1 and 3-2). The site is located approximately 13.5 miles east of the Pacific Ocean within the urbanized area of the City. The site is located approximately a quarter mile east of Interstate 15, directly north of State Route 78 (SR-78). The 3.7-acre site is bounded by Lincoln Avenue to the north, North Broadway to the east, SR-78 to the south, and residences to the west. The site consists of six assessor's parcel numbers: 229-121-09 to -14. The site is located in U.S. Geological Survey (USGS) Valley Center Quadrangle, in Township 12 South, Range, 2 West (see Figure 3-2), and is relatively flat at approximately 660 feet above mean sea level (AMSL).

3.3 Site History

Based on historical aerials (see Appendix E-1), historical uses of the site include residential, agricultural institutional (church), and commercial (automotive sales) uses. The site was originally developed with rural residences and agricultural uses (orchards) between 1904 and 1928. Between 1939 and 1946, a residence was added and in 1963 a church was present on the western portion of the site. Around 1970, an automotive dealership was constructed on the site. Additional automotive dealership and service buildings were added on-site in the mid-1980s and again in the late 1990s. When the additional buildings were constructed in the 1980s, the two existing underground storage tanks were also removed.

Project Location

FIGURE 3-1

Regional Location

RECON

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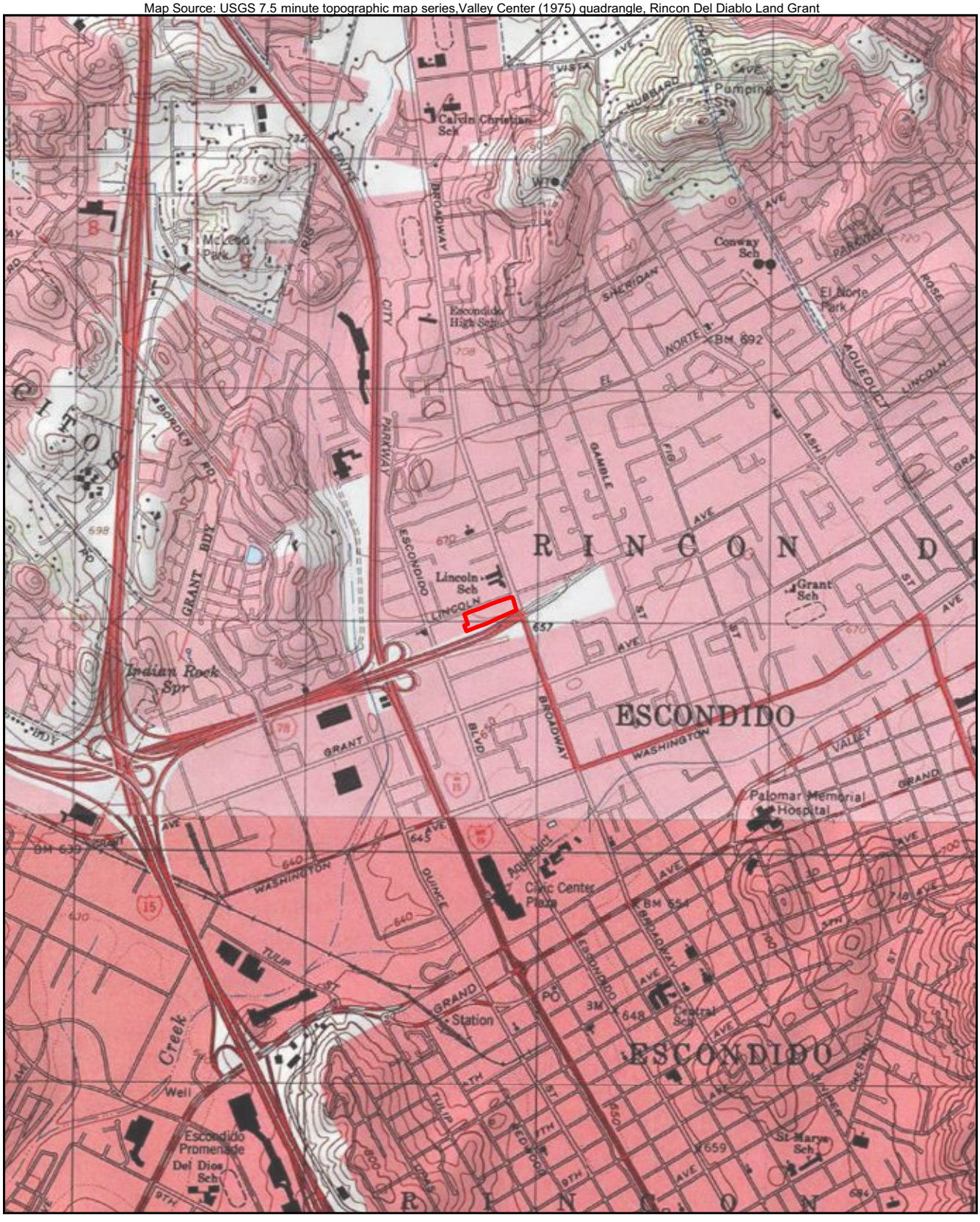
Map Source: USGS 7.5 minute topographic map series,Valley Center (1975) quadrangle, Rincon Del Diablo Land Grant



Project Boundary

FIGURE 3-2

Project Vicinity Map

RECON

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The automotive dealership moved their operations to a facility across the street in 2007 and the on-site buildings have been vacant since then.

3.4 Existing Environmental Setting

The City of Escondido geographic setting is characterized by hills and mountains surrounding an open valley separated by Escondido Creek. The City includes a central urbanized area, as well as outlying rural areas. The site is located within the urbanized area of the City.

The local area is developed with residential, commercial, and civic uses (Figure 3-3). Existing surrounding uses include Lincoln Elementary School to the north (across Lincoln Avenue), a gas station to the northeast (across North Broadway), single- and multi-family residences to the west, a park-and-ride lot to the south (across SR-78), and car dealerships to the east and southeast. The site currently consists of a vacant automotive dealership with parking lots, automotive maintenance bays, a main office, and landscaping. It is noted that the site is separated from adjacent uses by a number of features. A slope exists to the south of the project site, between the project boundary and SR-78. A 6-foot-tall brick wall exists on the west side of the site, separating the site from the single- and multi-family residences to the west. Lincoln Avenue is located directly north of the site and North Broadway is located directly east of the site.

3.5 Project Objectives

Objectives for the proposed project are as follows:

1. Redevelop an underutilized site into a viable commercial use that would serve the local area.
2. Promote the development of jobs and the City's tax base.
3. Achieve smart growth by providing development in an urbanized area where services and utilities are existing and available to serve the development.

3.6 Proposed Project Components

The project proposes to redevelop the exiting developed site into a market and a restaurant pad (Figure 3-4). To support these proposed uses, the project also includes parking, access, and utility improvements. The redevelopment of the site would involve demolition of the existing development, grading and construction.

3.6.1 Market

The proposed market would be a specialty local grocery store. The market building would be approximately 43,500 square feet and located in the western portion of the site. The building would be approximately 230 feet wide east to west and 204 feet wide north to south, although the southwestern corner would be recessed to provide the loading dock area. The building would be approximately 30 feet tall, and the two building main entrances would be located on the eastern side of the building, facing North Broadway. The two main entrances would feature glass doors with protruding metal canopies and signage mounted over the doors indicating the types of goods provided on that side of the market (Figure 3-5). The roof for the structure would be flat and recessed below the building's parapet walls to provide adequate visual screening of roof-top equipment. The building's exterior walls incorporate indentations along its elevations, and include flat and curved parapets that are topped with a decorative

Image Source: SanGIS (flown May 2012)

0 Feet 250

Project Boundary

RECON

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FIGURE 3-3

Aerial Photograph

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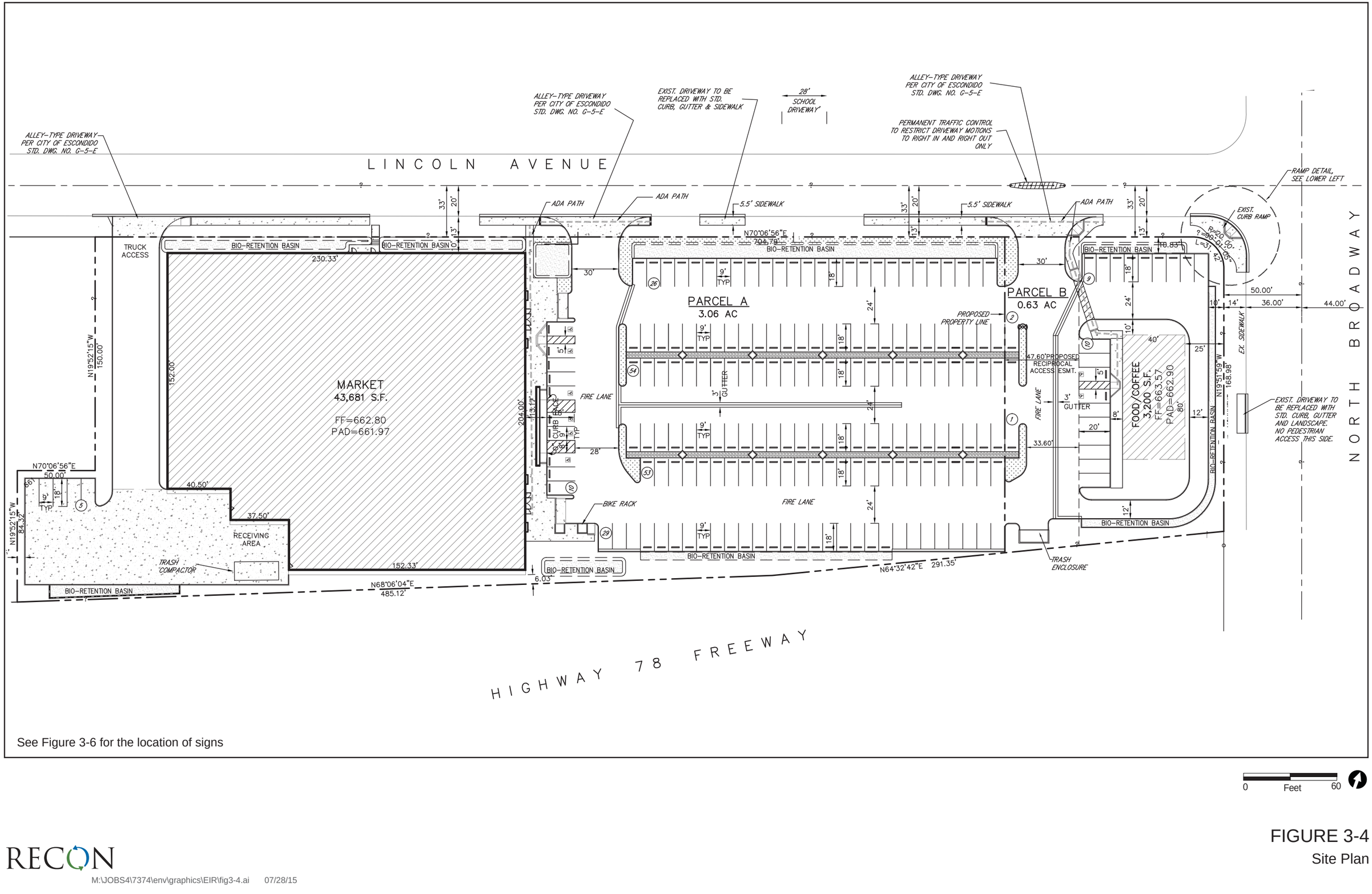
Map Source: Excel Engineering



See Figure 3-6 for the location of signs

0 Feet 60

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FIGURE 3-4
Site Plan

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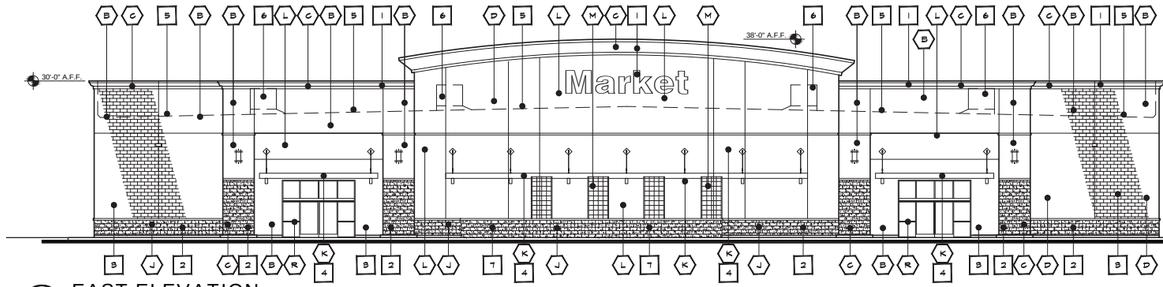
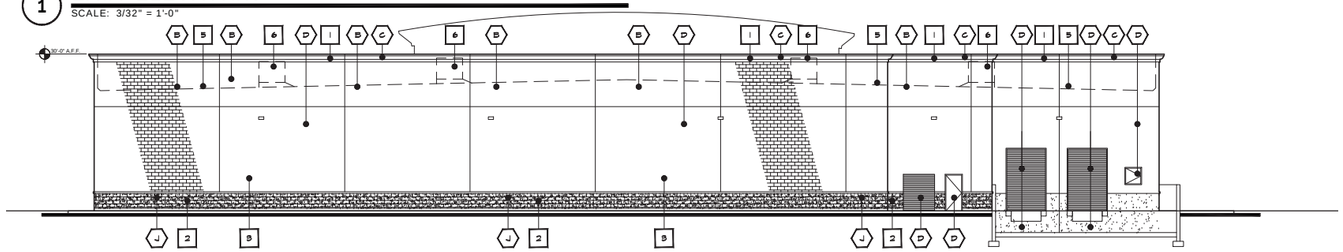
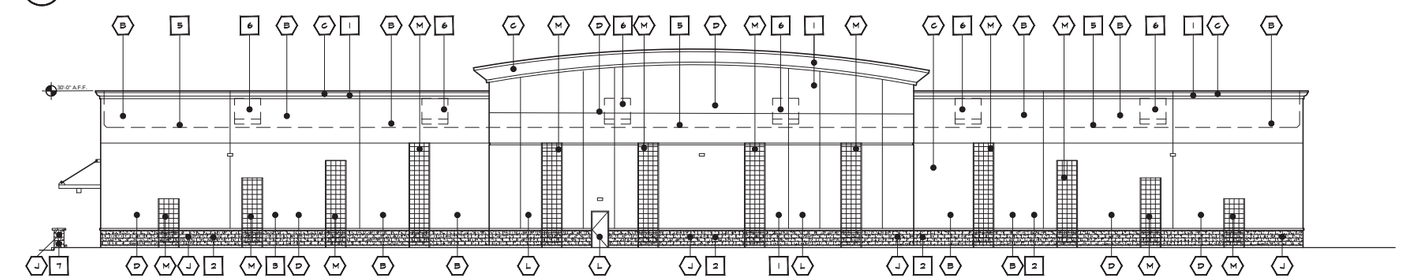
Map Source: RKAA Architects



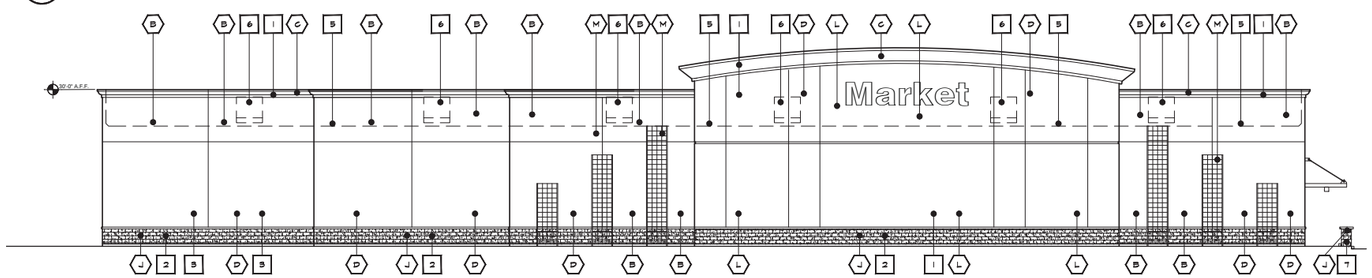
1 EAST ELEVATION
SCALE: 3/32" = 1'-0"



2 WEST ELEVATION
SCALE: 3/32" = 1'-0"



3 NORTH ELEVATION
SCALE: 3/32" = 1'-0"



4 SOUTH ELEVATION
SCALE: 3/32" = 1'-0"

FINISH COLORS

NOTE: DUNN EDWARDS COLORS ARE EL SUPER CUSTOM COLORS

- A — NOT USED
- B — DUNN EDWARDS PAINT; COLOR "PEARL WHITE" DEW 328
- C — DUNN EDWARDS PAINT; COLOR "AUTUMN BARK" DEA 164 - PAINTED CORNICE
- D — DUNN EDWARDS PAINT; COLOR "AUGUST MORNING" DE 5283
- J — DUNN EDWARDS PAINT; COLOR "MAPLE VIEW" DE 6152
- K — DUNN EDWARDS PAINT; COLOR "SILVER CREEK" DE 6275
- L — DUNN EDWARDS PAINT; COLOR "ARABIAN RED" DEA 155
- M — GREEN SCREEN
- R — ALUMINUM STOREFRONT CLEAR ANODIZED WITH CLEAR GLASS WINDOW

FINISH MATERIALS

- 1 — STUCCO ON FRAME - FINISH TEXTURE MAXI
- 2 — SPLIT FACE CMU BASE
- 3 — SMOOTH FACE CMU
- 4 — PREFINISHED METAL ENTRY AWNING
- 5 — LINE OF ROOF BEYOND
- 6 — MECHANICAL UNIT BEYOND
- 7 — CART SCREEN WALL; SPLIT FACE CMU BASE

RKAA
1541 PALARDO AVENUE, SUITE D-210, COSTA MESA, CALIFORNIA 92626
(602) 955-3900
RKAA.com

date: 06-08-15

CENTERPOINTE 78
925 N. BROADWAY
ESCONDIDO, CA 92026

design RKA
drawn RKA
check RKA

sheet of job 15112.00

RECON

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FIGURE 3-5
Conceptual Market Building Elevations

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cornice to provide visual interest. A primary sign identifying the market's name would be provided on the front (east side, facing North Broadway) of the building between the entrance areas as well as on the south side of the building, facing SR-78. Architectural features would include brick (i.e., split-face concrete masonry unit) along the lower 3 feet of the building and extending approximately 10 feet up along both sides of the entrances. The stucco color scheme would include a muted marigold yellow ("august morning"), tan ("maple view"), light brown ("autumn bark"), brownish red ("Arabian Red"), light gray ("silver creek"), and white ("pearl white"). Vine trellises of varying graduated height would be provided on the north, south, and east walls of the building. Both the north and south sides of the market would also include a center curved parapet wall façade, and the south side would also include a wall-mounted sign of the grocery store name (see Section 3.6.5 below for additional signage details). The back of the building would have a flat roofline and would include a loading dock area. The loading dock would include two large rollup doors as well as two other rear entrances on the west side of the building. The dock area would also include a trash compactor, cardboard bailer, and recycling and trash bin area. As shown on the site plan (see Figure 3-4), the project would also include typical rooftop equipment for heating, air conditioning, and ventilation that would be recessed below the wall parapet to provide adequate screening from off-site vantage points.

3.6.2 Restaurant Pad

The 3,200-square-foot restaurant pad would be located in the eastern portion of the site (see Figure 3-4). No restaurant building plans are proposed at this time. The proposed quick-service restaurant (e.g., taco shop or coffee shop) would include a one-way, 12-foot-wide drive-through wrapping around the southern and eastern side of the pad. The entrance to the drive-through lane would be on the south side of the lot to limit the queuing to on-site areas and prevent vehicle queuing onto Lincoln Avenue. The restaurant pad would be approximately 80 feet by 40 feet.

3.6.3 Parking

Per the City requirements, the project must provide 1 parking space for every 250 square feet of market and 20 parking spaces for the under 4,000-square-foot drive-through restaurant. The project would meet the 195-space parking requirement by providing a total of 199 spaces (see Figure 3-4). The majority of the parking would be provided in the central area of the site between the market and restaurant. A small parking area would also be provided to the west of the market for the loading dock area. Parking lot spaces would range from 18 to 20 feet long, and would be 9 feet wide. Americans with Disabilities Act (ADA)-compliant parking would be provided, including six spaces directly in front of the market and two spaces directly in front of the restaurant pad. The project also includes bike racks in front of the market. Safety lighting would be provided in the parking lot area and would include typical 20-foot-tall light poles. It is noted that the parking lot area would also include cart corrals and trash enclosures, as indicated on the site plan (see Figure 3-4).

3.6.4 Access

Similar to the existing conditions, three access points would be provided along Lincoln Avenue; two connecting to proposed main parking lot and one for the market receiving area (see Figure 3-4). The existing access point on North Broadway would be eliminated and, as with the existing conditions, no access would be provided along SR-78. The proposed access driveways would be 30 feet wide and would meet the City's typical alley-type driveway standards. Access through the parking lot would be provided to allow a fire truck access through the site and, in addition, a fire lane would be provided in front of the restaurant pad. The project would also enhance a pedestrian landing at the southwest corner of Broadway and Lincoln Avenue, and remove the sidewalk along the North Broadway project frontage. This

would provide pedestrian access to the site, but would discourage pedestrians from crossing SR-78 from the west side of Broadway and from walking along SR-78 to the west of Broadway where pedestrians are prohibited. The site is accessible from public transit bus stops serviced by North County Transit District (lines 355 to 359).

Frontage access improvements associated with the project are intended to address specific issues related to traffic patterns and vehicular movements on Lincoln Avenue and North Broadway bordering the site. These access improvements would be made incorporated into the project's condition of approval. Below is a description of improvements along the project frontage.

a. North Broadway: The project would re-stripe the traffic lanes along the project frontage between SR-78 (south) and Lincoln Avenue (north):

    1) Northbound Lanes:

        i. 5-foot-wide northbound Class II bike lane

        ii. Two northbound vehicle travel lanes

        iii. One left-turn pocket for vehicles traveling north on North Broadway to west on Lincoln Avenue

    2) Southbound Lanes:

        i. One left-turn pocket for vehicles traveling south on North Broadway to east on SR-78 (Lincoln Parkway)

        ii. One southbound vehicle travel lane

        iii. One dual southbound/right-turn lane for vehicles traveling south on North Broadway or westbound on SR-78

        iv. One right-turn lane for vehicles traveling south on North Broadway or west bound on SR-78.

b. Lincoln Avenue street improvements: The project would install red curbing and "No Parking" signs along the north side of Lincoln Avenue between North Broadway to a point westerly approximately 500 feet, as well as along the project frontage on the south side. (This would result in a loss of 13 loading zone spaces and 8 street parking spaces.) The applicant has agreed not to prohibit parents or guardians from parking on-site in order to facilitate the pick-up and/or drop-off of children from the adjacent school. A median would also be installed on Lincoln Avenue at North Broadway to a point westerly approximately 500 feet to separate east- and westbound travel lanes in this area. The median in Lincoln Avenue would accommodate a single travel lane for westbound traffic and would incorporate a left-turn pocket for vehicles traveling west on Lincoln Avenue from North Broadway to enter the primary parking lot (approximately 400 feet west of the Lincoln Avenue/North Broadway intersection). A median 'island' in Lincoln Avenue would be installed immediately west of the primary parking lot entrance to guide vehicles entering and exiting the site as well as vehicles passing through the area. The median would provide two eastbound travel lanes near the intersection of Lincoln Avenue and North Broadway to accommodate the North Broadway/Lincoln Avenue improvements identified below.

c. North Broadway/Lincoln Avenue intersection improvements: The project would install a traffic signal at North Broadway and Lincoln Avenue and restripe eastbound and westbound approaches to include a shared through/left-turn lane and dedicated right–turn lane. Install a "Keep Clear" sign at this intersection. Particular attention would be given to the signal timing

at this location as well as at SR-78 and North Broadway (one block south) and other traffic signals in the area in order to minimize conflicts and enhance traffic efficiencies.

In addition to the frontage improvements, the project includes SR-78 improvements requested by Caltrans. These improvements consist of extending two eastbound SR-78 left-turn lanes at the SR-78/North Broadway intersection and require the relocation of a storm drain grate and restriping. This improvement would be included in the project conditions of approval and would be completed prior to occupancy of the restaurant.

The project would also be required to implement traffic improvements to address traffic impacts, which are detailed in Chapter 4.8.

3.6.5 Signage

As mentioned above, the proposed market includes signage on the structure (see Figure 3-5). Tenant signage would be provided on the south- and east-facing walls, and secondary signage indicating major departments would be provided above the entrances on the eastern side of the building. The proposed restaurant is also anticipated to include tenant signage on the future building, but no buildings for the restaurant are proposed at this time. The primary tenant signage on the buildings would be limited to 1 square foot of sign for every 50 square feet of gross building area, to a maximum of 80 percent building frontage coverage or 6-foot letter height (whichever is less). The colors of the tenant sign or logo would be dependent on the tenant, but is currently anticipated to be red or orange for the market. The signs would be illuminated.

In addition to the signage on the buildings, the project includes three signs on-site (Figure 3-6). All of the stand-alone signs would have an architectural style similar to the market building, including the arched top, stone veneer, or brick base, and a similar marigold, white and brown color scheme (Figure 3-7). The largest sign would be a pylon sign located just north of SR-78, approximately 125 feet west of the North Broadway and SR-78 intersection. This pylon sign structure would be approximately 20 feet tall and 13 feet wide, with two signs; the main tenant sign and the secondary tenant sign. The main tenant sign would be 5 feet tall and 9 feet wide, while the secondary tenant sign would be 3 feet tall and 9 feet wide. The smaller monument signs located along North Broadway and Lincoln Avenue would be 6 feet tall and 7 feet wide, with a 2-foot-tall-by-5-foot-long primary tenant sign and a 1-foot-tall-by-5-foot-long secondary tenant sign. These monument signs would also be lit.

3.6.6 Utilities

3.6.6.1 Water and Sewer

Water and sewer service is provided to the site by the City. City water and sewer lines currently exist within North Broadway and Lincoln Avenue (Figure 3-8). In addition, four water meters exist on-site along Lincoln Avenue and North Broadway and a fire hydrant exists on both North Broadway and Lincoln Avenue. The site is not connected to a recycled water system. The project site is already connected to these utilities and would continue to use those utilities for the project. The project would include internal reconfiguration of utilities to service the proposed building layout.

3.6.6.2 Storm Drain

Currently, the majority of the site (approximately 3 acres) runoff surface flows to Lincoln Avenue a through a gutter system. The remaining southern portion of the site flows to the surface gutter system along SR-78.

The project proposes storm drain system improvements, including bioretention basins, gutters, curb inlet improvements, and connections to the existing storm drain system (see Figure 3-8). The proposed on-site system would direct runoff from impervious surfaces through a gutter system into the bioretention basins located along the northern, eastern, and southern perimeters of the site. These basins would increase infiltration of runoff and reduce runoff rates relative to the existing conditions. Runoff would be discharged at the southwest corner of the site towards the SR-78 gutter system as well as to the storm drain system in Lincoln Avenue and North Broadway. A portion of these connections would be located off-site, including the storm drain connection from the northeastern corner of the site, across Lincoln Avenue to an existing storm drain at the northwest corner of the Lincoln Avenue and North Broadway intersection.

3.6.6.3 Gas and Electricity

Natural gas and power lines exist along Lincoln Avenue, and service is provided by San Diego Gas & Electric (SDG&E). Specifically, there are 1-inch, 2-inch, and 16-inch gas lines in Lincoln Avenue and the site is connected to the 2-inch line via two ¾-inch line connections (see Figure 3-8). The proposed project would obtain gas service through these existing lines. The project would not alter the existing 69-kiloVolt power poles along Lincoln Avenue or the two existing SDG&E vaults located along North Broadway.

3.6.7 Landscaping

The project would include landscaping along the perimeter of the site as well as within the parking lot islands (Figure 3-9). The project would preserve existing landscaping where possible, including the existing palm trees. In addition, the project would include planting and maintaining live oak (*Quercus virginiana*), evergreen elms (*Ulmus parvifolia*), Mexican fan palms (*Washingtonia robusta*), and Brisbane box (*Tristania conferta*) trees. Ground cover plants and bark mulch would also be provided, as indicated in Figure 3-9.

3.6.8 Demolition, Grading, and Construction

The project demolition, grading, and construction would take approximately a year to complete. The project includes the demolition of the existing structures, parking lot, utilities, and landscaping. Approximately 1,760 cubic yards of waste would be generated by structure demolition and approximately 1,735 cubic yards of waste would be generated from the demolition and grubbing of the rest of the site. Demolition and grubbing would take approximately one month and subsequent rough grading would take approximately two weeks. Grading would include 5,970 cubic yards of cut and 7,190 cubic yards of fill, resulting in an import of 1,220 cubic yards (see Figure 3-8). Grading would generally result in an additional 1 to 2 feet of fill on the property, except in the southwestern corner of the property at the proposed loading dock area where cuts would be up to approximately 5 feet. The installation of drainage and utilities would take approximately three weeks. Construction, fine grading, paving, and landscaping would overlap, and take approximately 10 months. As noted above, grading of the restaurant pad is included in the project, but construction of the restaurant building is not proposed at this time.

Map Source: Jones Sign

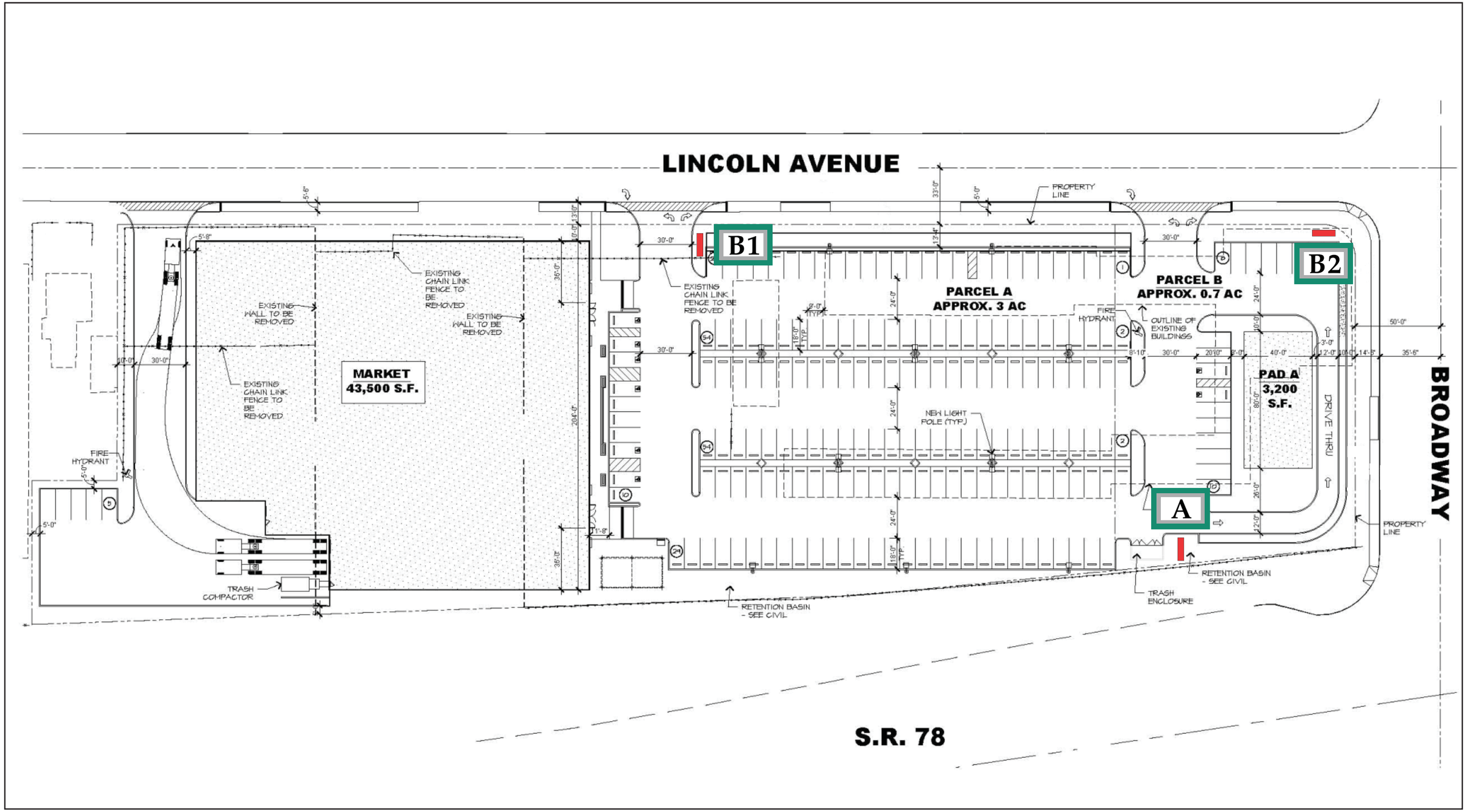

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FIGURE 3-6

Proposed Sign Locations

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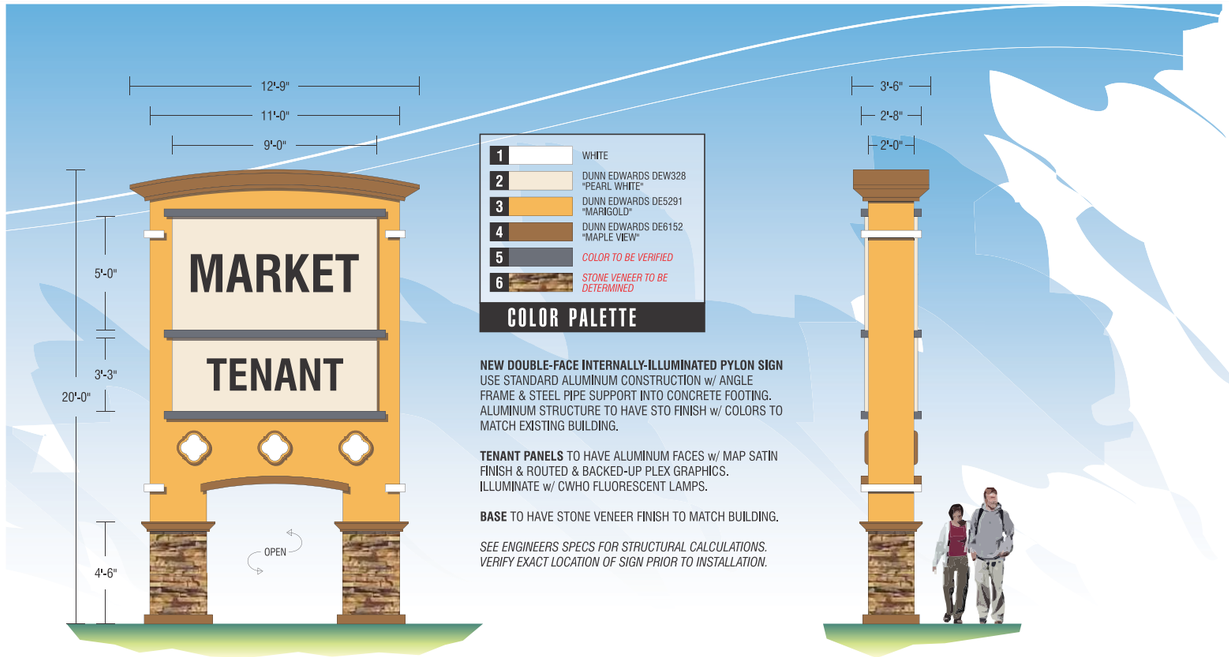
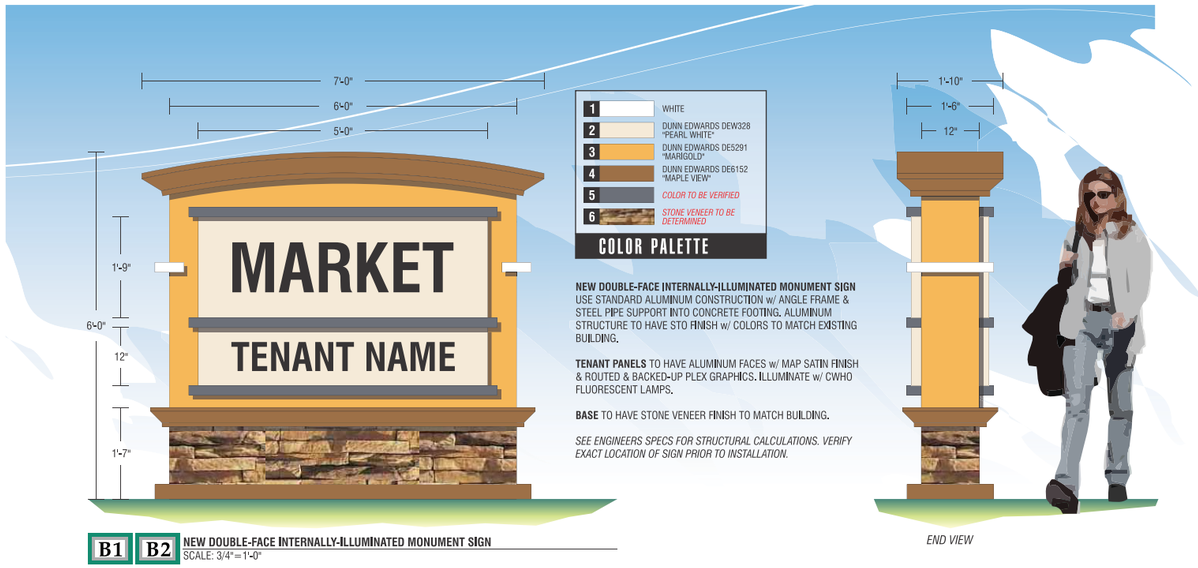
Map Source: RKAA Architects



A NEW DOUBLE-FACE INTERNALLY-ILLUMINATED PYLON SIGN
SCALE: 1/4"=1'-0"



B1 **B2** NEW DOUBLE-FACE INTERNALLY-ILLUMINATED MONUMENT SIGN
SCALE: 3/4"=1'-0"

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FIGURE 3-7
Signage Plan

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Map Source: Excel Engineering

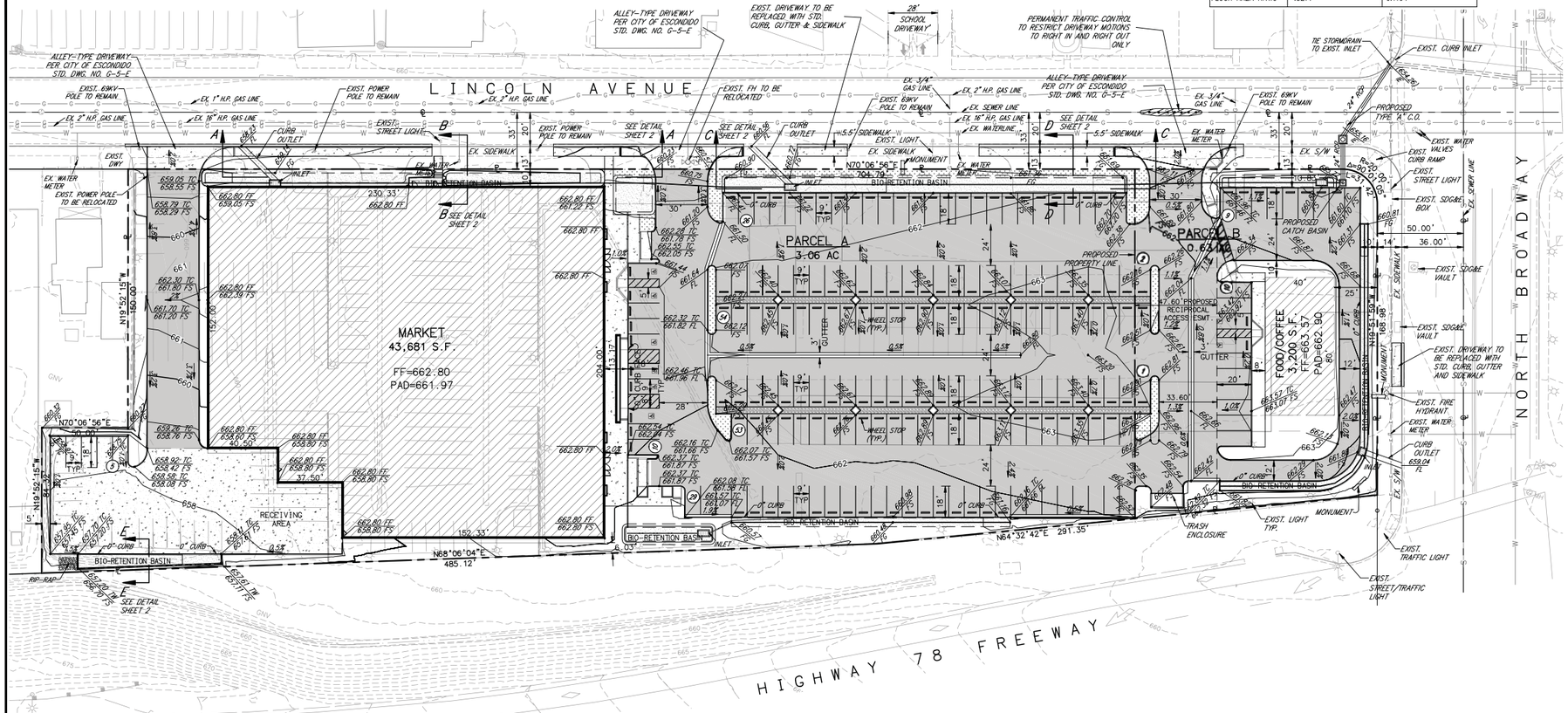
CENTERPOINTE 78

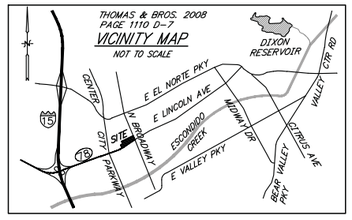
990 NORTH BROADWAY, ESCONDIDO, CA

PRELIMINARY GRADING PLAN

NOTE: EXISTING UTILITIES' LOCATIONS ARE APPROXIMATE AND ARE TO BE VERIFIED PRIOR TO ANY WORK.

SITE DATA		
	PARCEL A – MARKET	PARCEL B – FOOD/COFFEE
SITE AREA	APPROX. 3.06 AC	APPROX. 0.63 AC
BUILDING AREA	43,681 S.F.	3,200 S.F.
PARKING REQUIRED	175 SPACES @ 1/250 S.F.	20 SPACES REQUIRED FOR DRIVE THRU LESS THAN 4,000 S.F.
TOTAL PARKING PROVIDED	177 SPACES	22 SPACES
FLOOR AREA RATIO	.3277	0.1164





ABBREVIATIONS

P/L	PROPERTY LINE
R/W	RIGHT OF WAY
C/L	CENTERLINE
TC	TOP OF CURB
FL	FLOWLINE
TG	TOP OF GRATE
GB	GRADE BREAK
FG	FINISH GRADE
FS	FINISH SURFACE
HP	HIGH POINT
IE	INVERT OF DRAIN
PAD	PAD ELEVATION
FF	FINISH FLOOR
BVC	BEGIN VERTICLE CURVE
EVC	END VERTICLE CURVE
PI	POINT OF INTERSECTION
EP	EDGE OF PAVEMENT
TW	TOP OF WALL
TF	TOP OF FOOTING

LEGENDS & SYMBOLS

- PROPERTY LINE
- PROPERTY LINE
- CURB LINE
- CURB & GUTTER
- EXIST. CONTOUR
- PROP. CONTOUR
- TOP & TOE OF SLOPE
- DAYLIGHT LINE
- DIRECTION OF FLOW
- GRADE
- VEHICLE WHEEL STOP
- PARKING SPACE NUMBER
- STORMDRAIN PIPE
- AREA DRAIN PIPE

LEGENDS & SYMBOLS

- EXIST. WATERLINE
- EXIST. GAS LINE
- EXIST. SEWER LINE
- EXIST. TELEPHONE LINE
- EXIST. ELECTRICITY LINE
- EXIST. STREET LIGHT
- EXIST. FIRE HYDRANT
- WATER LINE
- GAS LINE
- SEWER LINE
- TELEPHONE LINE
- ELECTRICITY LINE
- PROP. FIRE HYDRANT
- WATER SERVICE
- SEWER SERVICE
- PROP. STREET LIGHT

- SAND FILTER
- LANDSCAPE AREA
- ASPHALT PAVEMENT
- CONCRETE PAVEMENT

SITE INFORMATION

NAME: GATEWAY CENTER
ADDRESS: 990 NORTH BROADWAY
CITY, STATE, ZIP: ESCONDIDO, CA 92026
ASSESSOR PARCEL NO.: 229-121-09-00 TO 229-121-14-00

PROPERTY SIZE: 3.69 ACRES
MAXIMUM INTENSITY: 0.5 FAR
PROPOSED INTENSITY: SEE SITE DATA TABLE
MARKET BUILDING AREA: 43,681 S.F.
RESTAURANT BUILDING AREA: 3,200 SF
BUILDING HEIGHT: 1-3 STORIES
TOTAL PARKING SPACES: 201
ACCESSIBLE SPACES: 8
GEN. PLAN LAND USE DESG: GENERAL COMMERCIAL
ZONING: COMMERCIAL GENERAL (C-G)
ENVIRONMENTAL STATUS: X
PROJECT DESCRIPTION AND INTENDED USES: X

LEGAL DESCRIPTION

PORTIONS OF LOT 7 AND THE EAST HALF OF THE EAST HALF OF LOT 8 IN BLOCK 157 OF RANCHO RINCON DEL DIABLO, MAP 348, IN THE COUNTY OF SAN DIEGO, STATE OF CALIFORNIA.

SOURCE OF TOPOGRAPHY

AERIAL TOPOGRAPHY SUPPLIED BY ANALYTICAL PHOTOGRAMMETRIC SURVEYS INC.
DATE: 1-30-13

OWNER

NAME: PACIFIC CHASSE PARTNERS, LCC
ADDRESS: 501 SANTA MONICA BOULEVARD, SUITE 312 SANTA MONICA, CA 90401
PHONE: 310-393-4141
FAX: 310-393-4103
E-MAIL: MTB@pdplic.net

APPLICANT/CONTACT PERSON

NAME: LARS ANDERSEN
ADDRESS: 30220 RANCHO VIEJO ROAD SUITE B SAN JUAN CAPISTRANO, CA 92675
PHONE: 949-481-0463
FAX: 949-481-0452
E-MAIL: LARS@pdpsjc.net

ARCHITECT

NAME: ROBERT W. KUBICEK
FIRM: ROBERT KUBICEK ARHITECTS & ASSOCIATES
ADDRESS: 2233 EAST THOMAS PHOENIX, AZ 85016
PHONE: 602-955-3900
FAX:
E-MAIL:
REGISTRATION/LISCENSE NO.: C-20245

LANDSCAPE ARCHITECT

NAME: TIM J. McQUEEN
FIRM: T.J. McQUEEN & ASSOCIATES, INC.
ADDRESS: 8433 EAST CHOLLA ST.
CITY, STATE, ZIP: SCOTTSDALE, AZ 85260
PHONE: (602) 265-0320
FAX: (602) 266-6619
E-MAIL: TIMMCQUEEN@TJMLA.NET
REGISTRATION/LICENSE NO.: 4729

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FAX: 760-745-1890
E-MAIL: rdentino@excelengineering.net
REGISTRATION/LISCENSE NO.: 45629

REGISTERED PROFESSIONAL ENGINEER ROBERT D. DENTINO No. 45629 12-31-14 CIVIL STATE OF CALIFORNIA

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LAND PLANNING • ENGINEERING • SURVEYING
440 STATE PLACE, ESCONDIDO, CA 92029
PH (760)745-8118 FX (760)745-1890

SCALE: 1"=30'
0 30 60 90 120

ESCONDIDO City of Choice

CONSTRUCTION RECORD	REFERENCES	Date	By	REVISIONS	App'd	Date
Contractor						
Inspector						
Date Completed						

BENCH MARK
DESCRIPTION: 2" IRON PIPE WITH 2 1/2" BRASS DISC STAMPED "EDCS 1992 2013" IN AC PAVEMENT. LOCATED AT THE INTERSECTION OF LINCOLN AVENUE AND NORTH BROADWAY.
2013 Bench Mark No.
661.962 Elevation

EARTHWORK QUANTITIES
CUT: 5,970 C.Y.
FILL: 7,190 C.Y.
BALANCE: 1,220 C.Y.

SCALE
Horizontal 1" = 30'
Vertical 1" = 30'

Office
Filmed
Traffic

Designed By ES | Drawn By AB | Checked By
Plans Prepared Under Supervision Of
ROBERT D. DENTINO R.C.E. No. 45629
Date Jul. 08, 2015

DEPARTMENT OF PUBLIC WORKS - ENGINEERING DIVISION
PRELIMINARY GRADING PLAN FOR: CENTERPOINTE 78
990 NORTH BROADWAY, ESCONDIDO CA

Drawing No.
Sheet 1 of 3

FIGURE 3-8
Grading Plan

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Map Source: RKAA Architects

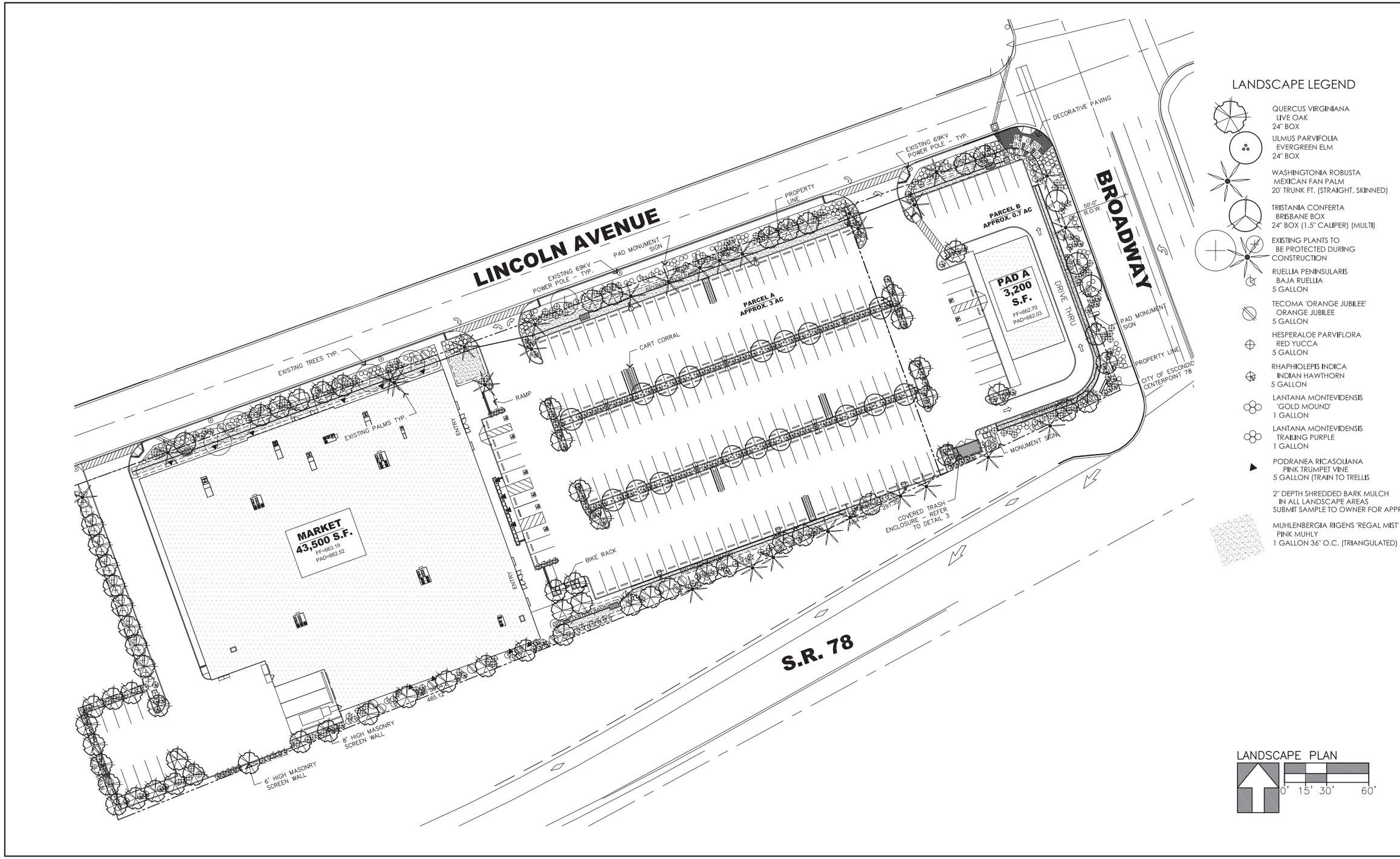

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FIGURE 3-9
Landscaping Plan

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Chapter 4 Environmental Analysis

This chapter analyzes the potentially significant environmental impacts that may occur as a result of project implementation. The environmental issues subject to detailed analysis in the following sections include those that were identified by the City through scoping analysis (Appendix A) and subsequent preliminary project review as potentially significant. Nine environmental issues are addressed in the following sections, consisting of:

- Aesthetics
- Air Quality
- Greenhouse Gas
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use
- Noise
- Transportation and Traffic
- Cultural Resources

Each issue analysis section is formatted to include a discussion of existing conditions, regulatory framework, analysis of project impacts and determination of significance, cumulative impacts, significance of impact prior to mitigation, mitigation, and a conclusion.

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4.1 Aesthetics

This section of the environmental impact report (EIR) describes the existing aesthetics of the site and community. This section analyzes project impacts to scenic vistas, scenic resources, visual character and quality, and light and glare. To address the project's potential impact to visual character and quality, a set of key views and visual simulations of the project were prepared by KTU&A in June 2014. Those visual simulations are included as Appendix B.

4.1.1 Existing Conditions

4.1.1.1 Existing Visual Landscape

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 are described below.

Visual Character and Quality

Escondido

As described in the General Plan (2012), "community character can be described as the 'personality' of the community and is defined by land uses, historical resources, community design, architectural themes, natural resources, and any other man-made or natural features that give the community its overall look and feel." Similar to much of coastal southern California, the City of Escondido is characterized by hills and valleys, with valleys including natural drainage courses. Significant visual character features include lake and natural habitat areas, historic and cultural resources, scenic views of hillsides and ridgelines, and agricultural operations.

The 2012 General Plan EIR identifies several study areas within the City of Escondido and briefly describes the visual qualities of each. The State Route 78 (SR-78)/Broadway Target Area, which includes the project site, is described as having a commercial and industrial character and is developed with low intensity general and auto-related retail, restaurants, office and commercial services, and supply. The SR-78/Broadway Target Area is almost completely developed, with buildings mostly between 15 to 25 years old. According to the General Plan EIR, no cohesive visual theme exists in the area with respect to landscaping, signage, or building materials.

Viewshed

Due to the flat topography and the urban development density, the project viewshed is generally limited to the area immediately surrounding the project site. The project viewshed consists of a 1,000-foot corridor on North Broadway, and a 1,300-foot corridor on State Route 78 (SR-78)/East Lincoln Parkway. Public viewers within the viewshed include motorists on roadways, pedestrians on sidewalks, and bicyclists on the roadway. There are no public parks in the area with views of the project site, and views of the site from the public school to the north are minimal due to the intervening school maintenance yard and the building layout in the school. Most of the viewers are motorists located on SR-78/East Lincoln Parkway and North Broadway, although their view of the site is brief. The longest duration of site views from SR-78/East Lincoln Parkway and North Broadway would occur at the intersection of SR-78 and North Broadway where people stop at the traffic signal. Considering this, key

viewpoints within the viewshed are (1) SR-78 just east of the SR-78/North Broadway intersection looking west towards the site; (2) North Broadway just south of the SR-78/North Broadway intersection looking northwest towards the site; and (3) eastbound SR-78 looking northeast (Figure 4.1-1).

Key View 1 (Figure 4.1-2) includes a corridor view down SR-78 with the mountains in the distant west view, the project site and a portion of the Auto Thrift site in the mid view, and the SR-78/North Broadway intersection in the foreground. Both the project site and the Auto Thrift sites are developed with automotive dealerships accented with palm trees. Cars on display at the Auto Thrift site are within this key view, but the project site is vacant with no cars on display. The large, white building on-site is visually prominent in this key view.

Key View 2 (Figure 4.1-3) also features the SR-78/North Broadway intersection in the foreground, and the building and palm trees on-site in the mid view similar to Key View 1. This viewpoint also includes the corner of the fenced park-and-ride lot and the landscaped portion of the Toyota of Escondido property to the left and right of the roadway, respectively, as well as a corridor view down North Broadway.

Key View 3 (Figure 4.1-4) is located at a relatively high point along SR-78 and includes a more expansive, long-distance view than the localized views of Key Views 1 and 2. This key view includes the SR-78 area in the fore ground, the project building in the mid ground, and the mountains in the distance.

Community Character

The surrounding area is developed and includes a public elementary school to the north, a gas station to the northeast, single- and multi-family residences to the west, a park-and-ride lot to the south, and car dealerships to the east and southeast. The following is a visual description of the surrounding sites as they appear from the public roadways and sidewalks:

- NORTH: Lincoln Elementary School (Escondido Union School District public school, across Lincoln Avenue) fronts on North Broadway and includes large white buildings with blue roof, window, and tile accents. The school landscaping includes mature trees and a grassy strip along the perimeter. A maintenance yard/warehouse facility for the school district is also co-located on the school property and fronts on East Lincoln Avenue. The maintenance yard/warehouse facility is surrounded by a chain-link fence, and includes several mismatched, single-story buildings and a parking lot. The buildings include light green metal buildings with sloped roofs, white and green metal dome buildings, a green temporary building, and a white rectangular building.
- NORTHEAST: The 7-Eleven gas station and convenience store (diagonally across North Broadway) includes neutral (beige), boxy structures with red and green stripes along with logo signage along the top. The remaining area of the 7-Eleven site is developed with asphalt, gas station pumps, and small landscaped areas.

Image source: SanGIS (flown May2012)

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FIGURE 4.1-1

Key View Location Map

KEY VIEW 1a
Existing Conditions: View from East Lincoln Parkway Looking West

KEY VIEW 1b
Proposed Project: View from East Lincoln Parkway Looking West

FIGURE 4.1-2
Key View 1

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KEY VIEW 2a
Existing Conditions: View from North Broadway Looking Northwest

KEY VIEW 2b
Proposed Project: View from North Broadway Looking Northwest

FIGURE 4.1-3
Key View 2

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KEY VIEW 3a
Existing Conditions: View from Eastbound Highway 78 Looking Northeast

KEY VIEW 3b
Proposed Project: View from Eastbound Highway 78 Looking Northeast

FIGURE 4.1-4
Key View 3

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- EAST: The Auto Thrift automotive sales building (across North Broadway) has a more modern appearance than most of the surrounding developments due to the bold red, blue, and white façade accent features. However, the overall building shape is still boxy and the structure is mainly neutral (beige) colored similar to the other buildings in the area. This dealership is currently open for business and is also visually characterized by its large parking lots filled with cars for sale adjacent to the streets. Landscaping at this site consists of palm trees evenly spaced every 25 feet along the perimeter of the site and a 12-foot grass strip along SR-78.
- SOUTHEAST: The Toyota of Escondido automotive sales site (diagonally across North Broadway) includes large two-story, tan structures with rounded building corners, expansive windows, and red signage. Similar to the other automotive dealerships in the vicinity, landscaping at this site also includes palm trees and grass along the perimeter. This active dealership also has large parking lots filled with cars for sale adjacent to the streets.
- SOUTH: A park-and-ride parking lot (across SR-78) is paved with asphalt and surrounded by a chain link fence. This property includes a grass landscape strip outside of the fenced area adjacent to the surrounding roadways with mature trees along the driveway entrance to the parking lot.
- WEST: Residential, including multi-family and single-family residential, exist to the west of the site. Most of these homes have fenced front yards separating the homes from East Lincoln Avenue and Escondido Boulevard. An approximately 78-foot vegetated slope separates these properties from SR-78 and blocks them from view. The structures are one to two stories tall, with primarily neutral tan, cream, beige, and white colors.

Project Site

The project site currently consists of a vacant automotive dealership, primarily composed of parking lots and a main building with minimal landscaping along the perimeter. Two, approximately 5-foot-tall, masonry walls separate the site into three areas. The two western areas are asphalt parking lots for car storage and each have gated access driveways. A small security tower is located on the southern perimeter between the building area and the car storage areas. The eastern portion of the site includes a large white building with an asphalt parking lot wrapping around it. The main building is a single-story structure that included automotive maintenance bays, the service center office, and the sales office. The architectural style is typical of the 1970s to 1980s and consists of a boxy, uniform stucco structure with a small stripe of red and gray running vertically across the entire building and gray accent walls/pillars. The building includes windows and an overhang in the main office area as well as the entrance to the service center, but is otherwise a visually plain, unarticulated building. The south-facing wall of the building along SR-78 is particularly expansive, flat, and visually monotonous. Due to the extended vacancy, some windows are boarded up and weeds have grown through the asphalt parking lot.

Scenic Resources

Scenic resources include elements of both the natural and the built environment, including open space, bodies of water, hillsides, vegetation, and historic landmarks. The City of Escondido has several open space features within and surrounding the community, including creeks and riparian areas, rock outcroppings, and lakes. These features are showcased in open space areas that include Daley Ranch, Lake Dixon, Rancho San Pasqual, Kit Carson Park, Valley Center Road Areas, Lake Wohlford, and Bernardo Mountain. Both open space and man-made scenic features, including mature trees and agricultural lands, can be found in the community, and Escondido's agricultural production is

considered a visual amenity. Minimal scenic resources exist at the project site and site vicinity. The project site is not located near agricultural areas or substantial open space areas, and the surrounding area is urbanized. The scenic resources in the immediate project vicinity consist of landscaping associated with development and small strips of vegetated slopes adjacent to roadways.

Scenic Vistas

The California Department of Transportation (Caltrans) designates State Scenic Highways to protect public views with high aesthetic value. There are no officially designated or eligible highways within the City of Escondido.

The General Plan (City of Escondido 2012a) also emphasizes the protection of scenic vistas, which include hillsides, ridgelines, unique landforms, open space, agricultural areas, and bodies of water. The City has identified several scenic roadways in Escondido aimed at preserving the significant views of these scenic resources. The Interstate 15 (I-15) corridor is the closest of these scenic roadways to the project site. Since the project site lies nearly a mile from the I-15, it is not considered part of the I-15 scenic views area (the area within 1,750 feet of the freeway).

In the project vicinity, the only potential scenic vistas consist of distant views of mountains. Views of the mountains in the distance are most visible looking east and west from SR-78/East Lincoln Avenue since it extends fairly straight east-west, is a wider roadway, and there are portions that are of higher elevation relative to the surrounding areas (see Figures 4.1-1 and 4.1-3). From SR-78, viewers may be able to distinguish rocky or bare soil areas from the vegetated areas of the mountain, but the view is mainly of the mountain outline against the sky. Landscaping, power lines, and structures obscure long-distance views from most of the other roadways and properties in the vicinity, including Lincoln Avenue/East Lincoln Avenue, North Broadway, and the public elementary school. Portions of these other public viewpoints may have limited partial views of distant mountain top ridgelines between vegetation and over the top of structures, but these views are minimal (see Figure 4.1-2).

Light and Glare

Excessive nighttime lighting can interfere with the operation of observatories, affect residents' ability to sleep, affects night sky views, and wildlife. In the City of Escondido, light and glare are of particular concern because of the proximity of Palomar Mountain Observatory, as well as the nuisance that excessive nighttime lighting and glare can create for the City's residents. The County Municipal Code establishes Light Zones to control light pollution around observatories. The project site, at approximately 19 miles from an observatory, lies outside of Light Zone A. Nonetheless, the site is subject to the City's outdoor lighting ordinance that is described further below under Section 4.1.2, Existing Regulatory Framework. The existing lighting on-site, which includes security lighting on the building and in the parking lot, is shielded and directed downward to prevent light spillage onto adjacent properties and effects to the night sky. Overall, the urbanized area of the City currently generates a substantial source of nighttime lighting.

Glare can cause annoyance, discomfort, or visual impairment, and can be a nuisance or hazard. Glare commonly occurs when an object is significantly brighter in contrast to the rest of the viewshed. Glare typically occurs as a result of light reflecting off an expanse of glass or other reflective material. Sources of glare in the project vicinity are primarily building and car windows, including the large parking lots full of cars for sale. The existing building on-site includes many standard size windows on the eastern

end and a few standard size windows at the service center office. No large windows exist on-site or in the vicinity that create a glare issue.

4.1.2 Regulatory Framework

General Plan

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 Community Form Element prioritizes preserving the unique community character of Escondido, including the historic downtown, agricultural areas, valleys, and mountains. As indicated above, the site does not include any of these scenic resources and is not located within a scenic roadway area, but SR-78 to the south of the site does serve as a gateway into the City and offers distant views of mountains as drivers enter Escondido. The Land Use and Community Form Element also address the issues of light pollution and glare. The applicable goals and policies from these elements are identified below.

GOAL LU-1: A community composed of distinct residential neighborhoods, business districts, and employment centers, whose urban form reflects the natural environmental setting.

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-1.10: Reduce light pollution and preserve views of the night sky through the design and sighting 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).

Policy LU-8.6: Require that commercial buildings be located in planned, group concentrations rather than in a linear strips, except for designated corridors, and incorporate features that minimize impacts on adjacent sensitive uses associated with noise, property maintenance, product deliveries, trash service, and other potentially incompatible characteristics.

Policy LU-8.7: Support efforts to strengthen and rehabilitate existing commercial areas east of the I-15 freeway.

GOAL RC-3: 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.

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.

Escondido Municipal Code

Commercial Zones

Article 16 of the City's Zoning Ordinance (Chapter 33) addresses the appropriate aesthetic features of buildings and landscaping elements within the Commercial zone. In particular, Section 33-344 of the Municipal Code, as amended August 13, 2014, identifies design features such as colors, lighting, street trees, signage, and fencing.

Outdoor Lighting Ordinance

Article 35 of the City's Zoning Ordinance, referred to as the Escondido Outdoor Lighting Ordinance, is intended to minimize unnecessary nighttime lighting and glare for the benefit of the citizens of the city and astronomical research at Palomar Mountain Observatory. In Section 33-713, the ordinance defines requirements for outdoor lighting, such as shielding and automatic timing devices. Shielding would also minimize nuisance light to neighboring land uses.

Mature Trees

Article 55 of the City's Zoning Ordinance briefly addresses the issue of preserving mature trees, especially oak trees, as significant aesthetic resources in Section 33-1068. The article defines restrictions on clearing vegetation and the process for obtaining a vegetation removal permit.

4.1.3 Analysis of Project Impacts and Determination of Significance

4.1.3.1 Issue 1: Scenic Vistas

Guidelines for Determination of Significance

Based on the California Environmental Quality Act (CEQA) Appendix G, the project would result in a significant scenic vista impact if the project would:

- Have a substantial adverse effect on a scenic vista.

Impact Analysis

As discussed under the existing conditions, the scenic vistas in the project viewshed consist of distant mountain views from SR-78/East Lincoln Avenue. SR-78/East Lincoln Avenue is not a designated scenic highway or a City scenic roadway, but does have a high number of viewers and includes views of the

distant mountains that the City General Plan identifies as a scenic resource. Due to its location, the project would not impact the distant views of mountains for westbound SR-78 viewers (see Figure 4.1-1). Eastbound SR-78 viewers have a more expansive mountain view and, due the project location, the project has potential to block a portion of the mountains from view. As shown in the photosimulation (see Figure 4.1-3), the project would block a small part of the base of the mountains from view, but the more visually significant ridgeline views would remain the same as the existing conditions. Overall, the visual change is not considered substantial and the project would have a less than significant impact on a scenic vista.

4.1.3.2 Issue 2: Scenic Resources

Guidelines for Determination of Significance

Based on the CEQA Appendix G, the project would result in a significant impact related to scenic resources if the project would:

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

Impact Analysis

As discussed above, the site is currently developed as an automotive dealership and the site is not located within a state scenic highway or a City-designated scenic corridor. The scenic value of the site is limited to the existing landscaping along the perimeter of the site, which is minimal. The existing landscaping includes shrubs, grass, mature palm trees, and other mature trees. The proposed project landscape plan proposes to preserve the existing trees as feasible, in accordance with the Zoning Ordinance. In addition, the proposed project would increase the landscaped area and the number of trees on-site. Ultimately, the project would not substantially damage scenic resources within a scenic corridor, and would result in a less than significant impact to scenic resources.

4.1.3.3 Issue 3: Visual Character and Quality

Guidelines for Determination of Significance

Based on the CEQA Appendix G, the project would result in a significant impact related to visual character and quality if the project would:

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

Impact Analysis

Visual simulations (see Figures 4.1-1 to 4.1-3) of the proposed project were completed to show what the proposed project would look like in the context of the surrounding community, including the size, architectural style, colors, and landscaping. It is noted that while the restaurant building is not included in the proposed project, a restaurant building was included in the visual simulation to show where the pad is located. It is also noted that since the visual simulations were created, the project was revised to include a taller wing wall along SR-78 to better screen the loading area, trellises of varied height were included on the white portions of the market building, a low wall was incorporated at the front entrance to screen shopping carts, and the building colors were muted.

As shown in the visual simulations, the proposed building size (43,500-square-foot market and 3,200-square-foot restaurant pad) and parking lot size is visually a similar scale or smaller than the existing development on-site. More specifically, the development appears smaller than the existing development in photosimulation Figures 4.1-1 and 4.1-2, and the same size in photosimulation Figure 4.1-3. Considering the range of building and parking lot sizes in the vicinity, the proposed development fit into the range of the surrounding development building and parking lot sizes. Overall, the proposed project scale would be consistent with the surrounding visual character.

As indicated in the existing condition, there is not a unified architectural style in the SR-78/Broadway Target Area, but the majority of the buildings in the immediate area are stucco, boxy, neutral colored. The proposed market structure would be similar to the majority of the surrounding structures and would fit in with the surrounding developments architectural style. The proposed building would also include trellises, color blocking, and articulation that create visual breaks and architectural interest. These features are considered a visual quality improvement since they reduce monotony. Overall, the proposed project architectural style would be consistent with the surrounding developments.

The proposed project would change the structure color from primarily white to white with large blocks of mustard yellow ("marigold") and red ("campfire"). This type of change typically makes structures more visible and noticeable to viewers. Also, the market does propose larger blocks of non-neutral colors than other buildings in the surrounding area. The visual prominence of these colors, however, is balanced by the proposed increase in distance of the building from surrounding roadways and the additional of landscaping proposed. The project would retain the existing trees on-site as possible, and would also add additional trees and landscaping to the site that would screen the building from view.

Overall, the project would be of similar character and would improve the visual quality of the site relative to the existing development on-site, and would be consistent with the surrounding developments. Thus, the project would have a less than significant character and visual quality impact.

4.1.3.4 Issue 4: Light and Glare

Guidelines for Determination of Significance

Based on the CEQA Appendix G, the project would result in a significant impact related to light and glare if the project would:

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

Impact Analysis

The site currently includes security lighting in the parking lots and on the building. The proposed lighting also would consist of building identification signage, three freestanding monument signs and security lighting on the building and in the parking lot. The building sign program is consistent with City ordinances prescribing the sign square footage for commercial uses. The grocery store includes interior-lit channel letters on the (front) east side facing Broadway, and south side facing SR-78. The building signage for the separate commercial building adjacent to Broadway includes interior-lit channel letters on all four sides of the building. A maximum total of one square foot of sign area for every 50 square feet of gross building area is proposed for each building. The maximum size of

individual wall signs shall be limited to 300 square feet for the grocery store and 100 square feet for the separate commercial building.

The project also includes three freestanding signs involving a 20-foot-high double-faced, internally illuminated pylon sign containing approximately 75 square feet of sign area (on each side) setback approximately 125 feet from Broadway and adjacent to SR-78. In addition, two 6-foot-high double-face, internally illuminated monument signs containing approximately 15 square feet of sign area (on each side) are located on Lincoln Avenue at the intersection of North Broadway and the project's westerly entrance. In accordance with the City's outdoor lighting ordinance, the proposed lighting would be shielded and directed downward to prevent light spillage onto adjacent properties and effects to the night sky. Accordingly, the project would not result in a new source of substantial light and would result in a less than significant view impact.

The proposed market structure would include large glass entryway doors on the eastern side of the building. Due to the location of the proposed market set back from North Broadway, it is not anticipated that this would result in a glare issue. The proposed restaurant would likely contain windows as well, but the design of the restaurant building is unknown at this time and only the restaurant pad is included in the proposed project. Thus, the proposed project would have a less than significant glare impact.

4.1.4 Significance of Impact Prior to Mitigation

The proposed project would not result in significant impacts associated with scenic vistas, scenic resources, visual character and quality, or light and glare.

4.1.5 Cumulative Impacts

The surrounding area is already developed and there are no pending projects in the project viewshed. The project would have negligible impact to views along SR-78 of the mountains and would have a less than significant cumulative impact to the SR-78 corridor. The scenic resources on-site that contribute to the City's overall scenic value consist of the trees along the site's perimeter. The project would comply with the City's Zoning Code that requires replacement of any trees removed, and would therefore have a less than significant contribution to scenic resource impacts. The project itself would not result in a significant cumulative viewshed character or quality impact considering the proposed project consists of redeveloping a commercial site with commercial uses, and the development would not significantly contrast with the surrounding area character or quality. Also, the project would comply with the City's lighting requirements that are intended to protect the night sky from cumulative light impacts. Thus, cumulative aesthetic impacts would be less than significant.

4.1.6 Mitigation

As the project would have less than significant aesthetic impacts, no mitigation is required.

4.1.7 Conclusion

The project would have a less than significant aesthetic impacts.

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4.2 Air Quality

This section of the EIR describes the existing air quality conditions in the San Diego Air Basin (SDAB) as well as the local project area. This section analyzes project impacts to local and regional air quality. To address the project's potential impact to air quality, an Air Quality Technical Report was completed by RECON Environmental, Inc. in June 2015 and is included in this EIR as Appendix C.

4.2.1 Existing Conditions

The state of California is divided geographically into 15 air basins for managing the air resources of the state on a regional basis. Areas within each air basin are considered to share the same air masses and, therefore, are expected to have similar ambient air quality. If an air basin is not in either federal or state attainment for a particular pollutant, the basin is classified as a moderate, serious, severe, or extreme non-attainment area for that pollutant (there is also a marginal classification for federal non-attainment areas). Once a non-attainment area has achieved the air quality standards for a particular pollutant, it may be redesignated to an attainment area for that pollutant. To be redesignated, the area must meet air quality standards and have a 10-year plan for continuing to meet and maintain air quality standards, as well as satisfy other requirements of the federal CAA. Areas that are redesignated to attainment are called maintenance areas.

Air quality at a particular location is a function of the kinds, amounts, and dispersal rates of pollutants being emitted into the air locally and throughout the basin. The major factors affecting pollutant dispersion are wind speed and direction, the vertical dispersion of pollutants (which is affected by inversions), and the local topography.

Air quality is commonly expressed as the number of days in which air pollution levels exceed state standards set by the CARB or federal standards set by the U.S. EPA. The SDAPCD maintains 11 air-quality monitoring stations located throughout the greater San Diego metropolitan region. Air pollutant concentrations and meteorological information are continuously recorded at these stations. Measurements are then used by scientists to help forecast daily air pollution levels. Table 4.2-1 summarizes the number of days per year during which state and federal standards were exceeded in the SDAB overall during the years 2009 to 2013.

The Escondido—East Valley Parkway monitoring station, located 2.5 miles north of the project site, is the nearest station. The Escondido—East Valley Parkway monitoring station measures ozone, CO, NO_2, PM_{10}, and $PM_{2.5.}$ Table 4.2-2 provides a summary of measurements of ozone, CO, NO_2, PM_{10}, and $PM_{2.5}$ collected at the Escondido—East Valley Parkway monitoring station for the years 2009 through 2013. A discussion of each pollutant follows:

Table 4.2-1 Ambient Air Quality Summary – San Diego Air Basin

Pollutant	Average Time	California Ambient Air Quality Standards[a]	Attainment Status	National Ambient Air Quality Standards[b]	Attainment Status[c]	Maximum Concentration					Number of Days Exceeding State Standard					Number of Days Exceeding National Standard				
						2009	2010	2011	2012	2013	2009	2010	2011	2012	2013	2009	2010	2011	2012	2013
O_3	1 hour	0.09 ppm	N	N/A	N/A	0.119	0.107	0.114	0.101	0.095	8	7	5	2	2	N/A	N/A	N/A	N/A	N/A
O_3	8 hours	0.07ppm	N	0.075 ppm	N	0.098	0.088	0.093	0.084	0.083	47	21	33	25	28	24	14	10	10	7
CO	8 hours	9 ppm	A	9 ppm	A	3.24	2.46	2.44	3.61	Na	0	0	0	0	Na	0	0	0	0	Na
NO_2	1 hour	0.18 ppm	A	0.100 ppm	A	0.091	0.091	0.100	0.077	0.091	0	0	0	0	0	0	0	0	0	0
NO_2	Annual	0.030 ppm	A	0.053 ppm	A	0.021	0.021	0.020	0.020	0.019	NX	NX	NX	NX	NX	NX	NX	NX	NX	NX
PM_{10}	24 hours	50 µg/m^3	N	150 µg/m^3	U	123.0	108.0	126.0	126.0	92.0	25/ 146.4*	22/ 136.0*	23/ 138.5*	6/6.1*	1/6.0*	0/0.0*	0/0.0*	0/0.0*	0/0.0*	0/0.0*
PM_{10}	Annual	20 µg/m^3	N	N/A	N/A	53.9	47.0	46.2	24.3	25.4	EX	EX	EX	EX	EX	--	--	--	--	--
$PM_{2.5}$	24 hours	N/A	N/A	35 µg/m^3	A	78.4	52.2	72.0	82.9	68.1	--	--	--	--	--	4/3.4*	2/2.0*	3/3.0*	2/1.0*	3/2.0*
$PM_{2.5}$	Annual	12 µg/m^3	N	15 µg/m^3	A	12.2	10.8	15.9	14.2	10.6	EX	NX	EX	EX	NX	NX	NX	EX	NX	NX

SOURCE: State of California 2014. California Air Quality Data Statistics. California Air Resources Board Internet Site. URL http://www.arb.ca.gov/adam/welcome.html.

NOTE: Data for SO_2 and 1-hour CO were not available.

*Measured Days/Calculated Days - Calculated days are the estimated number of days that a measurement would have been greater than the level of the standard had measurements been collected every day. The number of days above the standard is not necessarily the number of violations of the standard for the year. Data to determine federal calculated days were not available.

[a]California standards for ozone, carbon monoxide (except at Lake Tahoe), sulfur dioxide (1-hour and 24-hour), nitrogen dioxide, and PM_{10} are values that are not to be exceeded. Some measurements gathered for pollutants with air quality standards that are based upon 1-hour, 8-hour, or 24-hour averages, may be excluded if the CARB determines they would occur less than once per year on average.

[b]National standards other than for ozone and particulates, and those based on annual averages or annual arithmetic means are not to be exceeded more than once a year. The 1-hour ozone standard is attained if, during the most recent 3-year period, the average number of days per year with maximum hourly concentrations above the standard is equal to or less than one.

[c]A = attainment; N = non-attainment; U = Unclassifiable; N/A = not applicable; Na = data not available; NX = annual average not exceeded; EX = annual average exceeded. ppm = parts per million, µg/m^3 = micrograms per cubic meter.

Table 4.2-2 Summary of Air Quality Measurements Recorded at the Escondido – East Valley Parkway Monitoring Station

Pollutant/Standard	2009	2010	2011	2012	2013
Ozone					
Days State 1-hour Standard Exceeded (0.09 ppm)	0	2	1	0	0
Days State 8-hour Standard Exceeded (0.07 ppm)	9	5	2	2	4
Days National 8-hour Standard Exceeded (0.075 ppm)	1	3	2	0	0
Max. 1-hr (ppm)	0.093	0.105	0.098	0.084	0.084
Max 8-hr (ppm)	0.080	0.084	0.089	0.073	0.074
Carbon Monoxide					
Days State 1-hour Standard Exceeded (20 ppm)	0	0	0	0	0
Days State 8-hour Standard Exceeded (9 ppm)	0	0	0	0	0
Days National 1-hour Standard Exceeded (35 ppm)	0	0	0	0	0
Days National 8-hour Standard Exceeded (9 ppm)	0	0	0	0	0
Max. 1-hr (ppm)	4.4	3.9	3.5	4.4	3.2
Max. 8-hr (ppm)	3.24	2.46	2.20	3.61	Na
Nitrogen Dioxide					
Days State 1-hour Standard Exceeded (0.18 ppm)	0	0	0	0	0
Max 1-hr (ppm)	73	64	62	62	61
Annual Average (ppm)	16	14	Na	13	13
PM_{10}*					
Measured Days State 24-hour Standard Exceeded (50 $\mu g/m^3$)	1	0	0	0	1
Calculated Days State 24-hour Standard Exceeded (50 $\mu g/m^3$)	5.6	0	0	0	6
Measured Days National 24-hour Standard Exceeded (150 $\mu g/m^3$)	0	0	0	0	0
Calculated Days National 24-hour Standard Exceeded (150 $\mu g/m^3$)	0	0	0	0	0
Max. Daily ($\mu g/m^3$)	74	43	40	33	82
State Annual Average ($\mu g/m^3$)	24.6	21	18.8	18.1	23.1
National Annual Average ($\mu g/m^3$)	24.9	20.9	18.8	18	23.2
$PM_{2.5}$*					
Measured Days National 24-hour Standard Exceeded (35 $\mu g/m^3$)	1	0	0	1	1
Calculated Days National 24-hour Standard Exceeded (35 $\mu g/m^3$)	3.0	0	0	3.1	3.1
Max. Daily ($\mu g/m^3$)	78.4	52.2	27.4	70.7	56.3
State Annual Average ($\mu g/m^3$)	Na	Na	Na	Na	10.5
National Annual Average ($\mu g/m^3$)	11	10.5	10.4	10.5	10.5

SOURCE: State of California 2014a

Na = Not available.

*Calculated days value. Calculated days are the estimated number of days that a measurement would have been greater than the level of the standard had measurements been collected every day. The number of days above the standard is not necessarily the number of violations of the standard for the year.

Ozone

Nitrogen oxides and hydrocarbons (reactive organic gases [ROG]) are known as the chief "precursors" of ozone. These compounds react in the presence of sunlight to produce ozone, which is the primary air pollution problem in the SDAB. Because sunlight plays such an important role in its formation, ozone pollution, or smog, is mainly a concern during the daytime in summer months. The SDAB is currently designated a federal and state non-attainment area for ozone. During the past 20 years, San Diego experienced a decline in the number of days with unhealthy levels of ozone despite the region's growth in population and vehicle miles traveled (County of San Diego 2009).

About half of smog-forming emissions come from automobiles. Population growth in San Diego has resulted in a large increase in the number of automobiles expelling ozone-forming pollutants while operating on area roadways. Stricter automobile emission controls, including more efficient automobile engines, have played a large role in the steady decline in ozone levels.

In order to address adverse health effects due to prolonged exposure, the U.S. EPA phased out the national 1-hour ozone standard and replaced it with the more protective 8-hour ozone standard. The SDAB is currently a nonattainment area for the previous (1997) national 8-hour standard, and is recommended as a nonattainment area for the revised (2008) national 8-hour standard of 0.075 parts per million (ppm).

In the SDAB overall, during the five-year period of 2009 to 2013, the revised 2008 national 8-hour standard of 0.075 was exceeded 24 days in 2009, 14 days in 2010, 10 days in 2011, 10 days in 2012, and 7 days in 2013. The stricter state 8-hour ozone standard of 0.07 ppm was exceeded 47 days in 2009, 21 days in 2010, 33 days in 2011, 25 days in 2012, and 28 days in 2013. Also during the five-year period of 2009 to 2013, the state 1-hour standard (0.09 ppm) was exceeded 8 days in 2009, 7 days in 2010, 5 days in 2011, 2 days in 2012, and 2 days in 2013.

At the Escondido—East Valley Parkway monitoring station, the state 1-hour ozone standard (0.09 ppm) was exceeded 2 days in 2010 and 1 day in 2011, the national 8-hour ozone standard (0.075 ppm) was exceeded 1 day in 2009, 3 days in 2010, and 2 days in 2011, and the stricter state 8-hour ozone standard (0.07 ppm) was exceeded 9 days in 2009, 5 days in 2010, 2 days in 2011, 2 days in 2012, and 4 days in 2013 during the five-year period of 2009 through 2013.

Not all of the ozone within the SDAB is derived from local sources. Under certain meteorological conditions, such as during Santa Ana wind events, ozone and other pollutants are transported from the Los Angeles Basin and combine with ozone formed from local emission sources to produce elevated ozone levels in the SDAB.

Local agencies can control neither the source nor the transportation of pollutants from outside the air basin. The SDAPCD's policy, therefore, has been to control local sources effectively enough to reduce locally produced contamination to clean air standards. Through the use of air pollution control measures outlined in the RAQS, the SDAPCD has effectively reduced ozone levels in the SDAB.

Actions that have been taken in the SDAB to reduce ozone concentrations include:

- **TCMs if vehicle travel and emissions exceed attainment demonstration levels.** TCMs are strategies that will reduce transportation-related emissions by reducing vehicle use or improving traffic flow.

- **Enhanced motor vehicle inspection and maintenance program.** The smog check program is overseen by the Bureau of Automotive Repair. The program requires most vehicles to pass a smog test once every two years before registering in the state of California. The smog check program monitors the amount of pollutants automobiles produce. One focus of the program is identifying "gross polluters," or vehicles that exceed two times the allowable emissions for a particular model. Regular maintenance and tune-ups, changing the oil, and checking tire inflation can improve gas mileage and lower air pollutant emissions. It can also reduce traffic congestion due to preventable breakdowns, further lowering emissions.

- **Air Quality Improvement Program.** This program, established by AB 118, is a voluntary incentive program administered by the CARB to fund clean vehicle and equipment projects, research on biofuels production and the air quality impacts of alternative fuels, and workforce training.

Carbon Monoxide

The SDAB is classified as a state attainment area and as a federal maintenance area for CO (County of San Diego 1998). Until 2003, no violations of the state standard for CO had been recorded in the SDAB since 1991, and no violations of the national standard had been recorded in the SDAB since 1989. The violations that took place in 2003 were likely the result of massive wildfires that occurred throughout the county. No violations of the state or federal CO standards have occurred since 2003. As shown in Tables 4.2-1 and 4.2-2, of the available data, the state and national standards have not been exceeded at the Escondido—East Valley Parkway monitoring station or the SDAB during the five-year period from 2009 to 2013.

Small-scale, localized concentrations of CO above the state and national standards have the potential to occur at intersections with stagnation points such as those that occur on major highways and heavily traveled and congested roadways. Localized high concentrations of CO are referred to as "CO hot spots" and are a concern at congested intersections, where automobile engines burn fuel less efficiently and their exhaust contains more CO.

PM_{10}

PM_{10} is particulate matter with an aerodynamic diameter of 10 microns or less. Ten microns is about one-seventh of the diameter of a human hair. PM_{10} is a complex mixture of very tiny solid or liquid particles composed of chemicals, soot, and dust. Sources of PM_{10} emissions in the SDAB consist mainly of urban activities, dust suspended by vehicle traffic, and secondary aerosols formed by reactions in the atmosphere.

Under typical conditions (i.e., no wildfires) particles classified under the PM_{10} category are mainly emitted directly from activities that disturb the soil including travel on roads and construction, mining, or agricultural operations. Other sources include windblown dust, salts, brake dust, and tire wear (County of San Diego 1998). For several reasons hinging on the area's dry climate and coastal location, the SDAB has special difficulty in developing adequate tactics to meet present state particulate standards.

The SDAB is designated as federal unclassified and state nonattainment for PM_{10}. The measured federal PM_{10} standard was exceeded once in 2007, and once in 2008 in the SDAB. The 2007 exceedance occurred on October 21, 2007, at times when major wildfires were raging throughout the county. Consequently, this exceedance was likely caused by the wildfires and would be beyond the control of the SDAPCD. As such, this event is covered under the EPA's Natural Events Policy that permits, under certain circumstances, the exclusion of air quality data attributable to uncontrollable natural events (e.g., volcanic activity, wild land fires, and high wind events). The 2008 exceedance did not occur during wildfires and are not covered under this policy. No exceedances of the federal standard have occurred since 2008. The stricter state standard was exceeded a calculated number of 146.4 days in 2009, 136.0 in 2010, 138.5 in 2011, 6.1 in 2012, and 6.0 in 2013. Calculated days are the estimated number of days that a measurement would have been greater than the level of the standard had measurements been collected every day. Particulate measurements are collected every six days.

At the Escondido—East Valley Parkway monitoring station, the national 24-hour PM_{10} standard was not exceeded during the years 2009 through 2013. The stricter state 24-hour PM_{10} standard was exceeded 1 day in 2009 and 1 day in 2013. These exceedances result in a calculated number of days that the state standard was exceeded of approximately 5.6 days in 2009 and 6.0 days in 2013.

$PM_{2.5}$

Airborne, inhalable particles with aerodynamic diameters of 2.5 microns or less have been recognized as an air quality concern requiring regular monitoring. Federal regulations required that $PM_{2.5}$ monitoring begin January 1, 1999 (County of San Diego 1999). The Escondido—East Valley Parkway monitoring station is one of five stations in the SDAB that monitors $PM_{2.5}$. Federal $PM_{2.5}$ standards established in 1997 include an annual arithmetic mean of 15 micrograms per cubic meter of air ($\mu g/m^3$) and a 24-hour concentration of 65 $\mu g/m^3$. As discussed above, the 24-hour $PM_{2.5}$ standard has been changed to 35 $\mu g/m^3$. However, this does not apply to the monitoring from 2004 to 2006. State $PM_{2.5}$ standards established in 2002 are an annual arithmetic mean of 12 $\mu g/m^3$.

The SDAB was classified as an attainment area for the previous federal 24-hour $PM_{2.5}$ standard of 65 $\mu g/m^3$ and has also been classified as an attainment area for the revised federal 24-hour $PM_{2.5}$ standard of 35 $\mu g/m^3$ (U.S. EPA 2004, 2009). The SDAB is a non-attainment area for the state $PM_{2.5}$ standard (State of California 2005b). The calculated days the federal $PM_{2.5}$ standard was exceeded was 3.4 days in 2009, 2.0 days in 2010, 3.0 days in 2011, 1.0 day in 2012, and 2.0 days in 2013 in the SDAB.

Table 4.2-1 shows that the federal 24-hour standard of 35 $\mu g/m^3$ was exceeded 1.0 day in 2009, 1.0 day in 2012, and 1.0 day in 2013. These exceedances result in a calculated number of days that the federal standard was exceeded of approximately 3.0 days in 2009, 3.1 days in 2012, and 3.1 days in 2013.

Other Criteria Pollutants

The national and state standards for NO_2, SO_x, and the previous standard for lead are being met in the SDAB, and the latest pollutant trends suggest that these standards will not be exceeded in the foreseeable future. As discussed above, new standards for these pollutants have been adopted, and new designations for the SDAB will be determined in the future. The SDAB is also in attainment of the state standards for vinyl chloride, hydrogen sulfides, sulfates, and visibility reducing particulates.

4.2.2 Regulatory Framework

The regulatory framework described below details the federal and state agencies that are in charge of monitoring and controlling mobile source air pollutants and the measures currently being taken to achieve and maintain healthful air quality in the SDAB. In addition to mobile sources, stationary sources also contribute to air pollution in the SDAB. Stationary sources include gasoline stations, power plants, dry cleaners, and other commercial and industrial uses. Stationary sources of air pollution are regulated by the local air pollution control or management district, in this case the San Diego Air Pollution Control District (SDAPCD).

4.2.2.1 Federal Regulations

Ambient Air Quality Standards (AAQS) represent the maximum levels of background pollution considered safe, with an adequate margin of safety, to protect the public health and welfare. The federal Clean Air Act (CAA) was enacted in 1970 and amended in 1977 and 1990 [42 United States Code (USC) 7401] for the purposes of protecting and enhancing the quality of the nation's air resources to benefit public health, welfare, and productivity. In 1971, in order to achieve the purposes of Section 109 of the CAA [42 USC 7409], the United States Environmental Protection Agency (U.S. EPA) developed primary and secondary national ambient air quality standards (NAAQS).

Six criteria pollutants of primary concern have been designated: ozone (O_3), carbon monoxide (CO), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), lead, and respirable particulate matter (PM_{10} and $PM_{2.5}$). The primary NAAQS ". . . protect the public welfare from any known or anticipated adverse effects associated with the presence of such air pollutant in the ambient air" [42 USC 7409(b)(2)]. The primary NAAQS were established, with a margin of safety, considering long-term exposure for the most sensitive groups in the general population (i.e., children, senior citizens, and people with breathing difficulties). California and national AAQS are presented in Table 4.2-3 (State of California 2013).

4.2.2.2 State Regulations

Criteria Pollutants

The U.S. EPA allows states the option to develop different (stricter) standards. The state of California has developed the California Ambient Air Quality Standards (CAAQS) and generally has set more stringent limits on the criteria pollutants (see Table 4.2-3). In addition to the federal criteria pollutants, the CAAQS also specify standards for visibility-reducing particles, sulfates, hydrogen sulfide, and vinyl chloride (see Table 4.2-3). Similar to the federal CAA, the state classifies specific geographic areas as either "attainment" or "nonattainment" areas for each pollutant based on the comparison of measured data with the CAAQS. The California CAA requires areas that are designated nonattainment of state or federal ambient air quality standards for ozone, CO, SO_2, and NO_2 to prepare and implement plans to attain the standards by the earliest practicable date.

Toxic Air Contaminants

The public's exposure to toxic air contaminants (TACs) is a significant public health issue in California. Diesel-exhaust particulate matter emissions have been established as TACs. In 1983, the California Legislature enacted a program to identify the health effects of TACs and to reduce exposure to these contaminants to protect the public health (Assembly Bill [AB] 1807: Health and Safety Code Sections 39650–39674). The Legislature established a two-step process to address the potential health effects from TACs. The first step is the risk assessment (or identification) phase. The second step is the risk management (or control) phase of the process.

Locally, toxic air pollutants are regulated through the SDAPCD's Regulation XII. Of particular concern statewide are diesel-exhaust particulate matter emissions. The overall strategy for achieving diesel particulate reductions is found in the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles (State of California 2000). A stated goal of the plan is to reduce the cancer risk statewide arising from exposure to diesel particulate matter 85 percent by 2020. In addition, the California Air Resources Board (CARB) published the *Air Quality and Land Use Handbook: A Community Health Perspective* (State of California 2005a). This handbook indicates that siting new sensitive land uses within 500 feet of a freeway or urban roads with 100,000 or more vehicles per day should be avoided when possible.

As an ongoing process, CARB will continue to establish new programs and regulations for the control of diesel-particulate and other air-toxics emissions as appropriate. The continued development and implementation of these programs and policies will ensure that the public's exposure to diesel particulate matter will continue to decline.

Table 4.2-3 Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards[1]	National Standards[2]	
			Primary	Secondary
Ozone	1 Hour	0.09 ppm (180 µg/m^3)	–	
	8 Hour	0.07 ppm (137 µg/m^3)	0.075 ppm (147 µg/m^3)	
Respirable Particulate Matter (PM_{10})	24 Hour	50 µg/m^3	150 µg/m^3	
	Annual Arithmetic Mean	20 µg/m^3	–	
Fine Particulate Matter ($PM_{2.5}$)	24 Hour	Same as National	35 µg/m^3	
	Annual Arithmetic Mean	12 µg/m^3	12 µg/m^3	15 µg/m^3
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)	–
	8 Hour	9.0 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)	–
Nitrogen Dioxide (NO_2)	1 Hour	0.18 ppm (339 µg/m^3)	100 ppb (188 µg/m^3)	–
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	0.053 ppm (100 µg/m^3)	
Sulfur Dioxide (SO_2)	1 Hour	0.25 ppm (655 µg/m^3)	75 ppb (196 µg/m^3)	–
	3 Hour	–	–	0.5 ppm (1,300 µg/m^3)
	24 Hour	0.04 ppm (105 µg/m^3)	0.14 ppm (for certain areas)	–
	Annual Arithmetic Mean	–	0.030 ppm (for certain areas)	–
Lead	30 Day Average	1.5 µg/m^3	–	–
	Calendar Quarter	–	1.5 µg/m^3 (for certain areas)	Same as Primary Standard
	Rolling 3-Month Average	–	0.15 µg/m^3	
Visibility Reducing Particles	8 Hour	Extinction of 0.23 per kilometer -	No National Standards	
Sulfates	24 Hour	25 µg/m^3		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)		
Vinyl Chloride[11]	24 Hour	0.01 ppm (26 µg/m^3)		

ppm = parts per million; ppb = parts per billion; µg/m^3 = micrograms per cubic meter; – = not applicable.

Refer to Appendix C for the methodology to be utilized to determine concentration and additional air quality standards details.

[1]California standards for ozone, CO, SO_2, NO, and PM are values that are not to be exceeded. All others are not to be equaled or exceeded.

[2]National standards (other than ozone, PM, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m^3 is equal to or less than one. For $PM_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.

State Implementation Plan

The State Implementation Plan (SIP) is a collection of documents that set forth the state's strategies for achieving the NAAQS. In California, the SIP is a compilation of new and previously submitted plans, programs (such as monitoring, modeling, permitting, etc.), district rules, state regulations, and federal controls. The CARB is the lead agency for all purposes related to the SIP under state law. Local air districts and other agencies, such as the Department of Pesticide Regulation and the Bureau of Automotive Repair, prepare SIP elements and submit them to CARB for review and approval. The CARB then forwards SIP revisions to the U.S. EPA for approval and publication in the Federal Register. All of the items included in the California SIP are listed in the Code of Federal Regulations (CFR) at 40 CFR 52.220.

The SDAPCD is responsible for preparing and implementing the portion of the SIP applicable to the SDAB. The SDAPCD adopts rules, regulations, and programs to attain state and federal air quality standards, and appropriates money (including permit fees) to achieve these objectives.

The California Environmental Quality Act

Section 15125(d) of the California Environmental Quality Act (CEQA) Guidelines requires discussion of any inconsistencies between the project and applicable general plans and regional plans, including the applicable air quality attainment or maintenance plan (or SIP).

4.2.2.3 Regional Regulations

The SDAPCD is the agency that regulates air quality in the SDAB. The SDAPCD prepared the Regional Air Quality Strategy (RAQS) in response to the requirements set forth in the CAA AB 2595 (County of San Diego 1992). Attached, as part of the RAQS, are the Transportation Control Measures (TCMs) for the air quality plan prepared by the San Diego Association of Governments (SANDAG) in accordance with AB 2595 and adopted by SANDAG on March 27, 1992, as Resolution Number 92-49 and Addendum. The RAQS and TCM set forth the steps needed to accomplish attainment of state AAQS. The required triennial updates of the RAQS and corresponding TCM were adopted in 1995, 1998, 2001, 2004, and 2009.

The RAQS control measures focus on emission sources under the SDAPCD's authority, specifically stationary emission sources and some area-wide sources. The stationary source control measures identified in the RAQS have been developed by the SDAPCD into regulations through a formal rule-making process. Rules are developed to set limits on the amount of emissions from various types of sources and by requiring specific emission control technologies. Following rule adoption, a permit system is used to impose controls on new and modified stationary sources and to ensure compliance with regulations by prescribing specific operating conditions or equipment on a source.

The SDAPCD has also established a set of rules and regulations initially adopted on January 1, 1969, and periodically reviewed and updated. These rules and regulations are available for review on the agency's website.

4.2.2.4 Local Regulations

The Escondido Municipal Code, Section 33-924(G), includes coordination of CEQA, quality of life standards, and growth management provisions. The purpose of Section 33-924(G) 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. Section 33-924(G)(6) includes thresholds for volatile organic compounds (VOC), NO_x, CO, SO_x, PM_{10}, $PM_{2.5}$, and lead. These thresholds are summarized in Table 4.2-4.

Table 4.2-4 City of Escondido Air Quality Significance Thresholds

Pollutant	Emission Rate (lb/day)
VOC	75/55
NO_x	250
CO	550
SO_x	250
PM_{10}	100
$PM_{2.5}$	55
Lead	3.2*

Source: Escondido Municipal Code Section 33-924(G)
*Not applicable to construction

4.2.3 Analysis of Project Impacts and Determination of Significance

4.2.3.1 Issue 1: Impacts to Regional Air Quality

Guidelines for Determination of Significance

Based on the CEQA Appendix G, the project would result in a significant impact to regional ambient air quality if the project would:

- Obstruct or conflict with the implementation of the San Diego RAQS or applicable portions of the SIP.

Impact Analysis

The project does not propose stationary emissions sources; thus, the project would not interfere with the RAQS control measures for stationary sources.

The CARB mobile source emission projections and SANDAG growth projections used to develop the RAQS are based on population and vehicle trends and land use plans developed in general plans. As such, projects that propose development that is consistent with the growth anticipated by SANDAG's growth projections and/or the general plan would be consistent with the RAQS. In the event that a project would propose development that is less dense than anticipated by the growth projections, the project would likewise be consistent with the RAQS. In the event a project proposes development that is greater than anticipated in the growth projections, further analysis would be warranted to determine if the project would exceed the growth projections used in the RAQS for the specific subregional area. Growth projections used in the RAQS are developed by SANDAG based on local general plans and other related documents that are used to develop population and traffic projections. For this project, growth is evaluated against land use designations in the Escondido General Plan.

The Escondido General Plan designates the project site as General Commercial. This designation is intended to accommodate a wide variety of retail and service activities including local-serving commercial, community shopping/office complexes, automobile sales and service, eating and drinking establishments, and entertainment facilities. The City of Escondido's Zoning Code shows the proposed project site as General Commercial (C-G).

The proposed project would be consistent with the current land use designation and zoning of the project site. Additionally, as discussed below under Issue 2, project emissions would not exceed significance thresholds from the Escondido Municipal Code. These thresholds are intended to both define quality of life standards and implement the Growth Management Element of the Escondido General Plan. Thus, the project would be consistent with the General Plan land use designation and policies of the General Plan the Growth Management Element.

Because the project would be consistent with the General Plan land use designation, the project would be consistent with the growth anticipated by the General Plan and SANDAG. The proposed project would therefore not result in an increase in emissions that are not already accounted for in the RAQS. Thus, the project would not interfere with implementation of the RAQS or other air quality plans.

4.2.3.2 Issue 2: Direct Impacts to Ambient Air Quality

Guidelines for Determination of Significance

Based on the CEQA Appendix G, the project would result in a significant direct impact to ambient air quality if the project would:

- Result in emissions that would violate any air quality standard or contribute substantially to an existing or projected air quality violation.

The Escondido Municipal Code, Section 33-924(G), defines significance thresholds for air quality emissions. Projects that do not exceed these significance thresholds would result in less than significant direct impacts to ambient air quality. These thresholds are summarized in Table 4.2-4 above.

Impact Analysis

The project would result in short-term emissions from construction and long-term emissions associated with project operation. Construction and operational emissions associated with the proposed project were modeled for the project using the California Emissions Estimator Model (CalEEMod) software version 2013.2.2, which incorporates current air emission data, planning methods and protocol. Modeling methodology and assumptions are summarized below. Refer to Appendix C for a more detailed discussion of methodology and model results.

Construction Emissions Modeling

Construction-related activities are temporary, short-term sources of air emissions. Sources of construction-related air emissions include:

- Fugitive dust from grading activities;
- Construction equipment exhaust;
- Construction-related trips by workers, delivery trucks, and material-hauling trucks; and
- Construction-related power consumption.

Emissions associated with construction of this project were calculated using a construction start in January 2016 and lasting for approximately one year. Primary modeling parameters included the numbers of each piece of equipment and the length of each construction stage. Specific construction phasing and equipment parameters were obtained from the project engineer and are identified in Appendix C.

Operational Emissions Modeling

For the purposes of computing the emissions, build-out of the project would occur in 2017. The operation of the project would result in emissions from the area and mobile sources. Area source emissions associated with the proposed project include consumer products, architectural coatings, and landscaping equipment. CalEEMod was used to estimate area source emissions using based on the building areas and the land use type.

Mobile source emissions would originate from traffic generated by the project. CalEEMod was used to estimate vehicle emissions based on the trip generation rate and trip length. According to the project traffic report prepared for the project (see Appendix H-1), the proposed market and restaurant would generate 8,605 average daily traffic (ADT). SANDAG's average regional trip length of 5.8 miles was assumed (SANDAG 2014).

Project Emissions

Based on the methodology summarized above, the project construction and operation emissions were calculated. Note that the emissions shown are the maximum emissions for each pollutant, and they are the daily amounts that may occur during different phases of construction. Table 4.2-5 summarizes the project emissions.

Table 4.2-5 Project Construction and Operation Emissions (pounds per day)

Pollutant	Maximum Daily Construction Emissions	Average Daily Operation Emissions[1]	Significance Thresholds[2]	Exceeds Threshold?
ROG	15	33	75/55	***No***
NO_x	122	36	250	***No***
CO	74	204	550	***No***
SO_x[1]	0	0	250	***No***
PM_{10}	7	16	100	***No***
$PM_{2.5}$	6	5	55	***No***

Source: Appendix C

[1]Average daily operations emissions vary by season. Worst-case emissions are shown.

[2]Escondido Municipal Code Section 33-924(G). Significance threshold is 75 pounds per day for construction and threshold 55 pound per day for operation.

As seen in Table 4.2-5, project generated emissions are projected to be less than the significance thresholds for all criteria pollutants; therefore, air quality impacts due to project construction and operation would be less than significant.

4.2.3.3 Issue 3: Cumulative Impacts to Ambient Air Quality

Guidelines for Determination of Significance

Based on the CEQA Appendix G, the project would result in a significant, cumulative impact to ambient quality if the project would:

- 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 release emissions which exceed quantitative thresholds for ozone precursors).

Impact Analysis

The region is classified as attainment for all criterion pollutants except ozone, PM_{10}, and $PM_{2.5}$. Ozone is not emitted directly, but is produced indirectly as a result of the chemical reaction of NO_X and ROGs in the presence of sunlight. Thus, NO_X and ROG are known as the chief "precursors" of ozone.

For assessing the potential cumulative significance of the air quality emissions, the project emissions were compared to the SDAPCD Air Quality Impact Assessment trigger levels for NO_X, ROG, PM_{10}, and $PM_{2.5}$. The Escondido significance thresholds are the same as the SDAPCD Air Quality Impacts Assessment trigger levels. As shown in Table 4.2-5, project emissions would be less than the applicable thresholds for all criteria pollutants. Thus, cumulative impacts to ambient air quality would be less than significant.

4.2.3.4 Issue 4: Impacts to Sensitive Receptors

Guidelines for Determination of Significance

Based on the CEQA Appendix G, the project would result in a significant impact to sensitive receptors if the project would:

- Expose sensitive receptors to substantial pollutant concentration including air toxics such as diesel particulates.

Impact Analysis

Diesel Particulate Matter

Considering the proposed construction activities operational commercial uses, the TAC of concern is diesel particulate matter (DPM). The dose of TACs to which receptors are exposed is the primary factor used to determine health risk. The dose a receptor receives is related to concentration, proximity to the concentration, and the extent of exposure. The nearest sensitive receptor is a single-family residence immediately west of the project site, but it is also noted that a school is located across Lincoln Avenue to the north.

Construction of the project would result in short-term diesel exhaust emissions from on-site heavy-duty equipment. Other construction-related sources of DPM include material delivery trucks and construction worker vehicles; however, these sources are minimal relative to construction equipment. Construction activities are estimated to be approximately a year. For DPM, cancer risk is a function of chronic exposure and is typically calculated based on 9-, 30-, and 70-year exposures (Office of Environmental Health Hazard Assessment 2003). Thus, relative to the exposures at which cancer risks

are typically assessed, the proposed project construction exposure would be relatively more short-term and would not result in health risks in excess of one in a million.

During project operations, delivery trucks would be diesel operated. While the deliveries could occur as often as every day, the time that trucks would be running on-site at the delivery dock would be minimal. Health risks from exposure to DPM occur from high-volume freeways, stationary diesel engines, and facilities that attract heavy and constant diesel vehicle traffic such as warehouses and distribution centers. The CARB's Handbook includes facilities (distribution centers) with associated diesel truck trips of more than 100 trucks per day as a source of substantial TAC emissions. The project proposes two loading docks and would not attract heavy and constant diesel vehicle traffic. It should be noted that heavy-duty diesel vehicles are prohibited from idling for more than five minutes per CARB regulations. Thus, health risk impacts associated with delivery trucks would be less than significant.

In conclusion, cancer and non-cancer risks from DPM would be less than significant.

Carbon Monoxide Hotspots

Localized CO concentration is a direct function of motor vehicle activity at signalized intersections (e.g., idling time and traffic flow conditions), particularly during peak commute hours and meteorological conditions. Under specific meteorological conditions (e.g., stable conditions that result in poor dispersion), CO concentrations may reach unhealthy levels with respect to local sensitive land uses. Guidance for the evaluation of CO hot spots is provided in the *Transportation Project-level Carbon Monoxide Protocol* (CO protocol) (University of California, Davis 1997) prepared for the Environmental Program of the California Department of Transportation by the Institute of Transportation Studies, University of California Davis.

The SDAB is a CO maintenance area under the federal CAA. This means that SDAB was previously a non-attainment area and is currently implementing a 10-year plan for continuing to meet and maintain air quality standards. As a result, ambient CO levels have declined significantly. According to the CO Protocol, in maintenance areas, only projects that are likely to worsen air quality necessitate further analysis. The CO Protocol indicates projects may worsen air quality if they worsen traffic flow, 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. Unsignalized intersections are not evaluated as they are typically signalized as volumes increase and delays increase, and traffic volumes at unsignalized intersections are typically much lower than at signalized intersections.

The traffic study prepared for the project includes anticipated traffic volumes at intersection near the project site. Between the project operational year (2016) and the project horizon year (2035), the following five signalized intersections are anticipated to operate at LOS E or worse:

- Centre City Parkway at El Norte Parkway *(LOS E/E during AM/PM Peak Hour)*
- Centre City Parkway at Mission Avenue *(LOS C/E during AM/PM Peak Hour)*
- North Broadway at SR 78/Lincoln Parkway *(LOS F/F during AM/PM Peak Hour)*
- North Broadway at Mission Avenue *(LOS E/E during AM/PM Peak Hour)*
- Fig Street at Lincoln Parkway *(LOS F/D during AM/PM Peak Hour)*

According to the CO protocol, the three worst intersections would require detailed modeling in order to determine if the CO emissions exceeded the thresholds. If one of the intersections fail then the next worse intersection would be modeled until it is determined that all remaining intersections would not exceed the national or California AAQS. The three worst intersections were chosen based on traffic volumes, delay, and intersection configuration. Based on a review of these intersections, the following three intersections are included in the detailed modeling:

- Centre City Parkway at Mission Avenue
- North Broadway at SR-78/Lincoln Parkway
- North Broadway at Mission Avenue

CALINE4, a computer air emission dispersion model, was used to calculate CO concentrations at receivers located at each intersection. The assumptions utilized in this model are detailed in Appendix C, but generally include traffic volumes and emission factors from EMFAC2014 (State of California 2014b), weather conditions, as well as the highest one-hour background concentration of CO for the area (3.2 ppm) in the last five years. The results of the modeling for these intersections are summarized in Table 4.2-6.

Table 4.2-6 Maximum Buildout CO Concentrations
(CO PPM)

Roadway	Peak Hour Period	Operation Year (2016)		Horizon Year (2035)		Standard CAAQS/ NAAQS	
		1-Hour	8-Hour	1-Hour	8-Hour	1-Hour	8-Hour
Centre City Parkway/ Mission Avenue	AM	5.5	3.9	4.0	2.8	20/35	9.0/9
	PM	5.7	4.0	4.0	2.8		
North Broadway/ SR-78/Lincoln Parkway	AM	4.9	3.4	4.8	3.4		
	PM	5.1	3.6	4.3	3.0		
North Broadway/ Mission Avenue	AM	4.9	3.4	4.9	3.4		
	PM	5.5	3.9	5.2	3.6		

Source: Appendix C.

As shown, the maximum 1-hour concentration would be 5.7 ppm and the maximum 8-hour concentration would be 3.9 ppm at the intersections with the highest CO hot spots potential. Thus, increases of CO due to the project would be below the federal and state standards. Therefore, localized air quality emissions would be less than significant.

4.2.3.5 Issue 5: Odor Impacts

Guidelines for Determination of Significance

Based on the CEQA Appendix G, the project would result in a significant impact related to odor if the project would:

- Create objectionable odors affecting a substantial number of people.

The City's CEQA guidelines also address offensive odors. If sensitive receptors are proposed near an existing odor source, impacts are significant if the proposed sensitive use is located closer to the source than an existing sensitive receptor at which there has been more than one confirmed complaint about

the odor. If there are no existing sensitive receptors, impacts should be based on the distance and frequency of complaints of sensitive receptors located near similar odor sources.

Impact Analysis

The project would involve the use of diesel-powered construction equipment and diesel delivery trucks during operations. Diesel exhaust may be noticeable temporarily at adjacent properties; however, construction activities would be temporary and deliveries would also generate diesel odors for a very limited amount of time. The project would include proper trash enclosures and weekly trash services, and would not generate substantial odors associated with food waste or trash. The project does not include industrial or agricultural uses that are typically associated with objectionable odors. Therefore, this impact would be less than significant.

4.2.4 Cumulative Impacts

As discussed under Issues 1 to 3, project air emissions would not exceed applicable thresholds and the project would be in compliance with the RAQS. These thresholds are intended to address cumulative air quality effects of projects at the SDAB and state level. The additional diesel particulates generated during construction and operations could combine with cumulative roadway emissions on the nearby SR-78. However, considering dispersal rates, this impact would not increase health risks by the one in a million threshold or generate substantial new sources of diesel odor. Therefore, the project would not substantially contribute to cumulative air quality impacts.

4.2.5 Significance of Impact Prior to Mitigation

The proposed project would not obstruct implementation of the RAQS, individually or cumulatively impact ambient air quality, expose sensitive receptors to air toxics, or create objectionable odors. Impacts would be less than significant.

4.2.6 Mitigation

As the project impacts related to air quality would be less than significant, no mitigation is necessary.

4.2.7 Conclusion

The project would have a less than significant impact related to air quality.

4.3 Greenhouse Gas Emissions

This section of the EIR describes the existing greenhouse gas emissions (GHG) from the project site as well as the greenhouse gas emissions that would result from the project. Following guidance from the City's *CEQA Thresholds and Screening Tables* document, the project was evaluated for consistency with the City of Escondido Climate Action Plan (E-CAP). The analysis is based on the project *Greenhouse Gas Emissions Analysis* that was completed by RECON Environmental, Inc. in June 2015 and is included in this EIR as Appendix D.

4.3.1 Existing Conditions

4.3.1.1 City of Escondido GHG Inventory

The City's 2010 Community-wide Emissions Inventory was adopted in 2013 as a part of the E-CAP (see Section 4.3.2.2 - Climate Change Scoping Plan). Table 4.3-1 summarizes the inventory. As shown, the primary sources of GHG emissions in Escondido are energy (electricity and natural gas) and transportation.

Table 4.3-1 Escondido 2010 Community-Wide GHG Emissions by Source

Category	2010 Emissions	
	$MTCO_2E$	% total
Energy	395,565	44.6%
Transportation	368,622	41.6%
Area Sources	52,559	5.9%
Solid Waste	41,724	4.7%
Water and Wastewater	25,360	2.9%
Construction	2,288	0.3%
TOTAL	**886,118**	100%

Source: City 2013a.

4.3.1.2 Project Site Emissions

The project site is currently developed with a vacant automotive dealership. The automotive dealership moved their operations to a facility across the street in 2007 and the on-site buildings have been vacant since that time. The project site does not currently generate any vehicle trips and is not a source of GHG emissions.

4.3.2 Regulatory Framework

In response to rising concern associated with increasing GHG emissions and global climate change impacts, several plans and regulations have been adopted at the international, national, and state levels with the aim of reducing GHG emissions. The following is a description of the federal, state, and local plans and regulations most relevant to the project.

4.3.2.1 Federal

The federal government, U.S. Environmental Protection Agency (U.S. EPA), and other federal agencies have many federal level programs and projects to reduce GHG emissions.

Environmental Protection Agency

The U.S. EPA provides technical expertise and encourages voluntary reductions from the private sector. Energy Star is a joint program of U.S. EPA and the U.S. Department of Energy, which promotes energy-efficient products and practices. Tools and initiatives include the Energy Star Portfolio Manager, which helps track and assess energy and water consumption across an entire portfolio of buildings, and the Energy Star Most Efficient 2013, which provides information on exceptional products that represent the leading edge in energy-efficient products in the year 2013 (U.S. EPA 2013).

The U.S. EPA also partners with the public sector, to encourage smart growth, sustainability preparation, and renewable energy and climate change preparation. These initiatives include the Clean Energy–Environment State Partnership Program, the Climate Ready Water Utilities Initiative, the Climate Ready Estuaries Program, and the Sustainable Communities Partnership (U.S. EPA 2014).

Corporate Average Fuel Economy Standards

The federal Corporate Average Fuel Economy (CAFE) standards determine the fuel efficiency of certain vehicle classes in the United States. While the standards had not changed since 1990, as part of the Energy and Security Act of 2007, the CAFE standards were increased for new light-duty vehicles to achieve the equivalent of 35 miles per gallon (mpg) by 2020. In May 2009, plans were announced to further increase CAFE standards to require light-duty vehicles to meet an average fuel economy of 35.5 mpg by 2016. In October 2012, the U.S. EPA and National Highway Traffic Safety Administration issued a final rule for new light-duty vehicles for model years 2017 to 2025 to achieve an equivalent of 54.5 mpg (Federal Register 2011). With improved gas mileage, fewer gallons of transportation fuel would be combusted to travel the same distance, thereby reducing nationwide GHG emissions associated with vehicle travel.

4.3.2.2 State

The State of California has adopted a number of plans and regulations aimed at identifying statewide and regional GHG emissions caps, GHG emissions reduction targets, and actions and timelines to achieve the target GHG reductions.

Executive Orders

EO-S-3-05—Statewide GHG Emission Targets

This executive order (EO) established the following GHG emission reduction targets for the State of California:

- by 2010, reduce GHG emissions to 2000 levels;
- by 2020, reduce GHG emissions to 1990 levels;
- by 2050, reduce GHG emissions to 80 percent below 1990 levels.

This EO also directs the Secretary of the California EPA to oversee the efforts made to reach these targets, and to prepare biannual reports on the progress made toward meeting the targets and on the impacts to California related to global warming, including impacts to water supply, public health, agriculture, the coastline, and forestry. With regard to impacts, the report shall also prepare and report on mitigation and adaptation plans to combat the impacts. The first Climate Action Team Assessment Report was produced in March 2006 and has been updated every two years.

EO B-30-15—2030 Statewide GHG Emission Goal

This EO, issued on April 29, 2015, establishes an interim GHG emission reduction goal for the State of California: by 2030, reduce GHG emissions to 40 percent below 1990 levels. This EO also directs all state agencies with jurisdiction over GHG-emitting sources to implement measures designed to achieve the new interim 2030 goal, as well as the pre-existing, long-term 2050 goal identified in EO S-3-05. Additionally, this EO directs the California Air Resources Board (CARB) to update its Climate Action Scoping Plan (Scoping Plan) to address the 2030 goal. Therefore, in the coming months, CARB is expected to develop statewide inventory projection data for 2030, as well as commence its efforts to identify reduction strategies capable of securing emission reductions that allow for achievement of the EO's new interim goal.

Assembly Bill 32—California Global Warming Solutions Act

In response to EO S-3-05, the California legislature passed Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, and thereby enacted Sections 38500–38599 of the California Health and Safety Code. AB 32 required CARB to establish an emissions cap and adopt rules and regulations that would reduce GHG emissions to 1990 levels by 2020. AB 32 also required CARB to adopt a plan by January 1, 2009, indicating how emission reductions would be achieved from significant GHG sources via regulations, market mechanisms, and other actions.

Climate Change Scoping Plan

As directed by AB 32, in 2008 CARB adopted the Climate Change Scoping Plan, which identifies the main strategies California will implement to achieve the GHG reductions necessary to reduce forecasted business-as-usual (BAU) emissions by 2020. In 2008, as part of its adoption of the Scoping Plan, CARB estimated that annual statewide GHG emissions were 427 million metric tons of CO_2 equivalent ($MMTCO_2e$) in 1990, and would reach 596 $MMTCO_2e$ by 2020 under a BAU scenario (CARB 2008). To achieve the mandate of AB 32, a 169 $MMTCO_2e$ (or an approximate 28.3 percent) reduction in BAU emissions was needed by 2020. The 2020 emissions baseline used in the 2008 Scoping Plan is the estimate of emissions developed using prerecession data and reflects GHG emissions expected to occur in the absence of any reduction measures that were adopted after passage of AB 32 in 2005 (CARB 2008).

Approved in May 2014, the First Update to the Scoping Plan (CARB 2014) defines CARB's priorities for the next five years and sets the groundwork to reach long-term goals set forth in EO S-3-05. A stated goal of the update is to lay the foundation for establishing a broad framework for continued emission reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050. The update revises 2020 BAU forecasts from 596 $MMTCO_2e$ to 509 $MMTCO_2e$, based on economic downturn. This, in turn, changes the BAU reduction target from 28.3 percent to 16.1 percent. Advancements in climate science are discussed, including issues such as the quantification of the impacts of temperature change, further understanding of the mechanisms of climate pollutants (black carbon, methane, and

hydrofluorocarbons), and improvements to GHG monitoring. The First Update also describes progress made since the original Scoping Plan including implementation of a more comprehensive Cap-and-Trade Program, Low Carbon Fuel Standard (LCFS), a 33 percent Renewable Portfolio Standard, and Advanced Clean Cars program, which has been adopted at the federal level.

The key recommended actions for the waste sector include policies to eliminate the disposal of organic materials at landfills, development of waste management goals, and improve recycled-content procurement. According to the Scoping Plan, "meeting the AB 341 mandate 75 percent recycling goal is the best path forward to maximizing GHG emissions reductions from the Waste Management Sector."

The key recommended actions for the energy sector include more energy from renewable sources in the state's electricity mix. Goals include providing 33 percent of the state's electricity needs through renewable energy sources by 2020. Renewable energy includes (but is not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas.

California Code of Regulations, Title 24 - California Building Code

The California Code of Regulations (CCR), Title 24, is referred to as the California Building Code, or CBC. It consists of a compilation of several distinct standards and codes related to building construction including, plumbing, electrical, interior acoustics, energy efficiency, handicap accessibility, and so on. Of particular relevance to GHG reductions are the CBC's energy efficiency and green building standards as outlined below.

Title 24, Part 6—Energy Efficiency Standards

The CCR, Title 24, Part 6 is the Energy Efficiency Standards or California Energy Code. This code, originally enacted in 1978, establishes energy-efficiency standards for residential and non-residential buildings in order to reduce California's energy consumption. The Energy Code is updated periodically to incorporate and consider new energy-efficiency technologies and methodologies as they become available. The current amendments to the Energy Code, known as 2008 Title 24, or the 2008 Energy Code, became effective January 1, 2010. The 2008 Title 24 requires energy savings of 15–35 percent above the former 2005 Title 24 Energy Code. New construction and major renovations must demonstrate their compliance with the current Energy Code through submission and approval of a Title 24 Compliance Report to the local building permit review authority and the California Energy Commission. By reducing California's energy consumption, emissions of statewide GHGs may also be reduced. CARB projects that approximately 26.3 $MMTCO_2E$ of GHGs could be reduced statewide through expanded energy efficiency programs, including updates to Title 24's energy efficiency standards (CARB 2014).

Title 24, Part 11—California Green Building Standards

The California Green Building Standards Code, referred to as CALGreen, was added to Title 24 as Part 11 first in 2009 as a voluntary code, which then became mandatory effective January 1, 2011 (as part of the 2010 CBC). CALGreen institutes mandatory minimum environmental performance standards for all ground-up new construction of commercial and low-rise residential buildings, state-owned buildings, schools, and hospitals. It also includes voluntary tiers (I and II) with stricter environmental performance standards for these same categories of residential and non-residential buildings. Local jurisdictions must enforce the minimum mandatory requirements and may also adopt the Green Building Standards with amendments for stricter requirements.

The mandatory standards require:

- 20 percent mandatory reduction in indoor water use relative to specified baseline levels;
- 50 percent construction/demolition waste diverted from landfills;
- Mandatory inspections of energy systems to ensure optimal working efficiency; and
- Requirements for low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particleboards.

The voluntary standards require:

- Tier I—15 percent improvement in energy requirements, stricter water conservation requirements for specific fixtures, 65 percent reduction in construction waste, 10 percent recycled content, 20 percent permeable paving, 20 percent cement reduction, cool/solar reflective roof; and
- Tier II—30 percent improvement in energy requirements, stricter water conservation requirements for specific fixtures, 75 percent reduction in construction waste, 15 percent recycled content, 30 percent permeable paving, 30 percent cement reduction, cool/solar reflective roof.

Similar to the compliance reporting procedure for demonstrating energy code compliance in new buildings and major renovations, compliance with the CALGreen water reduction requirements must be demonstrated through completion of water use reporting forms for new low-rise residential and non-residential buildings. The water use compliance form must demonstrate a 20 percent reduction in indoor water use by either showing a 20 percent reduction in the overall baseline water use as identified in CALGreen or a reduced per-plumbing-fixture water use rate.

Senate Bill 97 - CEQA GHG Amendments

Senate Bill 97 (SB 97; Chapter 185, Statutes of 2007; Public Resources Code, Sections 21083.05 and 21097) acknowledges that climate change is a prominent environmental issue that requires analysis under the California Environmental Quality Act (CEQA). The California Natural Resources Agency adopted amendments to the CEQA Guidelines (California Code of Regulations, Title 14, Sections 15000-15387) to address GHG emissions, consistent with Legislature‘s directive in Public Resources Code section 21083.05 (enacted as part of SB 97 [Chapter 185, Statutes 2007]).

4.3.2.3 Local

a. Escondido General Plan

The City General Plan was last updated in May 2012. The Resource Conservation Element contains air quality and climate protection policies aimed at reducing GHG emissions. The overall intent of these policies is to support climate protection actions, while retaining flexibility in the design of implementation measures, which could be influenced by new scientific research, technological advances, environmental conditions, or state and federal legislation. As such, these measures include

policies such as "implementing land use patterns that reduce automobile dependence" and "promoting local agriculture."

b. Escondido Climate Action Plan

To address GHG emissions, the City adopted the E-CAP with the target of reducing GHG emissions within Escondido by 15 percent below existing levels by 2020 (City 2013a). The E-CAP includes GHG inventories for 2010 and GHG forecasts for 2020 and 2035. The E-CAP identifies local measures to reduce transportation, energy, area source, water, solid waste, and construction emissions in 2020. Local GHG reductions would come from improvements to residential and commercial building energy efficiency (45.8 percent), revised land use policies, and increased public transportation (33.9 percent), and implementation of a waste disposal program (18.1 percent).

4.3.3 Analysis of Project Impacts and Determination of Significance

4.3.3.1 Issue 1: GHG Emissions

Guidelines for Determination of Significance

Based on CEQA Appendix G, the project would result in a significant impact to global climate change if the project would:

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

The City's *CEQA Thresholds and Screening Tables* document provides guidance on how to assess the significance of GHG emissions (City of Escondido 2013b). The City's Guidance includes a screening level of 2,500 $MTCO_2E$ to determine the need for additional analysis of project emissions. Projects that emit less than the 2,500 $MTCO_2E$ screening level defined as small projects that are inherently considered less than significant.

Projects that exceed the 2,500 $MTCO_2E$ screening level must be further assessed to determine whether the project would achieve GHG reductions that are consistent with City's GHG reduction goals established in the E-CAP to be considered less than significant.

Consistency with the E-CAP can be demonstrated through a qualitative method using a list of GHG reduction measures contained in the Screening Tables from the City's *CEQA Thresholds and Screening Tables* document or alternative methods. The purpose of the Screening Tables is to provide guidance in measuring the reduction of GHG emissions attributable to certain design and construction measures incorporated into development projects. The Screening Table method assigns points for project design features and project mitigation measures (collectively referred to as "feature"). Point values correspond to the minimum emissions reduction expected from each feature. Projects that garner at least 100 points would be considered consistent with the reduction quantities anticipated in the City's E-CAP on a project level. As such, those projects would be determined to have a less than significant impact for GHG emissions.

Impact Analysis

Emissions Modeling

The project would result in short-term GHG emissions from construction and long-term GHG emissions associated with project operations. Construction and operational emissions associated with the proposed project were modeled for the project using the California Emissions Estimator Model (CalEEMod) software version 2013.2.2 which incorporates current air emission data, planning methods and protocol. Modeling methodology and assumptions are summarized below. A more detailed discussion of methodology and model results are included in Appendix D.

Project construction activities emit GHGs primarily through combustion of fuels (mostly diesel) in the engines of off-road construction equipment and through combustion of diesel and gasoline in on-road construction vehicles and in the commuter vehicles of construction workers. Construction emissions associated with development of the project were quantified by estimating the types of equipment (including the number) that would be used on-site during construction as well as off-site haul trips to remove demolition debris and exported soils. Construction activity is anticipated to take approximately 76 weeks (19 months), beginning September 2016 and ending March 2018. Following the recommendation of multiple air districts, including the SCAQMD, construction-related emissions were amortized over a 30-year period to represent the equivalent annual emissions.

Operation of the project would generate GHG emissions as a result of project-generated traffic, energy demand, area sources (consumer products, landscape maintenance equipment, architectural coatings), water and wastewater use, and solid waste sources. Based on the traffic report prepared for the project (Appendix H-1), the project would generate 8,605 average daily trips. Vehicle emissions from these trips were quantified using emission factors and fleet mix derived from CARB's Emission Factors 2011 model and the average regional trip length of 5.8 miles (SANDAG 2014). CalEEMod includes energy demand, area source, water demand and wastewater generation, and solid waste disposal rates based on specific land use types (supermarket and fast-food restaurant) and the size. Emissions were calculated using these rates and emission factors from the project utility provider (San Diego Gas & Electric). Modeling was adjusted to account for water- and energy-efficiency measures mandated by the 2013 Title 24 – California Building Code.

Project Emissions

Based on the methodology summarized above, the primary sources of direct and indirect GHG emissions were calculated. Table 4.3-2 summarizes the project emissions. The complete model outputs for the project are included in Appendix D.

Table 4.3-2 Project GHG Emissions ($MTCO_2E$ per year)

Emission Source	Project GHG Emissions
Vehicles	3,480
Energy Use	650
Area Sources	0
Water Use	28
Solid Waste Disposal	128
Construction	41
TOTAL	**4,327**

Source: Appendix D.

The project would result in emission of 4,327 $MTCO_2E$ per year. As this exceeds the City's 2,500 $MTCO_2E$ screening level, the project was further evaluated using Screening Tables from the City guidance.

Table 4.3-3 shows the screening table for implementation of GHG reduction measures for the project. As discussed above, projects that garner at least 100 points would be considered consistent with the reduction quantities anticipated in the City's E-CAP on a project level. As such, those projects would be determined to have a less than significant impact for GHG emissions. As shown in Table 4.3-3, the project would achieve 100 points in GHG reductions. Thus, the project would be consistent with the reduction quantities anticipated in the City's E-CAP and impacts would be less than significant.

Table 4.3-3 Screening Table for Implementation of GHG Reduction Measures for the Project

Feature	Description	Assigned Point Value	Project Points
Reduction Measure R2 E5: Energy Efficiency for Commercial Development			
Building Envelope			
Insulation	Title 24 Standard (required) Modestly Enhanced Insulation (5% > Title 24) Enhanced Insulation (15% > Title 24) Greatly Enhanced Insulation (20% > Title 24)	0 points 3 points 7 points 11 points	3
Windows	Title 24 Standard (required) Modestly Enhanced Window Insulation (5% > Title 24) Enhanced Window Insulation (15% > Title 24) Greatly Enhanced Window Insulation (20% > Title 24)	0 points 3 points 7 points 11 points	3
Doors	Title 24 Standard (required) Modestly Enhanced Insulation (5% > Title 24) Enhanced Insulation (15% > Title 24) Greatly Enhanced Insulation (20% > Title 24)	0 points 3 points 7 points 11 points	3
Air Infiltration	Title 24 Standard (required) Modest Building Envelope Leakage (5% > Title 24) Reduced Building Envelope Leakage (15% > Title 24) Minimum Building Envelope Leakage (20% > Title 24)	0 points 3 points 7 points 11 points	7
Thermal Storage of Building	Thermal storage designed to reduce heating/cooling by 5 ºF within the building Thermal storage to reduce heating/cooling by 10 ºF within the building. Note: Engineering details must be provided to substantiate the efficiency of the thermal storage device.	5 points 11 points	5
Building Envelope Performance Standard	Modestly Enhanced Building Envelope (5% > Title 24) Enhanced Building Envelope (15% > Title 24) Greatly Enhanced Building Envelope (20% > Title 24)	12 points 28 points 44 points	28
Indoor Space Efficiencies			
Heating/Cooling Distribution System	Title 24 Standard (required) Modest Distribution Losses (5% > Title 24) Reduced Distribution Losses (15% > Title 24) Greatly Distribution Losses (20% > Title 24)	0 points 3 points 7 points 11 points	3
Space Heating/Cooling Equipment	Title 24 Standard (required) Efficiency HVAC (5% > Title 24) High Efficiency HVAC (15% > Title 24) Very High Efficiency HVAC (20% > Title 24)	0 points 3 points 7 points 11 points	7

Table 4.3-3 Screening Table for Implementation of GHG Reduction Measures for the Project (cont.)

Feature	Description	Assigned Point Value	Project Points
Water Heaters	Title 24 Standard (required)	0 points	7
	Efficiency Water Heater (Energy Star conventional that is 5% > Title 24)	3 points	
	High Efficiency Water Heater (Conventional water heater that is 15% > Title 24)	7 points	
	High Efficiency Water Heater (Conventional water heater that is 20% > Title 24)	11 points	
	Solar Water Heating System	13 points	
Artificial Lighting	Title 24 Standard (required)	0 points	5
	Efficient Lights (5% > Title 24)	3 points	
	High Efficiency Lights (LED, etc. 15% > Title 24)	5 points	
	Very High Efficiency Lights (LED, etc. 20% > Title 24)	7 points	
Appliances	Title 24 Standard (required)	0 points	7
	Efficient Appliances (5% > Title 24)	3 points	
	High Efficiency Energy Star Appliances (15% > Title 24)	7 points	
	Very High Efficiency Appliances (20% > Title 24)	11 points	
Reduction Measure R2 E6: New Commercial/Industrial Renewable Energy			
Photovoltaic	Solar Photovoltaic panels installed on commercial buildings or in collective arrangements within a commercial development such that the total power provided augments:		1
	Solar Ready Roofs (sturdy roof and electric hookups)	1 point	
	10 percent of the power needs of the project	7 points	
	20 percent of the power needs of the project	13 points	
	30 percent of the power needs of the project	19 points	
	40 percent of the power needs of the project	25 points	
	50 percent of the power needs of the project	31 points	
	60 percent of the power needs of the project	37 points	
Reduction Measure R2 W1: Water Use Reduction Initiative			
Irrigation and Landscaping			
Water Efficient Landscaping	Limit conventional turf to < 20% of each lot (required)	0 points	3
	Eliminate conventional turf from landscaping	2 points	
	Eliminate turf and only provide drought tolerant plants	3 points	
	Xeroscaping that requires no irrigation (after plants are established)	5 points	
Water Efficient Irrigation Systems	Drip Irrigation	1 point	4
	Smart irrigation control systems combined with drip irrigation (demonstrate 20% reduced water use)	4 points	
Potable Water			
Toilets	Title 24 Standard (required)	0 points	6
	EPA High Efficiency Toilets/Urinals (15% > Title 24)	3 points	
	Waterless Urinals (note that commercial buildings having both waterless urinals and high efficiency toilets have a combined point value of 6 points)	3 points	
Faucets	Title 24 Standard (required)	0 points	3
	EPA High Efficiency Faucets (15% > Title 24)	3 points	

Table 4.3-3 Screening Table for Implementation of GHG Reduction Measures for the Project (cont.)

Feature	Description	Assigned Point Value	Project Points
Reduction Measure R2 T1: Land Use Based Trips and VMT Reduction Policies			
Mixed Use	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 traffic studies that demonstrate trip reductions and/or reductions in vehicle miles traveled.	TBD*	2
Local Retail Near Residential (Commercial Only Projects)	Having residential developments within walking and biking distance of local retail helps reduce vehicle trips and/or vehicle miles traveled. 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.	TBD*	3
POINTS TOTAL			**100**

*TBD = To Be Determined. For the proposed project, values were determined per conversation with Jay Petrek, City of Escondido.

4.3.3.2 Issue 2: Consistency with Adopted Plans

Guidelines for Determination of Significance

Based on CEQA Appendix G, the project would result in a significant impact related to greenhouse gas emissions reductions efforts if the project would:

- Conflict with an applicable plan, policy, or regulation that was adopted for the purpose of reducing the emissions of greenhouse gases.

Impact Analysis

AB 32 codified the 2020 goal of reducing statewide GHG emissions to 1990 levels and launched the Climate Change Scoping Plan that outlined the reduction measures needed to reach these targets. Following the state's adopted AB 32 GHG reduction target, the City has set a goal to reduce emissions back to 1990 levels by the year 2020. The City's E-CAP was prepared to demonstrate how this would be achieved.

As discussed under Section 4.3.3.1, the project would achieve 100 points in GHG reductions measures from the City's *CEQA Thresholds and Screening Tables*. By achieving 100 points in GHG reductions, the project demonstrates consistency with the City's GHG reduction goals established in the E-CAP. Thus, the project would be considered consistent with the E-CAP and AB 32, and GHG impacts would be less than significant.

4.3.4 Cumulative Impacts

As GHG emissions and climate change are a global issue, any project regardless of its location has the potential to contribute to a cumulative global accumulation of GHG emissions. The GHG emissions of individual projects do not generate sufficient GHG emissions to have a substantial effect on global climate change; however, projects may contribute to cumulative GHG emissions that result in significant adverse impacts. In theory, the geographic extent of the cumulative contributions to GHGs

and climate change is worldwide. However, lead agencies are only able to regulate GHG emissions within their respective jurisdictions; therefore, the geographic extent is primarily contingent upon the area over which lead agencies have authority. As the project is consistent with the City's GHG reduction goals established in the E-CAP, cumulative impacts would be less than significant.

4.3.5 Significance of Impact Prior to Mitigation

Project emissions would be consistent with the reduction quantities anticipated in the City's E-CAP. Thus, the level of impacts associated with contribution of GHGs to cumulative statewide emissions would be less than significant.

The project is consistent with the City's GHG reduction goals established in the E-CAP and state goals established in AB 32. The level of impacts to applicable plans, policies, and regulations for the purpose of reducing GHG emissions would also be less than significant.

4.3.6 Mitigation

As the project impacts related to GHG emissions would be less than significant, no mitigation is necessary.

4.3.7 Conclusion

The project would have a less than significant impact related to GHG emissions.

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4.4 Hazards and Hazardous Materials

This section of the EIR describes the existing hazardous materials, hazardous sites, airport, wildland fire, and emergency response and evacuation plan conditions in the proposed project area. This section also analyzes the proposed project and its potential to have a significant impact on public safety, health, or the environment. The hazardous material information below is based on a project-specific Phase I Environmental Site Assessment (ESA) Report prepared by Geosyntec in 2011 (Appendix E-1) and Phase II ESA reports prepared by Krazen & Associates in 2012 (Appendixes E-2 and E-3), as well as other resources as cited throughout the section.

The Phase I ESA (see Appendix E-1) included a review of available information, as well as preliminary site reconnaissance. Specifically, the review of available information included (1) a review of federal, state, and local environmental record sources within recommended American Society for Testing and Materials (ASTM) search distances; (2) reviewing topographic, geologic, and hydrogeologic information, historical aerial photographs, and historical fire insurance maps; and (3) an interview with the site owner. Based on the Phase I Report recommendations, Phase II ESAs (see Appendixes E-2 and E-3) were prepared and included soil testing to further address the potential subsurface impacts of the historic automotive service facility.

4.4.1 Existing Conditions

4.4.1.1 Potential Hazardous Materials Issues

City of Escondido

According to the General Plan (2012), the potential hazardous materials issues in the City include transfer station sites, historic agriculture areas, petroleum storage, hazardous waste transportation, and hazardous material storage, use, and disposal. Based on the project location and existing and historic uses, potential hazardous material issues in the area include petroleum storage, automotive-related hazardous materials, and hazardous material transportation.

The project site is located to the southwest of an existing 7-Eleven gas station that stores large quantities of petroleum in underground storage tanks. Due to the difficulties in detecting any underground storage tank leaks, this represents a potential hazard in the vicinity. The 7-Eleven gas station has a history of leaking underground storage tank issues, as discussed further below.

Many automotive sale facilities exist in the vicinity, including several with automotive maintenance services. Automotive maintenance facilities typically involve hazardous materials such as oils, lubricants, gasoline, anti-freeze, and solvents. Typically, the quantities involved limit the potential hazardous material issue to the site and immediate adjacent area. As the site is separated from such uses by roadways, there is a low existing potential for such uses to result in a potential hazardous material issue for the site. However, the site itself was a former automotive sale facility with maintenance bays, and it has potential to have on-site contamination. These potential hazardous waste issues are addressed further below.

Hazardous waste transportation is considered a potential hazardous material issue at the project site due to the project location near SR-78. While all roadways may be used to transport hazardous waste,

SR-78 is utilized as a main east-west transportation corridor and has a higher potential to be utilized for such transport.

4.4.1.2 Potential Hazardous Material Sites

Vicinity

The Phase I ESA (see Appendix E-1) identified the following potential hazardous material sites in the project immediate vicinity:

- **Escondido Union School District** (EUSD; 150 West Lincoln Avenue) is listed as a former underground storage tank (USTs) site and a closed leaking underground storage tank (LUST) case. During closure of an unleaded gasoline tank and a diesel tank in 1986, it was determined that these tanks were leaking and contaminated soil in the vicinity. This case was closed in September 1986.
- **EUSD** (1029 North Broadway) is also listed as a small quantity generator of solvent mixture, solidified paint wastes, waste oil, organic liquids, liquids with polychlorinated biphenyls (PCBs), used oil filters, infectious waste, asbestos containing waste, and latex waste. No contamination issues have been reported since the above 1986 case.
- **San Diego Auto Thrift** (990 North Broadway and 133 East Lincoln Avenue) is listed as a UST containing petroleum waste. No leaks or spills have been reported.
- **7-Eleven Food Store and Service Station** (1030 North Broadway) was identified as having a previous closed 1993 LUST case, as well as a currently open LUST case that is pending soil and groundwater remediation. This site includes four 10,000-gallon UST and one 15,000-gallon UST. The potential effect of this LUST case on the project site is addressed through the site testing, as detailed further below.
- **Toyota and Scion of Escondido** (231 Lincoln Parkway) is listed for an aboveground storage tank (AST) used for storage of lubricating oils and brake cleaner. In addition, this automotive facility is listed for disposal/recycling of waste oil, antifreeze, organic liquids and solids, used batteries, and used oil filters. No leaks or spills have been reported.

Several other sites were found in the hazardous site database review between 400 feet and a half-mile from the project site. Most of these cases are closed, involve only soil contamination, or are listed due to the use of hazardous materials or generation of waste, with no spill or leaks recorded. Considering their distance from the site and lack of a significant environmental contamination issue, those cases do not have potential to result in or contribute to a hazard at the project site. The remaining open cases that involve groundwater contamination between 400 feet and a half-mile from the project site are listed below:

- **Rebel Ranch Inc**. (142 West Mission Avenue) – an ongoing LUST case opened in 1999 involving contaminated groundwater with fuel.
- **Brothers Mobil Service** (102 West Mission Avenue) – Gasoline and waste oil LUST case that involves groundwater contamination. Remediation is underway.
- **Shell Service Station** (102 Mission Avenue) – LUST case involving groundwater contamination. Remediation is underway.

- **7-Eleven Food Store #21785** (260 East Mission Avenue) – LUST case opened in 2000 involving groundwater contamination. Remediation is underway.
- **Pacific Petroleum Jack Powell Dodge** (750 North Escondido Boulevard) – diesel LUST case involving groundwater contamination. Remediation is underway.
- **E-Z Serve Station #41** (1280 Escondido Boulevard) – 1989 LUST case with remediation underway.
- **Mission Mobil** (502 West Mission Avenue) – groundwater impacted by a LUST with ongoing monitoring.

Site

The historical site uses include residential, agricultural (orchards), institutional (church), and automotive sales and repairs. As a part of these previous uses, two 550-gallon underground oil waste storage tanks (USTs) were previously located on-site as well as hydraulic hoists, hazardous material storage areas, clarifiers (some plugged), and linear drains. According to the County Department of Environmental Health (DEH) records, the two on-site 550-gallon USTs were removed in 1986 with no indications of soil or groundwater contamination (see Appendix E-1). In addition, site reconnaissance identified minor to moderate surface staining in the air compressor room; and minor surface staining in the former hazardous materials/waste-oil storage areas (see Appendixes E-1 to E-3) that may be indicative of spills. As such, the site-specific potential hazardous material issues include contamination from oils, fuels (diesel and gasoline), volatile organic compounds (VOCs) and metals (lead). Site testing was completed to evaluate these potential hazardous material issues.

The detailed results of the groundwater, soil, and vapor testing for oils, fuels, VOCs, and metals/lead are documented in the Phase II ESAs (see Appendixes E-2 and E-3). In summary, the soil testing detected diesel fuel (diesel hydrocarbons or TPH-d) at several boring locations on-site ranging from 5 to 31 milligrams per kilogram (mg/kg). Groundwater samples also detected diesel fuel ranging from 410 to 2,100 micrograms per liter and gasoline fuel (TPH-g) at 5,100 micrograms per liter, both of which exceed the environmental screening level. Soil vapor samples from four borings contained detectable concentrations of acetone, carbon disulfide, 4-Ethyltoluene, 1,3,5-Trimethylbenzene (TMB), 1,2,4-TMB, toluene, ethylbenzene, and xylenes, but in concentrations less than the California human health screening levels and environmental screening levels. Various metals (barium, chromium, cobalt, copper, lead, vanadium, and zinc) were also detected in soil samples at some locations, but also below the screening level thresholds.

While the soil and groundwater testing detected diesel and gasoline fuel that exceeded the screening levels, the site is not considered to have a significant existing hazardous material issue considering the groundwater is not utilized for drinking water and the low concentrations of hydrocarbon present (see Appendixes E-2 and E-3).

4.4.1.3 Lead and Asbestos

Lead and asbestos were commonly used in building construction prior to 1980, although construction materials after 1980 may also still include asbestos. On-site structures were constructed between 1968 and the late 1990s. Thus, lead-based paint and asbestos-containing materials have potential to be present within the buildings on-site. Such materials may pose as a health and safety risk if they are disturbed, and become airborne and inhalable.

4.4.1.4 Airport Hazards

The nearest airport is the Ramona Airport, which is over 10 miles from the project site. Per the Airport Land Use Compatibility Plan, the site is not located within the Ramona Airport Influence Area (San Diego County Regional Airport Authority 2011). The site is not located within two miles of a private airport. The site is approximately one mile from Palomar Health Downtown heliport and two miles from the Palomar Medical Center heliport.

4.4.1.5 Wildland Fire Hazards

The San Diego Region has had a history of large wildfires, including a recent history of large wildfires in 2003, 2007, and 2014. Per the General Plan Figure VI-6 (City of Escondido 2012a), the wildfire risk at the project site is considered moderate. The site is located in an urban area of the City surrounded by urban development. The nearest undeveloped area with substantial vegetation is approximately three-quarters (0.75) mile to the northeast. Thus, the site is not considered within a wildland-urban interface area.

4.4.1.6 Emergency Response and Evacuation Plans

As an emergency plan for disaster situations in San Diego County, the Operational Area Emergency Plan (OAEP) details a planned response to natural disasters, technological incidents, terrorism, and nuclear-related incidents. The response strategy described in the OAEP includes emergency operational concepts and is intended to facilitate the ultimate goals of protecting life and property and ensuring the population's well-being. The County and 18 incorporated cities in the region use the OAEP to inform their response to large-scale emergencies and disasters.

The Multi-Jurisdictional Hazard Mitigation Plan (County of San Diego 2010) provides emergency response planning for the project area. Potential emergencies specifically discussed in the plan include wildfire, structure fire, flood, coastal storms, erosion, tsunami, earthquakes, liquefaction, rain-induced landslide, dam failure, hazardous materials incidents, nuclear materials release, and terrorism.

Potential hazards or events that may trigger an emergency response action include earthquakes, tsunamis, floods, wildland fires, landslides, droughts, hurricanes, tropical storms, and freezes. Emergency response actions could also be triggered from a hazardous material incident, water or air pollution, a major transportation accident, water, gas, or energy shortage, an epidemic, a nuclear accident, or terrorism. Emergency evacuation routes are identified in the City General Plan Community Protection Element (City of Escondido 2012a; General Plan Figure VI-1), and include SR-78/Lincoln Parkway, North Broadway/Broadway, Escondido Boulevard, and El Norte Parkway.

4.4.2 Regulatory Framework

4.4.2.1 Hazardous Materials

Transport

Transportation of hazardous materials along SR-78 and other surface streets is regulated by the U.S. Department of Transportation (USDOT). In California, unless specifically exempted, it is unlawful to transport hazardous wastes unless the transporter has a valid registration issued by the Department of Toxic Substances Control.

Use and Storage

Hazardous Materials Business Plans

County regulations require the submittal of a Hazardous Materials Business Plan (HMBP) to County DEH for businesses that handle, store, or dispose of a hazardous substance at a given threshold quantity. HMBPs are intended to reduce the risks associated with the use and storage of hazardous materials by informing employers, employees, and emergency response personnel. An HMBP includes (1) an inventory of hazardous materials, including a site map with their locations; (2) an emergency response plan; and (3) an employee training program. The procedures delineated within an HMBP for a particular business must be followed immediately in case of fire, explosion, or unplanned chemical release. In addition, businesses that use or store hazardous materials are subject to routine inspections by the Hazardous Materials Division of DEH so as to ensure compliance with regulations, remedy safety hazards, and determine measures to prevent spills.

Risk Management Plans

At the state jurisdictional level, Article 2 of Chapter 6.95 of the Health and Safety Code (Sections 25531–25543.3) mandate the preparation of a Risk Management Plans (RMPs) for stationary sources of more than a threshold quantity of a regulated substance. An RMP must be updated every five years or as necessary. The California Accidental Release Prevention (CalARP) Program, a federal and state combined-effort program, requires that an RMP include a hazard assessment program, an accidental release prevention program, and an emergency response plan.

In case of a chemical emergency, the County DEH Hazardous Incident Response Team, working jointly with the San Diego Fire-Rescue Department, will investigate and mitigate the situation. The team serves 18 municipalities, including Escondido, and employs California State Certified Hazardous Materials Specialists that are trained to identify, contain, and control hazardous substances, and evaluate the threat to the local population and the environment (County DEH 2011).

Asbestos and Lead

The U.S. Environmental Protection Agency (U.S. EPA), California Environmental Protection Agency (CalEPA) and the Occupational Health and Safety Administration (OSHA) regulate hazardous materials, including asbestos- and lead-containing materials. U.S. EPA banned several asbestos-containing products in the 1970s (see 40 Code of Federal Regulations [CFR] Part 61, Subpart M; 16 CFR Part 1305; and 16 CFR 1304). Per OSHA (29 CFR 1926.1101 and 29 CFR 1910.1001), insulation, surfacing, asphalt, and vinyl flooring material prior to 1980 should be assumed to be asbestos-containing materials and handled accordingly. U.S. EPA and OSHA require proper abatement and disposal of asbestos- and lead-containing materials to protect human health and safety. If the abatement activities involve over 100 square feet of asbestos-containing materials, then the asbestos abatement is required to be completed or overseen by a certified consultant (Title 8, California Code of Regulations, Article 2.6, Section 341.15). On a local level, these regulations are implemented through County of San Diego Air Pollution Control District (APCD) and the County of San Diego DEH.

Fire Code

The California Fire Code (California Code of Regulations [CCR] Title 14) is based on the Uniform Building Code fire requirements, and includes minimum fire protection standards related to building construction. The City of Escondido incorporates the California Fire Code into the City's code through

Ordinance Number 2013-13 with certain amendments. These amendments raise the fire code standards from the state code for mid-rise buildings, set standards for vertical clearance exceptions, revise single-family residence requirements, and have more limits on blasting. The state and local fire code requirements are enforced through the City and the Escondido Fire Department.

4.4.3 Analysis of Project Impacts and Determination of Significance

4.4.3.1 Issue 1: Hazardous Material Emission

Guidelines for Determination of Significance

Based on the California Environmental Quality Act (CEQA) Appendix G, the project would result in a significant hazardous material emission if the project would:

- Create a significant hazard to the public or the environment though the routine transport, use, or disposal of hazardous material.
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

Impact Analysis

Asbestos and Lead

The existing structures on-site have potential to contain asbestos and lead. As such, the proposed project demolition could result in lead- and asbestos-containing materials becoming airborne and inhalable. The exposure of workers and potentially adjacent residences and schools to lead- or asbestos-containing dust would result in a potentially significant hazardous material impact (Impacts HAZ-1 and HAZ-2).

Hazardous Material Use

The project would include typical construction activities, which may involve the use of lubricating oils, paints, solvents, and other materials. Operations and maintenance of the proposed commercial uses may also involve small quantities of pesticides, herbicides, cleaning solvents, oils, paints, and other regulated common hazardous materials. The project activities would be completed in compliance with regulations, including the proper use, transport, and disposal of hazardous materials. The project would comply with the County DEH requirements, including the requirement to prepare and comply with a Hazardous Materials Business Plan as necessary (see Section 4.4.2). Compliance with regulations would reduce potential hazardous material use impacts of the project to below a level of significance.

4.4.3.2 Issue 2: Hazardous Material Site

Guidelines for Determination of Significance

Based on the CEQA Appendix G, the project would result in a significant impact related to a hazardous material site if the project would:

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

Impact Analysis

As detailed in the existing conditions, the site was formerly utilized as an automotive sales and automotive maintenance facility, and formerly included two USTs. In addition, there is a currently open LUST case to the northeast of the project site at a 7-Eleven gas station that resulted in soil and groundwater contamination (see Appendix E-1). The testing completed at the project site found gasoline and diesel fuels present in groundwater and soil above the California Human Health Screening Levels (see Appendixes E-2 and E-3). As the concentrations of the fuels within the soil and groundwater were low and groundwater in the area is not utilized for drinking water, the existing hazard to the public and environment was considered less than significant. The project does not propose any soil export, groundwater use, or dewatering. In addition, project construction and operation activities would comply with U.S. EPA, CalEPA, and OSHA regulations. Thus, the project would not create a significant hazard to the public and environment, and would result in a less than significant impact related to a hazardous material site.

4.4.3.3 Issue 3: Airport Hazards

Guidelines for Determination of Significance

Based on the CEQA Appendix G, the project would result in a significant impact related to airport hazards if the project would:

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

Impact Analysis

As indicated in the existing conditions, the site is not located within an Airport Influence Area or within two miles of a private airstrip. The site is located approximately one mile from Palomar Health Downtown heliport and two miles from the Palomar Medical Center heliport. Due to the distance, the heliports would not result in a safety hazard for people residing or working in the project area. The project would have no impact related to airport hazards.

4.4.3.4 Issue 4: Emergency Response and Wildland Fires

Guidelines for Determination of Significance

Based on the CEQA Appendix G, the project would result in a significant impact related to emergency response and wildland fires if the project would:

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

Impact Analysis

The project site is located in the urban area of the City and the risk for wildfire to spread to the site is considered moderate based on the General Plan (City of Escondido 2012a). The site is not directly adjacent to wildlands, is currently developed, and the project would comply with Fire Code regulations. Thus, the project would not result in exposing people or structures to a significant wildfire risk.

The site is currently developed and redevelopment of the site would not physically interfere with an adopted emergency evacuation plan. The project would not take access from SR-78 or North Broadway, or include any physical improvement that would impede access through these roadways. As indicated in Section 4.8, the project would not result in any significant and unmitigated traffic impacts. The project would comply with emergency access requirements. Overall, the project would have a less than significant impact related to emergency response plan or emergency evacuations.

4.4.4 Cumulative Impacts

Considering all projects would be required to comply with regulations regarding hazardous material issues, cumulative hazardous material impacts would be less than significant. Given the location of the project outside any airport influence area and wildland interface, the site would not contribute to any cumulative airport or wildfire impact.

4.4.5 Significance of Impact Prior to Mitigation

The proposed project would result in no impact or a less than significant impact associated with hazardous material sites, airport hazards, emergency response, and wildland fires. Due to the likely presence of lead and asbestos within the structures on-site, the project would have a potentially significant impact related to hazardous material emissions (Impacts HAZ-1 and HAZ-2).

4.4.6 Mitigation

To mitigate the potential project impact related to asbestos and lead, the following measures shall be implemented:

HAZ-1: Prior to issuance of a building permit or other applicable permit that includes demolition or renovation of on-site structures, a facility survey shall be performed to determine the presence or absence of Asbestos-Containing Materials (ACMs) in all buildings located at the

Centerpointe 78 project site (925 North Broadway) that are to be demolished. Suspect materials that will be disturbed by the demolition or renovation activities shall be sampled and analyzed for asbestos content, or assumed to be asbestos containing. The survey shall be conducted by a person certified by Cal/OSHA pursuant to regulations implementing subdivision (b) of Section 9021.5 of the Labor Code, and shall have taken and passed an EPA-approved Building Inspector Course. Should regulated asbestos containing materials be found, it shall be handled in compliance with the San Diego County Air Pollution Control District Rule 361.145 – Standard for Demolition and Renovation. Evidence of completion of the facility survey shall consist of a signed, stamped statement from the person certified to complete the facility survey indicating that the survey has been completed and that either regulated asbestos is present or absent. If present, the letter shall describe the procedures that will be taken to remediate the hazard.

HAZ-2: Prior to issuance of a building permit or other applicable permit that includes demolition or renovation of on-site structures, a survey shall be performed by a California Department of Health Services certified lead inspector/risk assessor to determine the presence or absence of lead based paint located in all buildings located at the Centerpointe 78 project site (925 North Broadway) that are to be demolished. All lead-containing materials scheduled for demolition must comply with applicable regulations for demolition methods and dust suppression. Lead-containing materials shall be managed in accordance with applicable regulations including, at a minimum, the hazardous waste disposal requirements (Title 22 CCR Division 4.5), the worker health and safety requirements (Title 8 CCR Section 1532.1), and the State Lead Accreditation, Certification, and Work Practice Requirements (Title 17 CCR Division 1, Chapter 8).

Impacts associated with hazardous material sites, airport hazards, and emergency response and wildland fires would be less than significant; therefore, no mitigation is necessary for those issues.

4.4.7 Conclusion

With the implementation of mitigation measures HAZ-1 and HAZ-2, the project would have a less than significant impact related to asbestos (Impact HAZ-1) and lead (Impact HAZ-2) hazardous material emissions. Project impacts related to hazardous material sites, airport hazards, emergency response, and wildland fires would be less than significant without mitigation.

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4.5 Hydrology and Water Quality

This section of the EIR describes the existing hydrology and water quality conditions at the project site, as well as the change in hydrology and water quality as a result of the project and applicable regulations. Specifically, this section analyzes project impacts to water quality and drainage issues, including groundwater and flooding. To address the project's potential impact related to hydrology and water quality emissions, a Hydrology/Hydraulics Report (Appendix F-1) and Water Quality Technical Report (Appendix F-2) were completed by Excel Engineering in July 2014 and August 2015, respectively.

4.5.1 Existing Conditions

4.5.1.1 Regional Watershed

According to the San Diego Basin Plan (Regional Water Quality Control Board [RWQCB] 2011a), the site is located within the Carlsbad Hydrologic Unit (904), the Escondido Creek Hydrologic Area (904.6), and the Escondido Hydrologic Subarea (904.62).

The Carlsbad Hydrologic Unit (i.e., Carlsbad Watershed) includes 210 square miles and extends from Lake Wohlford on the east to the Pacific Ocean on the west, and from the cities of Vista and Oceanside on the north to Cardiff-by-the-Sea on the south. The Carlsbad Watershed includes six hydrogeologic areas, including the Escondido Creek Hydrologic Area where the site is located. The watershed is drained by the Buena Vista, Agua Hedionda, San Marcos, and Escondido creeks. The watershed has five coastal lagoons including Loma Alta Slough, Buena Vista Lagoon, Agua Hedionda Lagoon, Batiquitos Lagoon, and San Elijo Lagoon. From the Escondido Hydrologic Subarea where the project is located, Escondido Creek flows to the San Elijo Lagoon, which connects to the Pacific Ocean. The watershed also includes Lake Dixon Lake and Lake Wohlford reservoirs; however, these are both upstream from the project site. Annual rainfall over the watershed varies from 10.5 inches near the coast to 19.5 inches in the inland areas.

The Escondido Creek within the Escondido Hydrologic Subarea is listed by the Basin Plan (RWQCB 2011a) as having the following beneficial uses: Municipal and Domestic Supply (MUN), Agricultural Supply (AGR), potentially Industrial Service Supply (IND), Contact and Non-Contact Recreation, Warm Freshwater Habitat (WARM), Cold Freshwater Habitat (COLD), and Wildlife Habitat (WILD). San Elijo Lagoon beneficial uses include Contact and Non-Contact Recreation (REC-1 and REC-2); Preservation of Biological Habitats of Special Significance (BIOL); Estuarine Habitat (EST); WILD; Rare, Threatened, or Endangered Species (RARE); Marine Habitat (MAR); Migration of Aquatic Organisms (MIGR); and Spawning, Reproduction, and/or Early Development Habitat (SPWN). The Escondido Hydrologic Subarea groundwater is listed as having Municipal Water Supply, Agricultural Water Supply, and Industrial Water Supply beneficial uses as well.

Escondido Creek is on the 2012 California 303(d) List of Water Quality Limited Segments (RWQCB 2015) for Enterococcus, Fecal Coliform, Manganese, Phosphate, Selenium, Sulfates, Total Dissolved Solids, Total Nitrogen, Toxicity, and Dichlorodiphenyltrichloroethane . The Pacific Ocean shoreline at the San Elijo Lagoon is 303(d) listed due to Total Coliform.

4.5.1.2 Local Watershed

Due to the existing topography, structures, parking lot gutter system, vegetation and retaining walls, the site hydrology is divided into six basins (A to F). The majority of the site (Basins A, B, and C) runoff flows over the impervious asphalt parking lots, is collected in concrete gutters, and then routed to Lincoln Avenue. The southeastern area of the site (Basin D) surface flows into an existing curb inlet at the corner of North Broadway and SR-78. The southwestern and southern portions of the site (Basins E and F) drain to the south into an existing brow ditch, located in between SR-78 and the project site. As shown in Table 4.5-1, the Two-Year Storm Event and Fifty-Year Storm Event peak flows at the project site are 6.718 cubic feet per second (cfs) and 12.283 cfs, respectively. Refer to the Hydrology/ Hydraulics Report (see Appendix F-1) for additional details.

Table 4.5-1 Existing Hydrology Conditions

Outfall	Basin Size (acres)	Two-Year Event (cfs)	50-Year Event (cfs)
1	2.709	4.831	8.920
2	0.461	0.778	1.441
3	0.52	1.109	1.922
Total	**3.69**	**6.718**	**12.283**

Source: Appendix F-1

4.5.2 Regulatory Framework

4.5.2.1 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. As a part of this, the CWA establishes water quality standards for waters of the U.S. In California, the CWA is implemented through the State Water Resources Control Board (SWRCB) and the regional water quality control boards (RWQCBs). The boards prepare and implement water quality control planning and control programs such as the National Pollutant Discharge Elimination System (NPDES), which is discussed further below.

National Flood Insurance Act

The National Flood Insurance Act of 1968 was established to provide a flood insurance program that encourages communities to adopt floodplain management programs to reduce future flood losses. As a part of the program, floodplains and flood-risk zones are identified. The Federal Emergency Management Agency (FEMA) is the agency responsible for implementing this act.

4.5.2.2 State

Construction Stormwater Permits

Construction projects that involve over an acre of land require construction stormwater permits from the SWRCB per Water Quality Order 2009-0009-DWQ, NPDES Permit #CAS000002. As the project is located in RWQCB Region 9, construction stormwater permits are overseen by the San Diego RWQCB. The San Diego RWQCB has a General Construction Permit and projects that seek coverage by the general permit are required to prepare a Storm Water Pollution Prevention Program (SWPPP). The

SWPPP must identify best management practices (BMPs) in accordance with requirements to reduce potential water quality impacts.

National Pollution Discharge Elimination System Permits

As mentioned above, the CWA established the NPDES permit system that is implemented through the SWRCB and its RWQCBs. This system regulates both point source discharges and non-point source discharges to surface waters of the U.S. The NPDES permit for Region 9, which includes the City of Escondido, is Municipal Permit Order No. R9-2013-0001. This permit requires that the City develop water quality plans that identify project-level water quality requirements. Projects are required to identify existing water quality conditions, potential pollutants of concern, and implementing a comprehensive storm water management program to control pollutant of concern discharges to waters of the U.S. It is acknowledged there are currently proposed amendments to the Municipal Permit. As those amendments have not been adopted and may not be applicable to the project, those regulation amendments are considered speculative and not discussed further herein.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act of 1969 authorizes the SWRCB to adopt, review, and revise policies for waters of the state and directs the RWQCBs to develop region-specific basin plans. The basin plans are 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. The San Diego Basin Plan is discussed further below as well as in Section 4.5.1 above.

4.5.2.3 Regional

San Diego Basin Plan

The Water Quality Control Plan for the San Diego Basin (Basin Plan; RWQCB 2011a) was prepared by the San Diego RWQCB (Basin 9) pursuant to the Porter-Cologne Water Quality Control Act. As required, the Basin Plan identifies beneficial uses for surface and ground waters; sets standards and measures to protect those beneficial uses, and describes water quality monitoring requirements for the region. The project site is located in the Carlsbad Hydrologic Unit (904), in the Escondido Creek Hydrologic Area (904.6), and the Escondido Hydrologic Subarea (904.62). The beneficial uses and water quality information for the project watershed is discussed under Section 4.5.1 above.

Carlsbad Watershed Urban Runoff Management Program

A Carlsbad Watershed Urban Runoff Management Program (WURMP; RWQCB 2011b) has been prepared 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 co-permittee in this watershed is the City of Carlsbad and the City of Escondido is one of the co-permittees.

County of San Diego Hydromodification Management Plan

Provision D.1.g of the San Diego RWQCB Permit Order R9-2007-0001 requires co-permittees to "implement a Hydromodification Management Plan (HMP) 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 a Hydromodification Management Plan (HMMP) that meets the intent of the 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 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.

4.5.2.4 Local

City of Escondido Dam Emergency Action Plans

The City of Escondido Public Works Department maintains Lake Dixon and Lake Wohlford Dam Emergency Action Plans. Emergency plans for dam evacuation are necessary to plan for the loss of life, damage to property, displacement of people, and other ensuing hazards that can occur from dam failure. Dam Emergency Action Plans contain information concerning the physical situation, affected jurisdictions, evacuation routes, unique institutions, and event responses. In addition, the plans include inundation maps showing direction of flow; inundation area boundaries; hospitals, schools, multi-purpose staging areas; command posts and sites; and mass care and shelter facilities and sites. The project site is located approximately three miles southwest of Lake Dixon.

City of Escondido Floodplain Overlay Zone

The City's Floodplain Overlay Zone provides land use regulations in areas where properties are situated within the designated floodplains of rivers, creeks, streams, and water courses. The regulations are intended to protect public health, safety, and welfare and to minimize losses to property and life due to flooding and periodic inundation.

City of Escondido Grading and Erosion Control Ordinance

Article 55 of the Escondido Municipal Code establishes the grading and erosion control regulations for the City of Escondido. The purpose of these regulations is to assure that development occurs in a manner which protects the natural and topographic character and identity of the environment, as well as the visual integrity of hillsides and ridgelines, sensitive species and unique geologic/geographic features, and the health, safety, and welfare of the general public.

City of Escondido Standard Urban Stormwater Mitigation Plan

Municipal storm water 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 Standard Urban Stormwater Mitigation Plan (SUSMP) provides information for new private and public development projects in the City regarding how to comply with permanent and construction storm water requirements. The SUSMP includes instructions on project review and permitting; permanent storm water BMPs; construction storm water BMP performance standards; and implementation and maintenance requirements. The City of Escondido SUSMP was

adopted in 2008, and updated in January 2011, to meet the requirements of the County's Hydromodification Plan.

4.5.3 Analysis of Project Impacts and Determination of Significance

4.5.3.1 Issue 1: Water Quality

Guidelines for Determination of Significance

Based on the CEQA Appendix G, the project would result in a significant water quality impact if the project would:

- Violate any water quality standards or waste discharge requirements;
- Create or contribute runoff water which would result in substance additional sources of polluted runoff; or
- Otherwise substantially degrade water quality.

Impact Analysis

Construction

Short-term water quality impacts have potential to occur during proposed demolition, grading, and construction phases. During these phases, cleared and graded areas could be exposed to rain and surface runoff. Improperly controlled runoff could result in erosion and transport of sediment. In addition, improperly handled, stored, or disposed materials during construction have potential to enter runoff and affect water quality. Potential pollutants resulting from construction include sediment from runoff flowing over disturbed soils; nitrogen and phosphate compounds from fertilizers; pesticides, herbicides, and fungicides used in plant and pest control; architectural coatings such as paints; concrete slurries and asphalt materials; trash and miscellaneous construction debris; and oils, fuel residues, and trace metals from equipment use and maintenance.

To meet NPDES water quality requirements, the project is required to prepare a SWPPP that includes BMPs to minimize impacts to water quality. A SWPPP has not yet been prepared for the project, but would be required to be prepared per regulations prior to the initiation of demolition activities. Construction BMPs are expected to include measures to minimize the disturbance area, protect slopes, reduce erosion, and limit pollutants entering runoff. Based on the Water Quality Technical Report (see Appendix F-2), measures may include designation of material storage, stockpile, and concrete washout areas with controls in place to avoid pollutants from entering runoff. Runoff controls would include the use of silt fences, fiber rolls, gravel bag berms, sandbag barriers, storm drain inlet protection, stabilized construction entrances, regular street sweeping, and protection of disturbed or created slopes with plastic or tarps prior to a rain event and establishment of vegetation within 180 days. In addition, the project would include solid waste management, spill prevention and control, concrete waste management, water conservation practices, and paving and grinding operations. Compliance with NPDES requirements, including the implementation of construction BMPs, would reduce potential water quality impacts during construction to below a level of significance.

Operation

Once construction is complete, the project site would include parking lots, landscaping, a grocery store, and a restaurant pad. Potential runoff contaminants generated by these uses include sediments, nutrients (fertilizers), heavy metals, trash and debris, oxygen-demanding substances, oils and grease, and pesticides (see Appendix F-2). Considering that the downstream 303(d) listed Escondido Creek is not listed for these pollutants, there are no primary pollutants of concern. Secondary pollutants of concern consist of all the potential project pollutants listed above.

To reduce the risk of operational pollutants impacting water quality, the project includes Low Impact Development (LID) and design strategies. The project would increase pervious area on-site from 0.33 acre to 0.64 acre for increased infiltration. The project would direct runoff from hardscape to these on-site pervious areas, which include bioretention facilities located adjacent to paved areas along the southern, eastern, and northern perimeter. The bioretention facilities would consist of depressed landscape areas designed to retain the first inch of rainfall. Also, existing trees would be retained as feasible and new landscaping would be provided. Bioretention facilities have a high effectiveness to reduce pollution related to coarse sediment and trash as well as pollutants with fine particulates. Bioretention facilities also have a moderate effectiveness at removing pollutants that tend to dissolve following treatments. The project would include ongoing maintenance of the bioretention facilities, including biannual evaluations.

Ultimately, overflow drainage would be directed to the storm drain system. To prevent pollutants from entering the stormdrain system, the project includes minimizing pesticide use, inlet "No Dumping" stenciling, and grounds maintenance including sweeping, proper disposal of debris (including during pressure washing), and disposal of wash water containing degreasing or cleaning agents into the sewer system.

Summary

In summary, the project includes BMPs during construction and BMP and LID features to reduce operational water quality impacts. The project would comply with existing water quality regulations of the City and RWQCB. Considering the existing automotive sales and maintenance facility on-site, the proposed grocery store and restaurant operations would likely have reduced potential for water quality impacts relative to the existing conditions. Overall, the project would have a less than significant water quality impact.

4.5.3.2 Issue 2: Drainage and the Stormdrain System

Guidelines for Determination of Significance

Based on the CEQA Appendix G, the project would result in a significant impact related to hydrology if the project would:

- 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;
- 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; or

- Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems.

Impact Analysis

As detailed in Table 4.5-1, the existing site conditions would have a total runoff rate of 6.718 cfs in a two-year event and 12.283 cfs in a 50-year event. Under the proposed condition (Table 4.5-2), the proposed project would have a total runoff rate of 4.674 cfs in a two-year event and 7.955 cfs in a 50-year event. Thus, the project would result in a decrease in site runoff volume rates. Similar to the existing conditions, the majority of site runoff would flow to the stormdrain system located in Lincoln Avenue and a small portion of site runoff would flow to the gutter system to the south of the site under the proposed conditions (see Appendix F-1). Thus, the project would result in less than significant impacts related to drainage patterns and runoff volumes.

Table 4.5-2 Proposed Hydrology Conditions

Outfall	Basin Size (acres)	Two-Year Event (cfs)	50-Year Event (cfs)
1	1.944	2.738	5.317
2	0.652	0.969	1.24
3	1.096	0.967	1.398
Total	**3.69**	**4.674**	**7.955**

Source: Appendix F-1

As discussed in Appendix F-2, the project is exempted from hydromodification pursuant to the requirements of the County's SUSMP. More specifically, the project is exempt since the project would decrease impervious area from 91 percent to 84 percent, and also would not increase the unmitigated flows to any outlet. Thus, the project would not conflict with hydromodification requirements.

4.5.3.3 Issue 3: Groundwater

Guidelines for Determination of Significance

Based on the CEQA Appendix G, the project would result in a significant impact related to groundwater if the project would:

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

Impact Analysis

The existing site has 3.37 acres of impervious area and the proposed project would result in 3.08 acres of the site being covered by impervious surfaces. In addition, the project would direct runoff into pervious bioretention facilities (see Appendix F-2). These project features would increase groundwater recharge. The project does not propose to use groundwater or pump groundwater. In conclusion, the proposed project would result in a less than significant impact to groundwater supplies.

4.5.3.4 Issue 4: Flooding

Guidelines for Determination of Significance

Based on the CEQA Appendix G, the project would result in a significant impact related to flooding if the project would:

- Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map;
- Place within a 100-year flood hazard area structures which would impede or redirect flows; expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam; or
- Inundation by sieche, tsunami, or mudflow.

Impact Analysis

The site is not located within a 100-year flood hazard area nor does the project involve placing housing or a structure in a 100-year flood zone. The site is located approximately 14 miles from the ocean at over 650 feet above mean sea level, and would not be impacted by a tsunami. The nearest lake is Lake Dixon, and it is located approximately three miles to the northeast. Per the General Plan Figure VI-8, the site is located in the Lake Dixon dam failure inundation area but is not within the Lake Wohlford dam failure inundation area. The City regularly inspects the dams to reduce the potential for dam failure. Considering the project proposed commercial redevelopment would not include a unique institution that would have significant evacuation difficulties (e.g., hospice care facility, child care facility or jail), the project is not considered to result in a less than significant impact related to dam failure inundation. Due to the flat topography of the area, no impact related to mudflow is anticipated at the site. In summary, the project would have a less than significant impact related to flooding.

4.5.4 Cumulative Impacts

Water Quality

As indicated under the existing conditions, there are existing water quality issues in the downstream waters, including Escondido Creek and the Pacific Ocean Shoreline at the San Elijo Lagoon. The project would not generate any of the pollutants that the Escondido Creek is currently impaired by, and would therefore not contribute to the cumulatively significant impact to Escondido Creek. In addition, the project would include BMPs and LID features to reduce water quality impacts to downstream waters in compliance with regulations. Therefore, the project would have a less than significant cumulative impact to water quality.

Drainage/Groundwater/Flooding

As the project would not increase site runoff and would improve groundwater recharge, the project would not contribute to a cumulative drainage, groundwater, or flooding issue. Thus, the project would have a less than significant cumulative impact to drainage, groundwater, and flooding.

4.5.5 Significance of Impact Prior to Mitigation

The project would comply with local, state, and federal regulations that are intended to avoid significant impacts to water quality and hydrology. Construction and operational BMPs, as well as LID features would avoid significant impacts related to water quality. The project would include the appropriate storm drain improvements necessary to serve the site, and would control runoff rates at every outfall to pre-project rates or lower. The site would not result in any significant flood-related issues. In conclusion, the proposed project would result in less than significant impacts associated with water quality, drainage, groundwater, and flooding.

4.5.6 Mitigation

The proposed project would result in less than significant impacts associated with water quality, drainage, groundwater, and flooding. Thus, no mitigation is required.

4.5.7 Conclusion

The project would comply with local, state, and federal regulations that are intended to avoid significant impacts to water quality and hydrology. The project would have a less than significant impact related to water quality, drainage, groundwater, and flooding.

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4.6 Land Use

This section of the EIR describes the existing land use and zoning of the site, as well as the surrounding area and analyzes potential land use related impacts.

4.6.1 Existing Conditions

4.6.1.1 On-Site Land Use

The approximately 3.7-acre project site is an existing developed site located in an urbanized area of the City of Escondido. The site contains approximately 30,000 square feet of existing structure(s) that housed a former automotive dealership. The remainder of the site consists primarily of surface parking and vehicle storage. The dealership buildings are located in the northeast portion of the project site, and occupy approximately 20 percent of the project site. Two walls are currently located in the western portion of the project site, separating existing parking areas. In addition, a chain link fence is located along the western and northwestern property boundary. The property contains several trees, mostly palms, on its periphery.

4.6.1.2 Surrounding Land Uses

The area surrounding the project site is characterized by existing urban development. The project site is bordered to the north by Lincoln Avenue, to the east by North Broadway, and to the south by State Route 78 (SR-78). Land uses in the surrounding area include residential, commercial and civic land uses.

Surrounding uses include Lincoln Elementary School to the north, a gas station and 7-11 market located to the northeast, single- and multi-family residences to the west, SR-78 and a park-and-ride to the south, and car dealerships to the east and southeast.

4.6.2 Regulatory Framework

4.6.2.1 General Plan

The Escondido General Plan designates the site as General Commercial. This designation is intended to accommodate a wide variety of retail and service activities including local-serving commercial, community shopping/office complexes, automobile sales and service, eating and drinking establishments, and entertainment facilities. The designation is designed to promote pedestrian activity characterized by “store front” window displays and extensive landscaping. Development is to be located and designed to be compatible and transition with adjacent uses in scale bulk, and height. Parking areas are to include significant landscaping, so as to reduce radiant heat effects; and internal vehicular access between sites is encouraged to facilitate parking and minimize curb cuts.

The City of Escondido General Plan identifies General Plan Opportunity Areas (Target Areas and Specific Planning Areas) where land use changes are anticipated and encouraged to implement core themes of: (a) opportunities to live, work, and play; (b) protect, preserve, and revitalize neighborhoods; and (c) conserve and sustain resources. Opportunity Areas are intended to incorporate smart growth principles that promote compact, walkable development patterns in close proximity to transit and strong multimodal connections. In these areas the City plans to focus infrastructure improvements to

promote development (and redevelopment), enhance job growth, increase housing options, and revitalize the community.

The project site is located within the SR-78 at Broadway Target Area. This Target Area encompasses 122 acres located at the terminus of SR-78, north of downtown, east of Centre City Parkway, and west of Juniper Street. The project site is located at the northern edge of the Target Area.

4.6.2.2 Zoning Ordinance

The City's Zoning Ordinance, provided in Chapter 33 of the Municipal Code, 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 the 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. For example, Article 16, Commercial Zones, establishes the permitted land uses and development standards such as setbacks, building height maximum, landscaping, and parking requirements for areas zoned for commercial use. A majority of the subject site (3.0 acres) is zoned General Commercial (CG). The subject site also includes a 0.7-acre parcel zoned Planned Development – Commercial (PD-C) as depicted in Appendix J. Planned Development zones (Article 19) are established to provide a more flexible regulatory procedure by which the basic purposes of the general plan and zoning code may be accomplished. When the 0.7-acre parcel was designated PD-C the requirements stipulated that the property only develop in conjunction with the remaining 3-acre site, which is consistent with the development application. ~~Additionally, s~~Some portions of the Zoning Ordinance apply to all areas of the City, regardless of zone, such as Article 55, the Grading and Erosion Control Ordinance. 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 by regulating grading on private and public property and providing standards and design criteria

implementing best management practices (BMPs) to control stormwater and erosion during all construction activities for all development. Compliance with this ordinance is discussed in Section 4.5, Hydrology and Water Quality.

4.6.2.3 Multiple Habitat Conservation Program and Draft Escondido Subarea Plan

The Multiple Habitat Conservation Program (MHCP) is a multiple jurisdiction comprehensive biological resource preserve system adopted by the San Diego Association of Governments (SANDAG) in March 2003. This plan is designed to conserve adequate habitat in northwestern San Diego County to provide conservation of certain sensitive covered species in accordance with State of California's Natural Community Conservation Plan (NCCP) Act of 1991. This plan includes the cities of Carlsbad, Encinitas, Escondido, Oceanside, San Marcos, Solana Beach, and Vista. This plan in conjunction with each City's Subarea Plan provides the cities with "take authorization" from the U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW) for covered species, as these plans identify areas for conservation and management directives that would adequately preserve the covered species. The MHCP identifies 47 species (32 animals and 15 plants) that occur or potentially occur in Escondido and therefore are evaluated for coverage under the Draft Escondido Subarea Plan. The Draft Escondido Subarea Plan encompasses an area of approximately 24,624 acres and would preserve a total of 6,570 acres of natural habitats within the proposed preserve area. However, it is noted that the City of Escondido has not yet adopted its Draft Escondido Subarea Plan (City of Escondido 2001).

4.6.3 Analysis of Project Impacts and Determination of Significance

4.6.3.1 Issue 1: Physically Divide an Established Community

Guidelines for Determination of Significance

Based on the CEQA Appendix G, the project would result in a significant land use impact if the project would:

- Physically divide an established community.

To determine if the project would divide an established community, the analysis should determine if it would create a new land use barrier, disrupt the physical arrangement of the surrounding community, impact the existing street and sidewalk pattern of the neighborhood, or preclude the development of parcels surrounding the proposed land use.

Impact Analysis

Physical Division of an Established Community

A project could result in impacts related to physical division of a community if new or widened Circulation Element roads would traverse an established community. The project is located in an existing developed area bounded by North Broadway, Lincoln Avenue, and SR-78. As discussed in Chapter 3, there are existing features such as the steep slope and SR-78 to the south of the site, and a

masonry wall to the west of the project, separating it from adjacent residential uses. The project does not include any new or expanded roadways that could physically divide the existing community. All project roadway improvements (see Sections 3.6.4 and 4.8.6) would be within existing rights-of-way. As the project consists of redevelopment of an existing developed site and road improvements would be within the existing right-of-ways, the project would result in less than significant impacts related to the physical division of an established community.

New Land Use Barriers

Impacts related to new land use barriers could occur if new development would block existing connections with an established community. The project is located within an existing developed area and is served by major roads with existing sidewalks. The project would allow for pedestrian access and use of the project site through the provision of pedestrian walkways and internal pedestrian crossings. As a result, impacts associated with the creation of new land use barriers would be less than significant.

Disruption of Physical Arrangement

Impacts associated with disruption of physical arrangement could occur when redevelopment would disrupt the physical arrangement of existing communities by shifting existing development from one land use to another. The proposed project will result in a land use change from an automotive dealership to a market and drive through restaurant. Rather than causing a disruption, both of the proposed structures are of the type of land use which would serve as community places and would encourage neighborhood integration. Thus, this land use change would not result in a significant impact relative to disruption of the existing physical arrangement.

Existing Street and Sidewalk Pattern Impact

Potential impacts could occur where the project would alter the existing street and sidewalk patterns of existing neighborhoods. The proposed project would provide three access points along Lincoln Avenue, similar to the existing condition. Two of the access points would connect with the proposed main parking lot and one would allow trucks to enter the market receiving area (see Figure 3-4). The existing access point on North Broadway would be eliminated and, as with the existing conditions, no access would be provided along SR-78. The project would also include off-site sidewalk frontage improvements along Lincoln Avenue and at the Lincoln Avenue/North Broadway intersection for pedestrian access. While the project would remove the sidewalk along the Broadway frontage, this segment is not heavily used since pedestrian crossings are not allowed under the existing conditions to cross SR-78 to the south or to walk along the SR-78 to the west (refer to Section 4.8.3.3). The project would include an enhanced pedestrian landing at the Lincoln Parkway and North Broadway intersection, and pedestrians would continue to be able to travel through the area using the west side of Broadway. The site and surrounding area would continue to be accessible from public transit bus stops serviced by North County Transit District (lines 355 to 359) with the implementation of the project. Therefore, the existing street and sidewalk patterns would not be significantly altered and no significant impacts would occur.

Preclude Development of Surrounding Parcels

A project would have a potential to preclude the development of parcels surrounding the site if the proposed uses would be incompatible with those uses in close proximity. As discussed in Section 3.1, the surrounding parcels are already developed with residential, commercial, and civic uses including an elementary school, a gas station, a park-and-ride lot, car dealerships, and single- and-multi-family residences. The proposed uses, a market and drive-through restaurant, would be compatible with the

surrounding land uses. Further, visual compatibility is discussed within Section 4.1.3.3. As analyzed in that section, the project's architectural style is consistent with that of the surrounding developments. The project overall would be of similar character and would improve the visual quality of the site in comparison to the existing development. Therefore, the project would not have a significant impact with respect to precluding the development of surrounding parcels.

4.6.3.2 Issue 2: Conflict with an Applicable Land Use Plan

Guidelines for Determination of Significance

Based on Appendix G of the CEQA Guidelines and existing City policies and regulations, the proposed project would result in a significant impact if it would:

- Conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the plan area adopted for the purpose of avoiding or mitigating an environmental impact.

Impact Analysis

General Plan

The Escondido General Plan designates the site as General Commercial. This designation is intended to accommodate a wide variety of retail and service activities including local-serving commercial, community shopping/office complexes, automobile sales and service, eating and drinking establishments, and entertainment facilities. The designation is designed to promote pedestrian activity characterized by "store front" window displays and extensive landscaping. Development is to be located and designed to be compatible and transition with adjacent uses in scale bulk, and height. Parking areas are to include landscaping, so as to reduce radiant heat effects; and internal vehicular access between sites is encouraged to facilitate parking and minimize curb cuts.

SR-78/Broadway Target Area

The General Plan and Program EIR (City 2012a; page 4.10-4) states that "the SR-78/Broadway Target Area is developed with commercial and industrial land uses, including low intensity general and auto-related retail, restaurants, general and medical offices, and commercial services and supply." As discussed in the General Plan and Program EIR, the project site lies within an established area that is fully built out. As discussed above, the Target Areas are places where land use changes are anticipated and encouraged to implement core themes of: (a) opportunities to live, work, and play; (b) protect, preserve, and revitalize neighborhoods; and (c) conserve and sustain resources. Opportunity Areas are intended to incorporate smart growth principles that promote compact, walkable development patterns in close proximity to transit and strong multimodal connections. In these areas the City plans to focus infrastructure improvements to promote development (and redevelopment), enhance job growth, increase housing options, and revitalize the community. Specifically, the "Guiding Principles" for the SR-78/Broadway Target area and associated project compliance analysis (shown in *italics*) are as follows:

1) Evaluate opportunities to enhance vehicular entrance to the community along SR-78 and consider a gateway element to the city along Lincoln Avenue.

The project proposes a market and drive-through restaurant within a key community gateway parcel located between Lincoln Avenue and SR-78. The market in particular would be a specialty local and neighborhood-serving market which would serve to revitalize the neighborhood by replacing a vacant

automobile service shop with a market providing residents with the ability to obtain fresh food without travelling long distances.

2) Promote higher intensities along Broadway and consider establishing a unifying architectural and landscaping theme as a means to improve the overall image and serve as an entry into downtown.

The project would intensify land uses from the existing vacant auto-serving use to neighborhood-serving grocery and restaurant uses. Both the market and restaurant would utilize unifying architectural elements as shown in Chapter 3, Project Description. The parking lot islands and perimeter areas surrounding both buildings would be landscaped, as shown in Figure 3-8, in order to improve the overall image of the site.

3) Consider opportunities and incentives for increasing employment densities and attracting businesses with salaries that raise the City's median income and improving the jobs/housing balance.

The project would replace the existing vacant buildings with a neighborhood-serving local market and restaurant providing the ability of neighborhood residents to obtain fresh food locally. This complies with the directive to provide livability and employment.

Zoning Ordinance

The City of Escondido's Zoning Code identifies the proposed project site as General Commercial (C-G). This zone is intended to "provide for the community's general commercial needs. This zone is used for areas where a wide range of retail, office, and service establishments are needed to accommodate the surrounding community." General Commercial allows for food stores selling groceries, produce, candy, baked goods, meat, delicatessen, etc. as well as off-sale beer and wine. The C-G zone also allows for restaurants, cafes, delicatessens, sandwich shops either with or without alcoholic beverages, and permits auto-oriented (drive-in or drive-through) eating establishments. The market and drive-through restaurant uses proposed by the project would be consistent with the existing C-G zoning. The project includes 199 parking spaces, which are two parking spaces more than the minimum required for the proposed square footage of commercial development. Three parking spaces in the southeast corner of the parking lot extend into the 5-foot minimum setback area. However, this area is adjacent to the existing California Department of Transportation landscape right-of-way with an approximate 40 feet of separation from the westbound SR-78 travel lanes. No variances or deviations are proposed or required. No impacts would occur.

Summary

The project would be consistent with the General Plan Land Use Designation and with the goals of the SR-78/Broadway Target Area, as well as the Zoning Ordinance. No significant impacts would occur.

4.6.3.3 Issue 3: Conflict with a Habitat Conservation Plan

Guidelines for Determination of Significance

Based on Appendix G of the CEQA Guidelines and existing City policies and regulations, the proposed project would be considered to have a land use significant impact if it would:

- Conflict with any applicable HCP or NCCP.

Impact Analysis

The City of Escondido is located within the MHCP (SANDAG 2003) and the Draft Escondido Subarea Plan (City of Escondido 2001) boundaries; however, there are no MHCP focused planning areas or proposed preserve areas within or adjacent to the project site (City of Escondido 2012a). As discussed in Section 6.2, Effects Found Not to be Significant, the project site is completely developed and does not include any biological resources and is not located adjacent to any significant biological resources. Thus, the project would not conflict with a habitat conservation plan.

4.6.4 Cumulative Impacts

Issue 1: Physically Divide an Established Community

As indicated under Section 4.6.3.1, the project would not physically divide an established community. Further, the project would not create any new land use barriers, disrupt existing physical arrangements, nor preclude development of adjacent parcels. Therefore, cumulative impacts would similarly be less than significant.

Issue 2: Conflict with an Applicable Land Use Plan

As discussed in Section 4.6.3.2 above, the project would be consistent with the General Plan, Zoning Ordinance, and with the goals of the SR-78/Broadway Target Area. Therefore, the project would not result in a significant cumulative impact relative to potential conflicts with a land use plan.

Issue 3: Conflict with a Habitat Conservation Plan

The project site is completely developed, does not include any biological resources, and is not adjacent to any biological resources or areas within a conservation plan. Therefore, the project would not contribute to any significant cumulative impacts with respect to conflicts with a habitat conservation plan.

4.6.5 Significance of Impact Prior to Mitigation

The proposed project would not result in potentially significant impacts associated with physical division of an established community, conflicts with a land use plan, or conflicts with a habitat conservation plan.

4.6.6 Mitigation

The project would not physically divide an established community, conflict with an applicable land use plan, or Habitat Conservation Plan. Thus, no associated land use mitigation is necessary.

4.6.7 Conclusion

The project would have a less than significant impact related to land use.

4.7 Noise

This section of the EIR describes the existing noise conditions at the project site as well as the change in noise as a result of the project. Noise impacts analyzed in this section include short- and long-term increases in ambient noise levels due to the project. The City's noise ordinance is used to determine the significance of such impacts. A Noise Report was completed by RECON Environmental, Inc. in July 2015 and is included in this EIR as Appendix G.

4.7.1 Existing Conditions

The project site is currently developed with a vacant approximately 30,000-square-foot auto dealership and paved parking lots. The surrounding area includes single- and multi-family residential to the west, multi-family residential to the northwest, an elementary school to the north, commercial uses to the east and a park-and-ride lot to the south. Roadways adjacent to the site include North Broadway, Lincoln Avenue, and State Route (SR-78). Noise measurements were taken to obtain existing ambient noise levels. The primary source of on-site noise was due to traffic on SR-78 and North Broadway. The locations of the measurements are described further below.

Measurement 1 was located at the northern project boundary adjacent to Lincoln Avenue. The main noise source at this location was vehicle traffic on SR-78. There was little traffic on Lincoln Avenue. The average measured noise level during Measurement 1 was 57.0 A-weighted decibels average sound level [dB(A) L_{eq}].

Measurement 2 was located at the northeastern corner of the project site adjacent to North Broadway and Lincoln Avenue, and across the street from Lincoln Elementary School. The main noise source at this location was vehicle traffic on North Broadway and SR-78. There were also several cars on Lincoln Avenue that would idle at the stop sign near the measurement location while waiting to turn on North Broadway. During the measurement period, traffic would queue on North Broadway at the stop light at SR-78. The average measured noise level during Measurement 2 was 66.7 dB(A) L_{eq}.

Measurement 3 was located at the southeastern portion of the project site adjacent to SR-78. The main source of noise at this location was vehicle traffic on SR-78 and traffic idling and passing through the intersection of SR-78 and North Broadway. The average measured noise level during Measurement 3 was 69.8 dB(A) L_{eq}.

4.7.2 Regulatory Framework

4.7.2.1 General Plan

The Community Protection Element of the City of Escondido General Plan establishes noise and land use compatibility standards and outlines goals and policies to achieve these standards. Table 4.7-1 summarizes the land use compatibility standards.

Table 4.7-1 Land Use Compatibility Standards

Land Use Category	CNEL 55	60	65	70	75	80	85
Residential – Single-Family, Duplex, Mobile Home							
Residential – Multi-Family, Residential Mixed Use							
Transient Lodging, Motels, Hotels							
Schools, Libraries, Churches, Hospitals, Nursing Home							
Auditoriums, Concert Halls, Amphitheaters							
Sports Arena, Outdoor Spectator Sports							
Playgrounds, Parks							
Golf Courses, Riding Stables, Water Recreation, Cemeteries							
Office Buildings, Business Commercial, Professional							
Industrial, Manufacturing, Utilities, Agriculture							

	Normally Acceptable	Specified land use is satisfactory, based upon the assumption that buildings involved are of normal conventional construction, without any special noise insulation requirements.
	Conditionally Acceptable	New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will usually suffice.
	Normally Unacceptable	New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made with noise insulation features included in the design.
	Clearly Unacceptable	New construction or development should generally not be undertaken.

Source: City of Escondido 2012a.

The Community Protection Element also provides standards for projects that could significantly alter existing noise levels. It states "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 is currently below the maximum normally acceptable noise level, an increase in noise up to the maximum allowable level 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." Table 4.7-2 summarizes the exterior incremental environmental noise impact standards for noise-sensitive uses.

Table 4.7-2 Exterior Incremental Environmental Noise Impact Standards for Noise-Sensitive Uses

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

Source: City of Escondido 2012a, Federal Transit Administration 2006.

L_{dn} = day-night average sound level; L_{eq} = average sound level.

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

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

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

4.7.2.2 Municipal Code

Chapter 17, Article 12, Noise Abatement and Control (Noise Ordinance)

The Noise Ordinance establishes prohibitions for disturbing, excessive or offensive noise, and provisions such as sound level limits for the purpose of securing and promoting the public health, comfort, safety, peace, and quiet for its citizens. Table 4.7-3 shows the allowable noise levels at any point on or beyond the boundaries of the property on which the sound is produced, and corresponding times of day for each zoning designation. The noise standards apply to each property or portion of property substantially used for a particular type of land use reasonably similar to the land use types shown in Table 4.7-3. Where two or more dissimilar land uses occur on a single property, the more restrictive noise limits apply.

Environmental noise is measured by the L_{eq} for the hours as specified in Table 4.7-3. If the noise is continuous, the L_{eq} for any hour will be represented by any lesser time period within that hour. If the noise is intermittent, the L_{eq} for any hour may be represented by a time period typical of the operating cycle, but the measurement period must be 15 minutes or longer. If the measured ambient level exceeds the permissible noise level, the allowable noise exposure standard is the ambient noise level. Noise restrictions are listed in Sections 17-230 through 17-241 of the Noise Ordinance, such as specific

regulations pertaining to motor vehicles and burglar alarms. Additional sections of the Noise Ordinance applicable to this analysis are listed below.

Table 4.7-3 City of Escondido Exterior Sound Limit Levels

Zone	Time	Applicable Limit One-hour Average Sound Level (decibels)
Residential zones	7:00 a.m. to 10:00 p.m.	50
	10:00 p.m. to 7:00 a.m.	45
Multi-residential zones	7:00 a.m. to 10:00 p.m.	55
	10:00 p.m. to 7:00 a.m.	50
Commercial zones	7:00 a.m. to 10:00 p.m.	60
	10:00 p.m. to 7:00 a.m.	55
Light industrial/Industrial park zones	Anytime	70
General Industrial zones	Anytime	75

Source: City of Escondido Municipal Code.

Chapter 17, Article 12, Construction Equipment and Grading

Sections 17-234 and 17-238 provide regulations for construction equipment and grading activities.

Section 17-234

Except for emergency work, the following applies to all construction equipment operating in the City:

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 7:00 a.m. and 6:00 p.m. and on Saturdays between the hours of 9:00 a.m. and 5:00 p.m., and provided that the operation of such construction equipment complies with the requirements of subsection (c) 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.

c) 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 75 dB at any time, unless a variance has been obtained in advance from the City Manager.

Section 17-238

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 7:00 a.m. and 6:00 p.m. and, provided a variance has been obtained in advance from the City Manager, on Saturdays from 10:00 a.m. to 5:00 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 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.

Chapter 33, Article 47, Environmental Quality Regulations

The Environmental Quality Regulations (EQRs) implement the California Environmental Quality Act (CEQA) and the CEQA Guidelines (guidelines) by applying the provisions and procedures contained in CEQA to development projects proposed within the City of Escondido. Section (a)(2) pertains to noise impacts, specifically noise impacts related to the widening of Mobility and Infrastructure Element streets. According to this section, the following incremental noise increases are generally not considered significant:

a) Short- or long-term increases, regardless of the extent, that do not result in noise increases in excess of general plan standards,

b) Short- or long-term increases that result in a 3 dB(A) or less incremental increase in noise beyond the general plan's noise standards.

4.7.3 Analysis of Project Impacts and Determination of Significance

4.7.3.1 Issue 1: Noise Exposure

Guidelines for Determination of Significance

Based on the CEQA Appendix G, the project would result in a significant noise impact if the project would:

- Result in the exposure of persons to or generation of noise levels in excess of the standards established in the General Plan or Noise Ordinance.

Impact Analysis

General Plan

The main source of traffic noise at the project site is SR-78, North Broadway, and Lincoln Avenue. The General Plan Land Use Compatibility Standards are shown in Table 4.7-1. The City does not provide land use compatibility standards for commercial retail and restaurant uses such as the project because it is not a noise sensitive receptor. Additionally, the project does not propose exterior use areas where receptors would be exposed to vehicle traffic noise from adjacent roadways. As such, it can be concluded that land use compatibility with exposure to noise levels at the project site would result in less than significant impacts.

On-Site Generated Noise

The primary noise sources on-site would be mechanical equipment, the loading dock, trash compactor, and the drive-through. Residential uses are located west and north of the project site, and a school is located north of the project site. Noise due to these on-site sources were modeled at the adjacent

properties to determine if the project would have the potential to exceed Noise Ordinance limits (see Table 4.7-3). The adjacent properties are zoned R-2-12 (light multiple family), and the applicable daytime and nighttime noise ordinance limits are 55 and 50 dB(A) L_{eq}, respectively.

Modeling Assumptions

The following is a discussion of each of the modeled noise sources, which includes details about each project feature that are relevant to this noise analysis.

HVAC – The heating, ventilation and air conditioning (HVAC) system for the market would consist of rooftop air conditioning systems. The equipment would be shielded from view by building parapets that extend six inches above the top of the mechanical equipment. The proposed site plan indicates six locations for potential rooftop units (Figure 4.7-1). Based on review of various manufacturer specifications for 20-ton HVAC units, a representative noise level for a 20-ton unit would be a sound power level of 92 dB. This is approximately equal to a sound pressure level of 83 dB(A) L_{eq} at 3 feet. For the daytime hours, all units were modeled at full capacity. For the nighttime hours, it was assumed that the units would operate 50 percent of the time.

Loading Dock – In order to evaluate the truck delivery noise impacts, the analysis utilized reference noise level measurements taken at an Albertson's Shopping Center in San Diego, California in 2011. The measurements include truck drive-by noise, truck loading/unloading, and truck engine noise. The unmitigated exterior noise levels for truck drive-by noise and truck engine noise were measured at 66.5 dB(A) L_{eq} at a distance of 25 feet from the loading dock. The on-site maneuvering associated with the delivery trucks consists of the truck entering the site traveling toward and backing into the loading dock. There are two loading docks proposed at the market 130 feet from the residential property line to the west. Based on typical grocery store deliveries, it is assumed truck deliveries would take approximately 40 to 55 minutes, which includes the truck engine running for a total of 15 minutes (5 minutes at arrival, 5 minutes of idle, and 5 minutes at departure). Noise levels drop 3 decibels each time the duration of the source is reduced in half. Therefore, hourly truck noise level over a 15-minute period would be reduced 6 decibels to 60.5 dB(A) L_{eq} at a distance of 25 feet based on the limited time of operation. This noise level was modeled as a line source as shown in Figure 4.7-1. It was assumed that deliveries would occur during daytime and nighttime hours.

Trash Compactor – A trash compactor would be located on the west side of the market adjacent to the proposed loading docks as shown in Figure 4.7-1. The trash compactor would be located approximately 140 feet from the nearest residential property to the south. Measurements taken at the Sonora Walmart found that a trash compactor produced a noise level of 70.4 dB(A) L_{eq} at 10 feet and a 85.0 dB(A) L_{max} at 10 feet (Michael Brandman Associates 2013). A trash compactor cycle lasted for approximately one minute, and may operate as many as three times per hour. The trash compactor noise source was modeled at four feet above ground level, and was assumed to operate five percent per hour, based on a noise level calibrated to the measured 70.4 dB(A) L_{eq} at 10 feet.

Drive-Through – A restaurant pad would be located in the eastern portion of the site. No building plans are proposed at this time; however, the restaurant would include a one-way, 12-foot-wide drive-through wrapping around the southern and eastern side of the pad. The drive-through speaker was modeled as a point source 4 feet high calibrated to 61.2 dB(A) L_{eq} at 10 feet and operational 50 percent of the daytime and 20 percent of the nighttime, based on measurements and observations taken at a McDonald's restaurant (Michael Brandman Associates 2013). The modeled speaker location is shown in Figure 4.7-1.

Image source: SanGIS (flown May 2012)

Project Boundary
Modeled Receivers
Drive-through Speaker
Delivery Truck
HVAC
Six-foot Wall
Trash Compactor
Proposed Buildings

0 Feet 100

RECON

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FIGURE 4.7-1

On-site Noise Sources and Adjacent Modeled Receivers

Using the above modeling parameters, noise levels were modeled at a series of 18 receivers located at the adjacent properties. Noise levels were modeled at first- and second-floor receivers for the multi-family residences to the west, and at first-floor receivers for the single-family residence to the west and the school to the north. Modeled noise levels took into account proposed grading and topography, existing and proposed buildings, and the 6-foot-high masonry wall located at the western property boundary that currently exists and is required as a part of the proposed project to screen commercial from residential uses.

Modeling Results

Modeled receivers and the locations of the modeled on-site noise sources are shown in Figure 4.7-1, and the stationary noise modeling results are summarized in Table 4.7-4. As shown, daytime noise levels would range up to 49 dB(A) L_{eq} at the multi-family residences to the west, 46 dB(A) L_{eq} at the single-family residence to the west, and 46 dB(A) L_{eq} at the school to the north. Nighttime noise levels would range up to 47 dB(A) L_{eq} at the multi-family residences to the west, 44 dB(A) L_{eq} at the single-family residence to the west, and 43 dB(A) L_{eq} at the school to the north. These noise levels do not exceed the City's Noise Ordinance limits.

Table 4.7-4 On-Site Generated Noise Levels

		Daytime Noise Level [dB(A) L_{eq}]			Nighttime Noise Level [dB(A) L_{eq}]		
Receiver	Zoning	1st Floor	2nd Floor	Limit	1st Floor	2nd Floor	Limit
1	R-2-12	44	47	55	42	45	50
2	R-2-12	46	49	55	44	47	50
3	R-2-12	46	49	55	45	47	50
4	R-2-12	46	49	55	45	47	50
5	R-2-12	44	49	55	43	47	50
6	R-2-12	41	48	55	38	46	50
7	R-2-12	46	--	55	44	--	50
8	R-2-12	45	--	55	44	--	50
9	R-2-12	46	--	55	44	--	50
10	R-2-12	45	--	55	44	--	50
11	R-2-12	46	--	55	44	--	50
12	R-2-12	45	--	55	43	--	50
13	R-2-12	46	--	55	43	--	50
14	R-2-12	46	--	55	43	--	50
15	R-2-12	45	--	55	42	--	50
16	R-2-12	45	--	55	42	--	50
17	R-2-12	43	--	55	40	--	50
18	R-2-12	42	--	55	39	--	50

Source: Appendix G.

Summary

Vehicle Traffic Noise

The City does not provide land use compatibility standards for commercial retail and restaurant uses such as the project because it is not a noise sensitive receptor. Additionally, the project does not propose exterior use areas where receptors would be exposed to vehicle traffic noise from adjacent roadways. As such, vehicle traffic noise impacts to the proposed uses would be less than significant.

On-Site Generated Noise

The primary noise sources on-site would be mechanical equipment, the loading dock, trash compactor, and the drive-through. Residential uses are located west and northwest of the project site, and a school is located north of the project site. The adjacent properties are zoned R-2-12, light multiple family, and the applicable daytime and nighttime noise ordinance limits are 55 and 50 dB(A) L_{eq}, respectively. As calculated in this analysis, daytime noise levels at the adjacent receivers would range up to 49 dB(A) L_{eq} at the multi-family residences to the west, 46 dB(A) L_{eq} at the single-family use to the west, and 46 dB(A) L_{eq} at the school to the north. Nighttime noise levels would range up to 47 dB(A) L_{eq} at the multi-family residences to the west, 44 dB(A) L_{eq} at the single-family use to the west, and 43 dB(A) L_{eq} at the school to the north. As these noise levels do not exceed the City's Noise Ordinance limits, impacts would be less than significant.

4.7.3.2 Issue 2: Groundborne Vibration and Groundborne Noise

Guidelines for Determination of Significance

Based on the CEQA Appendix G, the project would result in a significant impact related to noise if the project would:

- Result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.

Impact Analysis

Operations

No operational components of the project include significant groundborne noise or vibration sources, and no significant vibration sources currently exist, or are planned, in the project area. Thus, groundborne noise and vibration impacts would be less than significant.

Construction

Construction activities include demolition, grading, building construction, and paving. These construction activities may result in varying degrees of temporary ground vibration, depending on the specific construction equipment used and construction activities taking place.

Caltrans guidelines state, "In most cases, vibration induced by typical construction equipment does not result in adverse effects on people or structures. Noise from the equipment typically overshadows any meaningful ground vibration effects on people. Some equipment, however, including vibratory rollers and crack-and-seat equipment, can create high vibration levels" (California Department of Transportation 2004).

The project is not anticipated to include activities known to cause significant vibration impacts such as pile driving or blasting. Other project construction activities, such as the use of jackhammers, other high-power or vibratory tools, compactors, and tracked equipment, can generate substantial vibration in the immediate vicinity, typically within 25 feet of the equipment. However, the distance from the center of construction activities to adjacent receivers would be greater than 25 feet. As a result, typical construction activities would not generate substantial vibration that would be perceptible to receivers.

As required by the City Municipal Code, construction of the project would only occur between the hours of 7:00 a.m. and 6:00 p.m. on Monday through Friday and between the hours of 9:00 a.m. and 5:00 p.m. on Saturdays, and thus would comply with local standards and regulations. Therefore, construction activities that produce vibration will only take place during hours with limited potential to cause annoyance or sleep disruption. Thus, the project is not anticipated to generate excessive groundborne vibration or groundborne noise levels from construction. Construction-related groundborne vibration and noise impacts would be less than significant.

Summary

Operations

No operational components of the project include significant groundborne noise or vibration sources, and no significant vibration sources currently exist, or are planned, in the project area. Thus, operational groundborne noise and vibration impacts would be less than significant.

Construction

Typical construction activities would not generate substantial vibration that would be perceptible to adjacent receivers. Additionally, project construction activities would be limited to the hours specified in the City's Municipal Code. Thus, construction-related groundborne vibration and noise impacts would be less than significant.

4.7.3.3 Issue 3: Permanent Increase in Ambient Noise

Guidelines for Determination of Significance

Based on the CEQA Appendix G, the project would result in a significant impact related to noise if the project would:

- Result in a substantial permanent increase in ambient noise levels in the project vicinity above noise levels existing without the project.

Impact Analysis

The project would increase traffic volumes on local roadways. Noise level increases would be greatest nearest the project site, which would represent the greatest concentration of project-related traffic. The project would not substantially alter the vehicle classifications mix on local or regional roadways, nor would the project alter the speed on an existing roadway or create a new roadway; thus, the primary factor affecting off-site noise levels would be increased traffic volumes. Using the Federal Highway Administration Traffic Noise Model, traffic noise levels and project traffic noise impacts were calculated (Table 4.7-5).

As shown in Table 4.7-5, the existing noise level at 50 feet from the centerline of the segment of Lincoln Avenue between Escondido Boulevard and North Broadway is 56 CNEL and the project would result in a noise increase of 5 dB. There are residential uses and a school adjacent to this segment of Lincoln Avenue. This increase in noise would exceed the standards shown in Table 4.7-2, and impacts would be significant (Impact NOS-1). Noise increase adjacent to all other roadway segments in the study area would be less than significant. Cumulative ambient noise impacts are discussed in Section 4.7.5.

Table 4.7-5 Existing and Existing Plus Project Traffic Noise Levels and Increases (CNEL)

Roadway	From	To	Existing Noise Level	Existing + Project Noise Level	Increase
Centre City Parkway	Country Club	Iris Lane	72	72	0
	Iris Lane	El Norte Parkway	72	73	1
Escondido Boulevard	El Norte Parkway	Decatur Way	64	65	1
	Decatur Way	Lincoln Avenue	65	66	1
	Lincoln Avenue	Mission Avenue	66	67	1
	Mission Avenue	Washington Avenue	67	68	1
North Broadway	El Norte Parkway	Lincoln Avenue	68	68	0
	Lincoln Avenue	SR-78/Lincoln Parkway	65	65	0
Fig Street	Lincoln Avenue	Mission Avenue	69	69	0
El Norte Parkway	Morning View Drive	Centre City Parkway	69	69	0
	Centre City Parkway	Escondido Boulevard	70	70	0
Lincoln Avenue	Escondido Boulevard	North Broadway	**56**	**61**	**5**
	North Broadway	Garrick Way	56	57	1
Lincoln Parkway/ Lincoln Avenue	North Broadway	Garrick Way	71	71	0
	Garrick Way	Fig Street	71	71	0
	Fig Street	Ash Street	69	70	1
	Ash Street	Harding Street	67	68	1
	Harding Street	Rose Street	67	67	0
	Rose Street	Midway Drive	65	65	0
Mission Avenue	Quince Street	Centre City Parkway	69	69	0
	Centre City Parkway	Escondido Boulevard	68	69	1

Source: Appendix G.

4.7.3.4 Issue 4: Temporary Increase in Ambient Noise

Guidelines for Determination of Significance

Based on the CEQA Appendix G, the project would result in a significant impact related to noise if the project would:

- Results in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

Impact Analysis

Noise associated with the demolition, grading, building, and paving for the project will potentially result in short-term impacts to surrounding properties. A variety of noise-generating equipment would be used during the construction phase of the project, such as scrapers, backhoes, front-end loaders, and concrete saws, along with others. The exact number and pieces of construction equipment required are not known at this time. In the absence of specifics, it was assumed that the loudest noise levels would occur during grading activities based on typical conditions. As identified above in Section 4.7.2.2, the Noise Ordinance limits construction noise to 75 dB, grading noise to 75 dB at residential receivers, and also limits construction and grading operations to specific daytime hours. As grading represents the highest noise during the construction phase, the analysis below is focused on grading noise.

Residential uses are located west and northwest of the project site, and a school is located north of the project site. Grading would occur over the entire site and would not be situated at any one location for

a long period of time. The project would also include grading off-site along the North Broadway project frontage. A majority of the construction activity would occur at the location of the two proposed buildings. Therefore, the acoustic center of the construction activity was assumed to be the center of the two building locations.

Although maximum noise levels may be 85 to 90 dB(A) L_{eq} at a distance of 50 feet during most construction activities, hourly average noise levels would be 82 dB(A) L_{eq} at 50 feet from the center of construction activity when assessing the loudest pieces of equipment working simultaneously. In addition, noise attenuates at approximately 6 dB(A) for every doubling of distance. Thus, a grading noise level of 82 dB(A) L_{eq} at 50 feet would attenuate to approximately 75 dB(A) L_{eq} at 110 feet from the noise source.

The center of the proposed market is approximately 150 feet from the nearest property line to the west and 175 feet from the adjacent northern property line. The center of the proposed restaurant and off-site roadway improvements are approximately 160 feet from the nearest adjacent property line to the north and about 150 feet from the property line to the east. Considering the distance, all grading noise generated on-site would be less than 75 dB(A) L_{eq} at the surrounding property lines. Thus, project grading noise levels would be less than significant. As grading noise would be the highest noise level generated in the construction phase and it would be less than 75 dB(A) L_{eq}, all other proposed construction phase noise would also be less than 75 dB (A) L_{eq} and similarly less than significant.

Although the existing adjacent residences would be exposed to construction noise levels that would be heard above ambient conditions, the exposure would be short term. Additionally, construction of the project would only occur between the hours of 7:00 a.m. and 6:00 p.m. on Monday through Friday and between the hours of 9:00 a.m. and 5:00 p.m. on Saturdays. Grading would be similarly limited, except on Saturdays when it would be limited to 10:00 a.m. and 5:00 p.m. Thus, the project would comply with local construction and grading noise regulations.

4.7.4 Cumulative Impacts

In the project vicinity, cumulative noise impacts would generally be attributed to increases in traffic volumes. Similar to direct traffic noise impacts, a cumulative traffic noise impact occurs when a substantial noise level increase occurs. The project's contribution to the future noise level is determined by comparing the future condition with the no project conditions. Project-related noise increases less than 2 dB are typically considered cumulatively less than significant.

As shown in Table 4.7-6, the future (without project) traffic noise level at 50 feet from the centerline of the segment of Lincoln Avenue between Escondido Boulevard and North Broadway is 57 CNEL and the project would result in a noise increase of 4 dB. As discussed previously, there are residential uses and a school adjacent to this segment of Lincoln Avenue. This increase in noise would exceed the thresholds shown in Table 4.7-2, and impacts would be cumulatively significant (Impact NOS-1). Noise increase adjacent to all other roadway segments in the study area would be less than significant.

Table 4.7-6 Future and Future Plus Project Traffic Noise Levels and Increases (CNEL)

Roadway	From	To	Existing Noise Level	Future Noise Level	Increase over Existing	Future + Project Noise Level	Project-Related Increase over Existing
Centre City Parkway	Country Club	Iris Lane	72	73	1	73	0
	Iris Lane	El Norte Parkway	72	74	2	74	0
Escondido Boulevard	El Norte Parkway	Decatur Way	64	67	3	67	0
	Decatur Way	Lincoln Avenue	65	66	1	67	1
	Lincoln Avenue	Mission Avenue	66	67	1	68	1
	Mission Avenue	Washington Avenue	67	68	1	68	0
North Broadway	El Norte Parkway	Lincoln Avenue	68	69	1	69	0
	Lincoln Avenue	SR-78/Lincoln Parkway	65	68	3	68	0
Fig Street	Lincoln Avenue	Mission Avenue	69	71	2	71	0
El Norte Parkway	Morning View Drive	Centre City Parkway	69	70	1	70	0
	Centre City Parkway	Escondido Boulevard	70	70	0	70	0
Lincoln Avenue	Escondido Boulevard	North Broadway	**56**	57	1	61	4
	North Broadway	Garrick Way	56	58	2	59	1
Lincoln Parkway/ Lincoln Avenue	North Broadway	Garrick Way	71	71	0	71	0
	Garrick Way	Fig Street	71	71	0	72	1
	Fig Street	Ash Street	69	71	2	71	0
	Ash Street	Harding Street	67	70	3	70	0
	Harding Street	Rose Street	67	69	2	69	0
	Rose Street	Midway Drive	65	68	3	68	0
Mission Avenue	Quince Street	Centre City Parkway	69	71	2	71	0

Source: Appendix G.

4.7.5 Significance of Impact Prior to Mitigation

The proposed project would not result in potentially significant impacts associated with General Plan land use compatibility standards, on-site generated noise, groundborne vibration and noise levels, or temporary increases in ambient noise levels. However, impacts to existing sensitive receptors located along Lincoln Avenue (multi-family, single-family residences and schools) associated with the permanent increase in ambient noise levels due to increased traffic would be significant (Impact NOS-1).

4.7.6 Mitigation

The proposed project would have less than significant impacts related to noise exposure, groundborne vibration and noise levels, and temporary increases in ambient noise levels; thus, no mitigation is required for these issues. However, the project would have significant direct and cumulative impacts associated with the permanent increase in ambient noise levels adjacent to the segment of Lincoln Avenue between Escondido Boulevard and North Broadway (Impact NOS-1). Measures were considered to reduce this noise impact, but mitigation to reduce this potential impact to below a level of significance was determined infeasible. Below is additional explanation regarding the two considered mitigation measures.

Rerouting project traffic to reduce the traffic noise along Lincoln Avenue is not feasible, as taking access from a different surrounding roadway is not possible. As the City does not have jurisdiction over SR-78, the City cannot provide the approval for the site to take access from this roadway or provide enforcement of such a measure. The site cannot take primary access from North Broadway due to the minimum distances required from intersections. Thus, Lincoln Avenue is the only roadway adjacent to

the project where adequate access could be provided and a measure requiring alternative site access is infeasible.

A measure that required the Applicant to install a noise wall adjacent to the roadway was considered. This measure would require obtaining additional right-of-way and because the properties in this area front on Lincoln Avenue the noise wall would need to include gaps to preserve the properties' direct access to the street thus rendering the noise wall ineffective. In addition, this mitigation would negatively affect community character and visual resources. Thus, this measure is infeasible.

It is noted that project alternatives that would reduce or avoid this impact are discussed in Chapter 7. As detailed in that chapter, the No Project (No New Development) and the Alternate Use Alternative would avoid this noise impact. Refer to Chapter 7 for additional details.

In conclusion, there is no feasible mitigation to avoid the ambient traffic noise impact along Lincoln Avenue (Impact NOS-1), and this impact would remain significant and unavoidable.

4.7.7 Conclusion

The proposed project would result in less than significant impacts associated with General Plan land use compatibility standards, on-site generated noise, groundborne vibration and noise levels, or temporary increases in ambient noise levels. However, direct and cumulative impacts associated with the permanent increase in ambient noise levels would be significant adjacent to the segment of Lincoln Avenue between Escondido Boulevard and North Broadway (Impact NOS-1). There is no feasible mitigation to avoid this ambient noise impact. Thus, impacts would remain significant and unavoidable.

4.8 Transportation and Traffic

This section of the EIR describes the existing traffic conditions in the study area, as well as the change in traffic as a result of the project. Transportation and traffic issues addressed in this section include operations, traffic hazards and emergency access, and alternative transportation. Note that air traffic is addressed in Section 4.4, Hazards and Hazardous Materials. A Traffic Impact Analysis report was completed by RK Engineering Group, Inc. in June 2014 and is included in this EIR as Appendix H-1. A traffic mitigation analysis was completed by Linscott, Law and Greenspan (LLG) in June 2015, and it is included in this EIR as Appendix H-2.

4.8.1 Existing Conditions

4.8.1.1 Roadways

Roadway Network

There are seven roadways with a total of 21 segments in the study area. Below is a description of these roadways. Figure 4.8-1 illustrates the existing roadway network conditions.

Centre City Parkway is a four-lane roadway with a raised median with no on-street parking. The cross-section width is 102 feet, and it includes a bicycle lane. In the General Plan this roadway is classified as a Major Road for the segment north of Mission Road and the roadway is built out to that classification. Centre City Parkway south of Mission Road is classified as a Super Major Road and planned as a six-lane roadway with bicycle lanes and a raised median. Currently four lanes have been constructed south of Mission Road.

Escondido Boulevard is a two-lane road from El Norte Parkway to Lincoln Avenue with on-street parking, but is a 4-lane roadway from Lincoln Avenue to Washington Avenue with no on-street parking. This roadway has a two-way left-turn lane and is 64 feet wide, except at the segment between El Norte parkway to Decatur Way that is undivided with a 42-foot width. This road is designated as a Local Collector from El Norte Parkway to Decatur Way, and as a Collector from Decatur Way to Washington Avenue. The Escondido Boulevard segments in the study area are built out to the General Plan classification except for the segment between Decatur Way and Lincoln Avenue.

North Broadway is a four-lane roadway, with a two-way left-turn lane along the segment between El North Parkway and Lincoln Avenue. The segment between El Norte Parkway and Lincoln Avenue varies from 67 to 76 feet wide with on-street parking allowed and no bike lane, while the Lincoln Avenue to State Route (SR-78)/Lincoln Parkway segment is 82 feet wide with a bike lane and no on-street parking.

Fig Street is a two-lane, undivided roadway with a width of 42 to 64 feet. No bike lane is located along this roadway, but on-street parking is allowed. The General Plan classification of this roadway is Collector, but it is not built out to the classification.

El Norte Parkway is a seven-lane roadway from Morning View Drive to Centre City Parkway (94 feet wide), and a four-lane roadway from Centre City Parkway to Escondido Boulevard (82 feet wide). This roadway has a raised median and no on-street parking is allowed. A bike lane exists on the segment between Centre City Parkway and Escondido Boulevard. This roadway is classified as a Major Road by the General Plan and the roadway is built out to that classification.

Lincoln Avenue is a two-lane, undivided 42-foot-wide roadway. This roadway has no bike lane, and on-street parking is allowed. It is designated as a Local Collector and is built out to that classification.

Lincoln Parkway/Lincoln Avenue ranges from two to six lanes between North Broadway and Midway Drive. The five- and six-lane segments (North Broadway to partway to Fig Street) include a raised median and a width of 106 to 130 feet, while the four- and two-lane segments (part of Fig Street to Midway Drive) are undivided with widths ranging from 42 to 64 feet. No on-street parking is allowed from North Broadway to Ash Street; on-street parking is allowed between Ash Street and Midway Drive. North Broadway to Ash Street is designated as a Prime Arterial, Ash Street to Rose Street is designated as a Collector, and Rose Street to Midway Drive is designated as a Local Collector. Only the North Broadway to Garrick Way, and Rose Street to Midway Drive segments are built-out to the City's classification.

Mission Avenue is a four-lane, 64-foot-wide roadway that includes a bike lane. The Quince Street to Centre City Parkway segment includes a two-way left-turn lane while the Centre City Parkway to Escondido Boulevard segment includes a raised median. No on-street parking is allowed on this roadway. Mission Avenue is designated as a Major Road and is built out to that classification.

Roadway Operations

As shown in Table 4.8-1, all study area roadway segments are currently operating at acceptable levels of service (i.e., LOS C or better), with the exception of the following six:

- Segment #6: Escondido Boulevard, Mission Avenue to Washington Avenue (LOS D)
- Segment #9: Fig Street, Lincoln Avenue to Mission Avenue (LOS E)
- Segment #15: Lincoln Parkway/Lincoln Avenue, Garrick Way to Fig Street (LOS D)
- Segment #17: Lincoln Parkway/Lincoln Avenue, Ash Street to Harding Street (LOS F)
- Segment #18: Lincoln Parkway/Lincoln Avenue, Harding Street to Rose Street (LOS F)
- Segment #19: Lincoln Parkway/Lincoln Avenue, Rose Street to Midway Drive (LOS E)

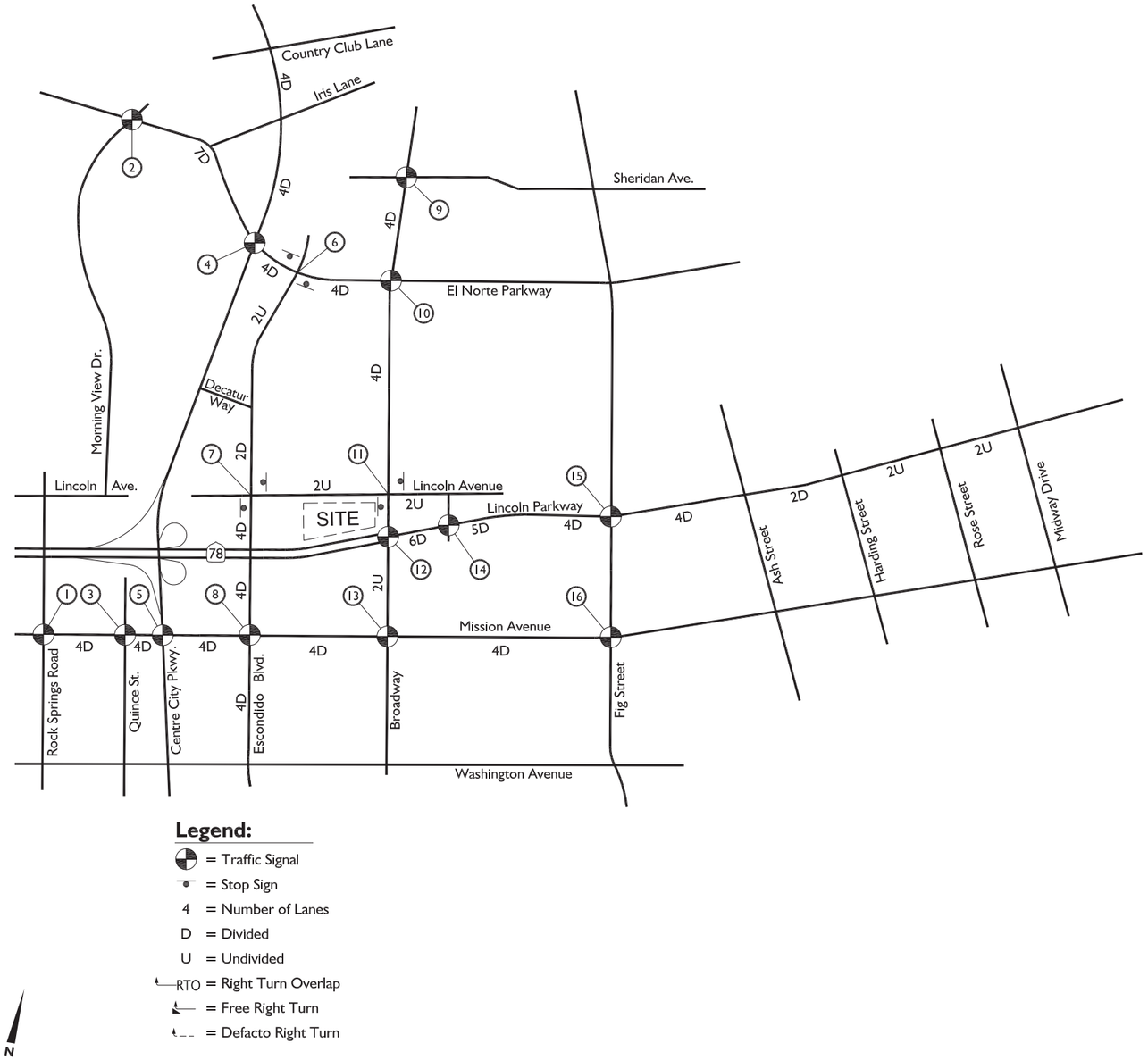
4.8.1.2 Intersections

There are 16 intersections in the study area along the above roadway segments under the existing conditions (see Figure 4.8-1). It is noted that this intersection analysis also incorporates pedestrian facilities operations, which are discussed further in Section 4.8.1.5 below. As shown in Table 4.8-2, all study area intersections currently operate at acceptable levels of service during peak hours, with the exception of the following nine:

- Intersection #4: Centre City Parkway at El Norte Parkway (LOS D - AM/Mid-day and LOS E - PM)
- Intersection #5: Escondido Boulevard at Lincoln Avenue (LOS D - PM)
- Intersection #6: Escondido Boulevard at El Norte Parkway (LOS F - AM/PM)
- Intersection #7: Escondido Boulevard at Lincoln Avenue (LOS D – AM/Mid-day)
- Intersection #10: North Broadway at El Norte Parkway (LOS D – AM/Mid-day/PM)
- Intersection #11: North Broadway at Lincoln Avenue (LOS F -AM/Mid-day/PM)

Map Source: RKAA Architects

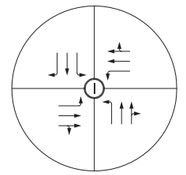
Existing Lane Geometry and Traffic Controls



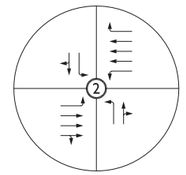
Legend:

- = Traffic Signal
- = Stop Sign
- 4 = Number of Lanes
- D = Divided
- U = Undivided
- RTO = Right Turn Overlap
- = Free Right Turn
- = Defacto Right Turn

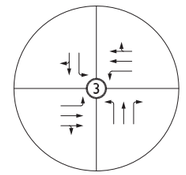
N



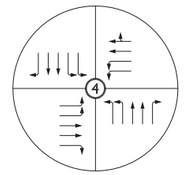
Rock Springs Road (NS) at Mission Avenue (EW)



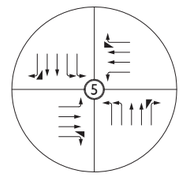
Morning View Drive (NS) at El Norte Parkway (EW)



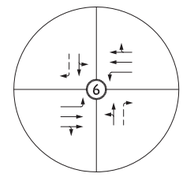
Quince Street (NS) at Mission Avenue (EW)



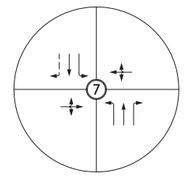
Centre City Parkway (NS) at El Norte Parkway (EW)



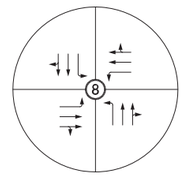
Centre City Parkway (NS) at Mission Avenue (EW)



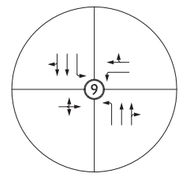
Escondido Boulevard (NS) at El Norte Parkway (EW)



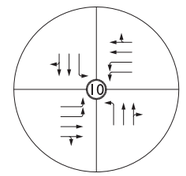
Escondido Boulevard (NS) at Lincoln Avenue (EW)



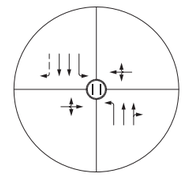
Escondido Boulevard (NS) at Mission Avenue (EW)



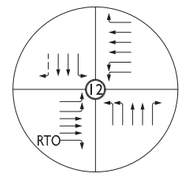
North Broadway (NS) at Sheridan Avenue (EW)



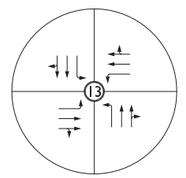
North Broadway (NS) at El Norte Parkway (EW)



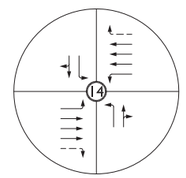
North Broadway (NS) at Lincoln Avenue (EW)



North Broadway (NS) at SR 78/Lincoln Parkway (EW)



North Broadway (NS) at Mission Avenue (EW)



Garrick Way (NS) at Lincoln Parkway (EW)

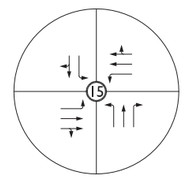


Fig Street (NS) at Lincoln Parkway (EW)

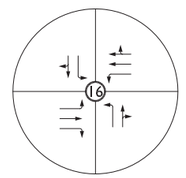


Fig Street (NS) at Mission Avenue (EW)

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FIGURE 4.8-1
Existing Roadway Network

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- Intersection #12: North Broadway at SR-78/Lincoln Parkway (LOS D – AM/Mid-day/PM)
- Intersection #13: North Broadway at Mission Avenue (LOS D – AM/PM)
- Intersection #15: Fig Street at Lincoln Parkway (LOS D – AM)

Table 4.8-1 Existing Conditions
Roadway Segments

Study Area Roadway Segment	Roadway	LOS E Capacity	ADT	V/C	LOS
Centre City Parkway					
1. Country Club Lane to Iris Lane	4-lane Major Road	37,000	11,964	0.323	A
2. Iris Lane to El Norte Parkway	4-lane Major Road	37,000	14,464	0.391	B
Escondido Boulevard					
3. El Norte Parkway to Decatur Way	2-lane Local Collector	10,000	7,400	0.740	C
4. Decatur Way to Lincoln Avenue	2-lane Collector*	15,000	9,618	0.641	C
5. Lincoln Avenue to Mission Avenue	4-lane Collector	34,200	10,424	0.305	A
6. Mission Avenue to Washington Avenue	4-lane Collector	20,000	15,302	0.765	**D**
North Broadway					
7. El Norte Parkway to Lincoln Avenue	4-lane Major Road	37,000	17,534	0.474	B
8. Lincoln Avenue to SR-78/Lincoln Parkway	4-lane Major Road	37,000	20,384	0.551	C
Fig Street					
9. Lincoln Avenue to Mission Avenue	2-lane Collector*	10,000	8,980	0.898	**E**
El Norte Parkway					
10. Morning View Drive to Centre City Parkway	7-lane Major Road	50,000	21,929	0.439	B
11. Centre City Parkway to Escondido Boulevard	4-lane Major Road	37,000	25,420	0.687	C
Lincoln Avenue					
12. Escondido Boulevard to North Broadway	2-lane Local Collector	10,000	2,556	0.256	A
13. North Broadway to Garrick Way	2-lane Local Collector	10,000	2,476	0.248	A
Lincoln Parkway/Lincoln Avenue					
14. North Broadway to Garrick Way	6-lane Prime Arterial	60,000	31,930	0.532	B
15. Garrick Way to Fig Street	5/4–lane Prime Arterial*	37,000	31,589	0.854	**D**
16. Fig Street to Ash Street	4-lane Prime Arterial*	37,000	24,699	0.668	C
17. Ash Street to Harding Street	2-lane Collector*	10,000	15,314	1.531	**F**
18. Harding Street to Rose Street	2-lane Collector*	10,000	12,591	1.259	**F**
19. Rose Street to Midway Drive	2-lane Local Collector	10,000	9,568	0.957	**E**
Mission Avenue					
20. Quince Street to Centre City Parkway	4-lane Major Road	37,000	20,512	0.554	C
21. Centre City Parkway to Escondido Boulevard	4-lane Major Road	37,000	19,333	0.523	B

Source: Appendix H-1

*Street segment is not built out to General Plan Classification. A lesser capacity has been assumed in the analysis to reflect existing conditions.

Bold= Unacceptable level of service, ADT= average daily traffic, V/C = volume to capacity ratio, LOS=level of service

Table 4.8-2 Existing Conditions
Intersection Analysis

Intersection	Traffic Control	Delay (seconds)			Level of Service		
		AM	MID	PM	AM	MID	PM
Rock Springs Road at Mission Avenue	Signal	15.1	15.9	21.0	B	B	C
Morning View Drive at El Norte Parkway	Signal	14.9	13.3	21.2	B	B	C
Quince Street at Mission Avenue	Signal	19.5	25.1	30.0	B	C	C
Centre City Parkway at El Norte Parkway	Signal	42.3	44.9	53.2	**D**	**D**	**E**
Centre City Parkway at Mission Avenue	Signal	24.1	32.9	38.3	C	C	**D**
Escondido Boulevard at El Norte Parkway	Stop Sign	178.1	33.4	181.6	**F**	**D**	**F**
Escondido Boulevard at Lincoln Avenue	Stop Sign	26.5	31.0	21.7	**D**	**D**	C
Escondido Boulevard at Mission Avenue	Signal	28.5	29.6	32.1	C	C	C
North Broadway at Sheridan Avenue	Signal	25.2	21.3	8.8	C	C	A
North Broadway at El Norte Parkway	Signal	50.9	39.5	48.7	**D**	**D**	**D**
North Broadway at Lincoln Avenue	Stop Sign	77.6	155.5	130.4	**F**	**F**	**F**
North Broadway at SR 78/Lincoln Parkway	Signal	52.8	56.5	63.2	**D**	**D**	**D**
North Broadway at Mission Avenue	Signal	38.2	29.1	43.1	**D**	C	**D**
Garrick Way at Lincoln Parkway	Signal	9.5	12.2	12.0	A	B	B
Fig Street at Lincoln Parkway	Signal	37.7	31.9	32.5	**D**	C	C
Fig Street at Mission Avenue	Signal	13.9	12.5	13.3	B	B	B

Source: Appendix H-1
Bold= Unacceptable level of service

4.8.1.3 Freeways

The freeway within the study area is SR-78, and the study area freeway segments consist of Interstate 15 (I-15) freeway to Centre City Parkway and Centre City Parkway to North Broadway. Both of these segments include two eastbound and two westbound lanes. As shown in Table 4.8-3, the two freeway mainline segments are currently operating at acceptable levels of service.

4.8.1.4 Freeway Ramps

There is one freeway ramp in the study area, which is the westbound SR-78 freeway on-ramp located west of the North Broadway/Lincoln Parkway intersection. Based upon the existing ramp meter analysis, this ramp meter currently has a less than 15-minute delay and therefore is operating acceptably (Table 4.8-4).

4.8.1.5 Pedestrian Facilities

Pedestrian facilities in the project vicinity consist of sidewalks. Sidewalks are located on all local roadways as described in Section 4.8.1.1 above. In order to discourage pedestrians on SR-78, the segment of SR-78 west of Broadway does not include sidewalks. Pedestrian traffic in the area is generated primarily by the school located to the north of the project site. Pedestrian volumes were included in the TIA analysis (see Appendix H-1 Exhibit 3-7) and incorporated into the intersection analysis above (Section 4.8.1.2).

Table 4.8-3 Existing Conditions
Freeway Mainline Analysis

SR-78 Mainline Segment	Direction	Existing Number of Lanes	Existing Directional ADT	Existing Combined ADT	Capacity (v/h)	Existing Conditions					
						Volume		V/C		LOS	
						AM	PM	AM	PM	AM	PM
1. I-15 Freeway to Centre City Parkway	Eastbound	2	28,805	54,823	4,700	1,563	2,491	0.333	0.530	B	C
	Westbound	2	26,018		4,700	1,743	1,916	0.371	0.408	B	B
2. Centre City Parkway to North Broadway	Eastbound	2	27,794	53,241	4,700	1,502	2,401	0.320	0.511	B	C
	Westbound	2	25,447		4,700	1,710	1,843	0.364	0.392	B	B

Source: Appendix H-1

Table 4.8-4 Existing Conditions
Ramp Meter Analysis

Location	Peak Hour	Existing Lanes	Meter Rate (veh/hr)	Existing Demand (veh/hr)	Excess Demand (veh/hr)	Delay (Min)	Queue (feet)
SR-78 Freeway On-Ramp 1. WB From N. Broadway/Lincoln Parkway	AM	2 + 1 HOV	1,394	1,539	145	6.241	2,103

Source: Appendix H.1

4.8.1.6 Bikeways

In the project vicinity, Centre City Parkway, El Norte Parkway (east of Centre City Parkway), and Mission Avenue provide existing Class II bikeways. The City's General Plan also identifies North Broadway, Washington Avenue, Fig Street, and El Norte Parkway west of Centre City Parkway as Proposed Class II bikeways.

4.8.1.7 Transit

The North County Transit District operates an extensive bus and rail network throughout northern San Diego County and within the City of Escondido. The following bus routes provide regular service within the vicinity of this project:

- North Broadway: Routes 355, 357, 358, and 359
- Lincoln Avenue: Route 354
- Mission Avenue: Route 354

4.8.2 Regulatory Framework

The City of Escondido General Plan includes several transportation and traffic policies. Relevant policies are identified below:

Complete Streets Policy 2.1: Ensure that the existing and future transportation system is interconnected and serves multiple modes of travel, such as walking, biking, transit, and driving for safe and convenient travel.

Complete Streets Policy 2.4: Evaluate access, safety, and convenience of various transportation modes for the following eight user groups for every project: pedestrians, children, disabled individuals, seniors, bicyclists, transit riders, motorists, and goods and services

Pedestrian Network Policy 3.3: Maintain a pedestrian environment accessible to all that is safe, attractive, and encourages walking.

Pedestrian Network Policy 3.9: Support "safe routes to schools" programming and partner with schools, non-profit organizations, and transit agencies with the goal of encouraging more children to walk and bike to school in a safe environment.

Bicycle Network 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

Street Network Policy 7.1: Plan, design, and regulate roadways in accordance with the street classification in the Circulation Element Diagram.

Street Network Policy 7.3: Strive to maintain LOS C or better throughout the City except for within the urban core. Strive to maintain LOS D or better within the urban core.

Circulation Element Diagram Street Network Policy 7.7: Require new development projects to analyze traffic impacts on the regional transportation system, and pay a fair-share contribution to regional transportation improvements.

Street Network Policy 7.11: Enhance the safety and efficiency of accessing the public street network from private properties by: a) Controlling driveway access locations on Prime Arterials and Major Roads; b) Installing medians and access controls on Collector Roads and higher classifications; c) Maintaining minimum distances from intersections for accessing Prime Arterials, Major Roads, and Collector streets; d) Consolidating driveway access; and, e) Encouraging interconnected parking lots.

Goods and Services Transport Policy 10.3: Discourage use of public streets for freight loading and unloading.

4.8.3 Analysis of Project Impacts and Determination of Significance

4.8.3.1 Issue 1: Level of Service Operations

Guidelines for Determination of Significance

Based on the CEQA Appendix G, the project would result in a significant transportation facility operations impact if the project would:

- 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, ~~State Routes~~highways and freeways, pedestrian and bicycle paths and mass transit.

- 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 ~~State Routes~~highways.

The methodology used to assess the operations of roadway, intersection, and freeway facilities is based on the ~~State Route~~Highway Capacity Manual 2010. The City's roadways and intersections impact significance determinations were based on the City's performance standards, which consider LOS D, E, and F unacceptable. The methodology used to evaluate the operations of freeway ramp meters within the study area is based on Caltrans District 11 Ramp Meter Analysis. The thresholds are shown in Table 4.8-5 below.

Table 4.8-5 Significance Thresholds

Level of Service With Project	Allowable Change Due to Project Impact					
	Freeways		Roadway Segments		Intersections	Ramp Metering
	V/C	Speed (mph)	V/C	Speed (mph)	Delay (sec.)	Delay (Min)
D, E, and F (or ramp meter delays above 15 mins.)	0.01	1	0.02	1	2	2

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

Impact Analysis

As indicated above and by the City's policies (e.g., Street Network Policy 7.3 and Circulation Element Diagram Street Network Policy 7.7,) project impacts to roadway segments, intersections, and freeway mainlines operating at LOS D, E, or F must be evaluated to determine if the project would result in significant traffic capacity impacts. If a freeway ramp is experiencing delays over 15 minutes, project impacts must also be evaluated to determine project freeway ramp impact significance. Thus, the analysis below first identifies any roadway facilities operating at LOS D/E/F, and then addresses if the project impact would be significant per the significance thresholds (see Table 4.8-5).

Trip Generation

The proposed project would generate additional trips to the project site. Based on the trip generation rates, "driveway" trips generated by the project would total 8,605 average daily traffic (ADT). Considering the proposed market and fast-food uses, it is reasonable to assume that some of the trips to the site would be pass-by trips. In other words, these would be vehicles already on the roadway making a stop to the site on the way to their way to another destination. A 40 percent pass-by trip reduction was applied in the PM peak hour intersection analysis to reflect pass-by trips. As certain intersections would have to be accessed to gain entry to the site, this pass-by reduction was not applied to Escondido Boulevard at Lincoln Avenue, North Broadway at Lincoln Avenue, North Broadway at Lincoln Parkway/SR-78, and the project access driveways. Table 4.8-6 shows the project trip generation.

Table 4.8-6 Project Trip Generation

	Land Use	Proposed Project	Trip Generation Rate	ADT	AM Peak Hour	PM Peak Hour
1	Supermarket (Driveway Trips)	43.500 TSF	150 Trips/TSF	6,525	261	653
	40% Pass-By Reduction				-	*-261*
	New Roadway Trips				261	392
2	Fast Food Restaurant (Driveway Trips)	3.200 TSF	650 Trips/TSF	2,080	146	146
	40% Pass-By Reduction				-	*-58*
	New Roadway Trips				146	88
Driveway Trips				8,605	407	799
Roadway Trips (With Pass-By Reduction)				8,605	407	479

Source: Appendix H-1

Existing Plus Project

The existing plus project conditions reflect the addition of project traffic to the existing roadway network. This analysis also addresses the project driveways, as detailed in the intersection analysis below.

Roadways

Under the existing plus project conditions, the following seven roadways would operate at LOS D/E/F: Segments #3, 6, 9, 15, 17, 18, and 19 (Table 4.8-7). The direct project impact to the Lincoln Avenue/Parkway segment between Rose Street to Midway Drive (Segment #19) would be less than significant, as the project would not add more than 0.02 to the volume-to-capacity (V/C) ratio. However, the project would add more than 0.02 to the V/C ratio at the other segments operating at LOS D/E/F under the existing plus project conditions and, therefore, would result in the following five significant direct roadway segment impacts:

- Segment #3: Escondido Boulevard, El Norte Parkway to Decatur Way;
- Segment #6: Escondido Boulevard, Mission Avenue to Washington Avenue;
- Segment #9: Fig Street, Lincoln Avenue to Mission Avenue;
- Segment #15: Lincoln Parkway/Lincoln Avenue, Garrick Way to Fig Street;
- Segment #17: Lincoln Parkway/Lincoln Avenue, Ash Street to Harding Street; and
- Segment #18: Lincoln Parkway/Lincoln Avenue, Harding Street to Rose Street.

Intersections

The following nine intersections would operate at LOS D/E/F under the existing plus project conditions: Intersections #4, 5, 6, 7, 10, 11, 12, 13, and 15 (Table 4.8-8). Project impacts to Intersections #4, 5, 10, 13 and 15 would be less than significant, as the project would add less than 2 seconds of delay to these intersections operating at LOS D/E/F. As the project would add more than 2 seconds of delay to the other intersections operating at LOS D/E/F, the project would result in significant direct impacts to the following four intersections in the existing plus project conditions:

- Intersection #6: Escondido Boulevard at El Norte Parkway (AM, Mid-day, and PM peak hours);
- Intersection #7: Escondido Boulevard at Lincoln Avenue (AM, Mid-day, and PM peak hours);
- Intersection #11: North Broadway at Lincoln Avenue (AM, Mid-day, and PM peak hours); and
- Intersection #12: North Broadway at SR-78/Lincoln Parkway (AM, Mid-day, and PM peak hours).

Freeways

The freeway mainline analysis for existing plus project conditions is shown in Table 4.8-9. As shown, all freeway mainlines would operate at acceptable levels of service under the existing plus project conditions. Thus, project impacts to the freeway in the existing conditions would be less than significant.

Table 4.8-7 Existing and Existing Plus Project Conditions
Roadway Segments

Study Area Roadway Segment	Roadway	LOS E Capacity	Existing			Existing Plus Project			Δ	Sig Impact?
			ADT	V/C	LOS	ADT	V/C	LOS	V/C	
Centre City Parkway										
1. Country Club Lane to Iris Lane	4-lane Major Road	37,000	11,964	0.323	A	12,500	0.338	A	0.014	NO
2. Iris Lane to El Norte Parkway	4-lane Major Road	37,000	14,464	0.391	B	15,065	0.407	B	0.016	NO
Escondido Boulevard										
3. El Norte Parkway to Decatur Way	2-lane Local Collector	10,000	7,400	0.740	C	8,935	0.894	**E**	**0.154**	**YES**
4. Decatur Way to Lincoln Avenue8	2-lane Collector*	15,000	9,618	0.641	C	11,180	0.745	C	0.104	NO
5. Lincoln Avenue to Mission Avenue	4-lane Collector	34,200	10,424	0.305	A	12,752	0.373	B	0.068	NO
6. Mission Avenue to Washington Avenue	4-lane Collector	20,000	15,302	0.765	**D**	15,947	0.797	**D**	0.032	YES
North Broadway										
7. El Norte Parkway to Lincoln Avenue	4-lane Major Road	37,000	17,534	0.474	B	18,290	0.494	B	0.020	NO
8. Lincoln Avenue to SR-78/Lincoln Parkway	4-lane Major Road	37,000	20,384	0.551	C	23,478	0.635	C	0.084	NO
Fig Street										
9. Lincoln Avenue to Mission Avenue	2-lane Collector*	10,000	8,980	0.898	**E**	9,268	0.927	**E**	**0.029**	**YES**
El Norte Parkway										
10. Morning View Drive to Centre City Parkway	7-lane Major Road	50,000	21,929	0.439	B	22,745	0.455	B	0.016	NO
11. Centre City Parkway to Escondido Boulevard	4-lane Major Road	37,000	25,420	0.687	C	26,837	0.725	C	0.038	NO
Lincoln Avenue										
12. Escondido Boulevard to North Broadway	2-lane Local Collector	10,000	2,556	0.256	A	7,094	0.709	C	0.454	NO
13. North Broadway to Garrick Way	2-lane Local Collector	10,000	2,476	0.248	A	3,164	0.316	A	0.069	NO
Lincoln Parkway/ Lincoln Avenue										
14. North Broadway to Garrick Way	6-lane Prime Arterial	60,000	31,930	0.532	B	32,619	0.544	C	0.011	NO
15. Garrick Way to Fig Street	5/4 – lane Prime Arterial*	37,000	31,589	0.854	**D**	32,966	0.891	**E**	**0.037**	**YES**
16. Fig Street to Ash Street	4-lane Prime Arterial*	37,000	24,699	0.668	C	25,608	0.692	C	0.025	NO
17. Ash Street to Harding Street	2-lane Collector*	10,000	15,314	1.531	**F**	15,844	1.584	**F**	**0.053**	**YES**
18. Harding Street to Rose Street	2-lane Collector*	10,000	12,591	1.259	**F**	12,961	1.296	**F**	**0.037**	**YES**
19. Rose Street to Midway Drive	2-lane Local Collector	10,000	9,568	0.957	**E**	9,768	0.977	**E**	0.020	NO
Mission Avenue										
20. Quince Street to Centre City Parkway	4-lane Major Road	37,000	20,512	0.554	C	21,201	0.573	C	0.019	NO
21. Centre City Parkway to Escondido Boulevard	4-lane Major Road	37,000	19,333	0.523	B	20,452	0.553	C	0.030	NO

Source: Appendix H-1

*Street segment is not built-out to General Plan Classification. A lesser capacity has been assumed in the analysis to reflect existing conditions.

Bold = unacceptable LOS or significant increase in the Volume to Capacity ratio

Table 4.8-8 Existing Plus Project Conditions
Intersection Analysis

Intersection	Traffic Control	Existing						Existing Plus Project						Change in Delay			Sig Impact?
		Delay (seconds)			Level of Service			Delay (seconds)			Level of Service						
		AM	MID	PM	AM	MID	PM	AM	MID	PM	AM	MID	PM	AM	MID	PM	
1. Rock Springs Road at Mission Avenue	Signal	15.1	15.9	21.0	B	B	C	15.3	16.0	21.2	B	B	C	0.2	0.1	0.2	NO
2. Morning View Drive at El Norte Parkway	Signal	14.9	13.3	21.2	B	B	C	15.1	13.4	21.2	B	B	C	0.2	0.1	0.0	NO
3. Quince Street at Mission Avenue	Signal	19.5	25.1	30.0	B	C	C	19.7	25.8	31.0	B	C	C	0.2	0.7	1.0	NO
4. Centre City Parkway at El Norte Parkway	Signal	42.3	44.9	53.2	**D**	**D**	**D**	42.4	45.1	53.9	**D**	**D**	**D**	1.5	0.9	1.3	NO
5. Centre City Parkway at Mission Avenue	Signal	24.1	32.9	38.3	C	C	**D**	24.4	33.4	38.3	C	C	**D**	0.3	0.5	-0.2	NO
6. Escondido Boulevard at El Norte Parkway	Stop Sign	178.1	33.4	181.6	**F**	**D**	**F**	213.8	44.4	530.7	**F**	**E**	**F**	**35.7**	**11.0**	**349.1**	**YES**
7. Escondido Boulevard at Lincoln Avenue	Stop Sign	26.5	31.0	21.7	**D**	**D**	C	78.3	443.2	248.2	**F**	**F**	**F**	**51.8**	**412.2**	**226.5**	**YES**
8. Escondido Boulevard at Mission Avenue	Signal	28.5	29.6	32.1	C	C	C	29.6	32.9	32.3	C	C	C	1.1	3.3	0.2	NO
9. North Broadway at Sheridan Avenue	Signal	25.2	21.3	8.8	C	C	A	25.5	21.6	8.8	C	C	A	0.3	0.3	0.0	NO
10. North Broadway at El Norte Parkway	Signal	50.9	39.5	48.7	**D**	**D**	**D**	52.1	40.2	49.9	**D**	**D**	**D**	1.2	0.5	0.5	NO
11. North Broadway at Lincoln Avenue	Stop Sign	77.6	155.5	130.4	**F**	**F**	**F**	910.0	- -3	- -3	**F**	**F**	**F**	**832.4**	**- -3**	**- -3**	**YES**
12. North Broadway at SR 78/Lincoln Parkway	Signal	52.8	56.5	63.2	**D**	**E**	**E**	57.7	67.5	76.4	**D**	**E**	**E**	**5.2**	**10.3**	**11.9**	**YES**
13. North Broadway at Mission Avenue	Signal	38.2	29.1	43.1	**D**	C	**D**	39.3	29.5	43.9	**D**	C	**D**	1.1	0.4	0.8	NO
14. Garrick Way at Lincoln Parkway	Signal	9.5	12.2	12.0	A	B	B	9.8	12.5	12.3	A	B	B	0.3	0.3	0.3	NO
15. Fig Street at Lincoln Parkway	Signal	37.7	31.9	32.5	**D**	C	C	39.5	33.6	34.3	**D**	C	C	1.8	1.7	1.8	NO
16. Fig Street at Mission Avenue	Signal	13.9	12.5	13.3	B	B	B	14.4	12.6	13.4	B	B	B	0.5	0.1	0.1	NO

Table 4.8-8 Existing Plus Project Conditions
Intersection Analysis (cont.)

Intersection	Traffic Control	Existing						Existing Plus Project						Change in Delay			Sig Impact?
		Delay (seconds)			Level of Service			Delay (seconds)			Level of Service						
		AM	MID	PM	AM	MID	PM	AM	MID	PM	AM	MID	PM	AM	MID	PM	
17. Project Access 1 at Lincoln Avenue	Stop Sign	-	-	-	-	-	-	11.9	19.0	17.7	B	C	C	N/A	N/A	N/A	NO
18. Project Access 2 at Lincoln Avenue	Stop Sign	-	-	-	-	-	-	11.9	18.3	17.0	B	C	C	N/A	N/A	N/A	NO
19. Project Access 3 at Lincoln Avenue	Stop Sign	-	-	-	-	-	-	9.3	10.0	9.9	A	B	A	N/A	N/A	N/A	NO

Source: Appendix H-1
Bold = unacceptable LOS or significant increase in delay

Table 4.8-9 Existing Plus Project Conditions
Freeway Mainline Analysis

SR-78 Mainline Segment	Direction	# Lanes	Capacity (v/h)	Existing						Existing Plus Project						ΔV/C		Sig Impact?
				Volume		V/C		LOS		Volume		V/C		LOS				
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
1. I-15 Freeway to Centre City Parkway	Eastbound	2	4,700	1,563	2,491	0.333	0.530	B	C	1,592	2,518	0.339	0.536	B	C	0.006	0.006	NO
	Westbound	2	4,700	1,743	1,916	0.371	0.408	B	B	1,760	1,943	0.374	0.413	B	B	0.004	0.006	NO
2. Centre City Parkway to North Broadway	Eastbound	2	4,700	1,502	2,401	0.320	0.511	B	C	1,562	2,457	0.332	0.523	B	C	0.013	0.012	NO
	Westbound	2	4,700	1,710	1,843	0.364	0.392	B	B	1,746	1,900	0.371	0.404	B	B	0.008	0.012	NO

Source: Appendix H-1

Table 4.8-10 Existing Plus Project Conditions
Ramp Meter Analysis

Location	Peak Hour	Existing Lanes	Meter Rate (veh/hr)	Existing Demand (veh/hr)	Excess Demand (veh/hr)	Delay (Min)	Queue (feet)	Δ in Delay (Min)	Sig Impact?
Existing									
SR-78 Freeway On-Ramp 1. WB From N. Broadway/Lincoln Parkway	AM	2 + 1 HOV	1,394	1,539	145	6.241	2,103	-	-
Existing Plus Project									
SR-78 Freeway On-Ramp 1. WB From N. Broadway/Lincoln Parkway	AM	2 + 1 HOV	1,394	1,571	177	7,636	2,572	1.395	NO

Source: Appendix H-1

Freeway Ramps

Under the existing plus project conditions, the study area ramp meter would have a delay of less than 15 minutes (Table 4.8-10). Therefore, the project impact at the ramp meter would be less than significant under the existing plus project conditions.

Near-term and Near-term Plus Project

The near-term condition consists of the existing conditions plus the cumulative growth anticipated to be completed by 2016. The growth assumed for this analysis consists of a 1 percent growth rate per year, compounded annually for three years. This results in an assumed growth of 3.03 percent, which is considered conservative because the study area is already built out.

Roadways

Under the near-term plus project conditions, the following nine segments operate at LOS D/E/F: #3, 4, 6, 9, 11, 15, 17, 18, and 19 (Table 4.8-11). The near-term project impact to the Lincoln Avenue/Parkway segment between Rose Street to Midway Drive (Segment #19) would be less than significant, as the project would not add more than 0.02 to the V/C ratio. As the project would add more than 0.02 to the V/C ratio at the remaining segments operating at LOS D/E/F in the near-term conditions, the project would result in significant cumulative impacts to the following eight segments:

- Segment #3: Escondido Boulevard, El Norte Parkway to Decatur Way;
- Segment #4: Escondido Boulevard, Decatur Way to Lincoln Avenue;
- Segment #6: Escondido Boulevard, Mission Avenue to Washington Avenue;
- Segment #9: Fig Street, Lincoln Avenue to Mission Avenue;
- Segment #11: El Norte Parkway, Centre City Parkway to Escondido Boulevard;
- Segment #15: Lincoln Parkway/Lincoln Avenue, Garrick Way to Fig Street;
- Segment #17: Lincoln Parkway/Lincoln Avenue, Ash Street to Harding Street; and
- Segment #18: Lincoln Parkway/Lincoln Avenue, Harding Street to Rose Street.

It is noted that six of these near-term segment impacts (Segments #3, 6, 9, 15, 17, and 18) occur at the same location as the direct impacts identified in the existing plus project analysis above.

Intersections

For the near-term plus project conditions, all study area intersections are projected to operate at level of service C or better except Intersections #4, 5, 6, 7, 10, 11, 12, 13, and 15 (Table 4.8-12). The project would add 2 or less seconds of delay to intersections #4, 5, 10, 13 and 15, and, therefore, cumulative near-term project impacts to these intersections would be less than significant. As the project would add more than 2 seconds of delay to the remaining intersections, the project would result in significant cumulative impacts to the following four intersections in the near-term plus project conditions:

- Intersection #6: Escondido Boulevard at El Norte Parkway (AM, Mid-day, and PM peak hours);
- Intersection #7: Escondido Boulevard at Lincoln Avenue (AM, Mid-day, and PM peak hours);
- Intersection #11: North Broadway at Lincoln Avenue (AM, Mid-day, and PM peak hours); and
- Intersection #12: North Broadway at SR-78/Lincoln Parkway (AM, Mid-day, and PM peak hours).

Table 4.8-11 Near-Term Plus Project Conditions
Roadway Segments

Study Area Roadway Segment	Roadway	LOS E Capacity	Near-term			Near-term Plus Project			Δ	Sig Impact?
			ADT	V/C	LOS	ADT	V/C	LOS	V/C	
Centre City Parkway										
1. Country Club Lane to Iris Lane	4-lane Major Road	37,000	12,327	0.333	A	12,863	0.348	B	0.014	NO
2. Iris Lane to El Norte Parkway	4-lane Major Road	37,000	14,902	0.403	B	15,503	0.419	B	0.016	NO
Escondido Boulevard										
3. El Norte Parkway to Decatur Way	2-lane Local Collector	10,000	7,624	0.762	**D**	9,159	0.916	**E**	**0.154**	**YES**
4. Decatur Way to Lincoln Avenue8	2-lane Collector*	15,000	9,909	0.661	C	11,471	0.765	**D**	0.104	**YES**
5. Lincoln Avenue to Mission Avenue	4-lane Collector	34,200	10,740	0.314	A	13,068	0.382	B	0.068	NO
6. Mission Avenue to Washington Avenue	4-lane Collector	20,000	15,766	0.788	**D**	16,411	0.821	**D**	0.032	**YES**
North Broadway										
7. El Norte Parkway to Lincoln Avenue	4-lane Major Road	37,000	18,513	0.500	B	19,269	0.521	B	0.020	NO
8. Lincoln Avenue to SR-78/Lincoln Parkway	4-lane Major Road	37,000	21,450	0.580	C	24,544	0.663	C	0.084	NO
Fig Street										
9. Lincoln Avenue to Mission Avenue	2-lane Collector*	10,000	9,270	0.927	**E**	9,558	0.956	**E**	**0.029**	**YES**
El Norte Parkway										
10. Morning View Drive to Centre City Parkway	7-lane Major Road	50,000	23,001	0.460	B	23,817	0.476	B	0.016	NO
11. Centre City Parkway to Escondido Boulevard	4-lane Major Road	37,000	26,870	0.726	C	28,287	0.765	**D**	0.038	**YES**
Lincoln Avenue										
12. Escondido Boulevard to North Broadway	2-lane Local Collector	10,000	2,633	0.263	A	7,171	0.717	C	0.454	NO
13. North Broadway to Garrick Way	2-lane Local Collector	10,000	2,551	0.255	A	3,239	0.324	A	0.069	NO
Lincoln Parkway/ Lincoln Avenue										
14. North Broadway to Garrick Way	6-lane Prime Arterial	60,000	33,377	0.556	C	34,066	0.568	C	0.011	NO
15. Garrick Way to Fig Street	5/4–lane Prime Arterial*	37,000	33,026	0.893	**E**	34,403	0.930	**E**	**0.037**	**YES**
16. Fig Street to Ash Street	4-lane Prime Arterial*	37,000	25,837	0.698	C	26,746	0.723	C	0.025	NO
17. Ash Street to Harding Street	2-lane Collector*	10,000	15,914	1.591	**F**	16,444	1.644	**F**	**0.053**	**YES**
18. Harding Street to Rose Street	2-lane Collector*	10,000	13,109	1.311	**F**	13,479	1.348	**F**	**0.037**	**YES**
19. Rose Street to Midway Drive	2-lane Local Collector	10,000	9,994	0.999	**E**	10,194	1.019	**F**	0.020	NO
Mission Avenue										
20. Quince Street to Centre City Parkway	4-lane Major Road	37,000	21,134	0.571	C	21,823	0.590	C	0.019	NO
21. Centre City Parkway to Escondido Boulevard	4-lane Major Road	37,000	19,919	0.538	B	21,038	0.569	C	0.030	NO

Source: Appendix H-1

*Street segment is not built-out to General Plan Classification. A lesser capacity has been assumed in the analysis to reflect existing conditions.

Bold = unacceptable LOS or significant increase in the Volume to Capacity ratio

Table 4.8-12 Near-Term Plus Project Conditions
Intersection Analysis

Intersection	Traffic Control	Near-term Delay (seconds)			Near-term Level of Service			Near-term Plus Project Delay (seconds)			Near-term Plus Project Level of Service			Change in Delay			Sig Impact?
		AM	MID	PM	AM	MID	PM	AM	MID	PM	AM	MID	PM	AM	MID	PM	
1. Rock Springs Road at Mission Avenue	Signal	15.4	16.1	21.6	B	B	C	15.6	16.2	21.8	B	B	C	0.2	0.1	0.2	NO
2. Morning View Drive at El Norte Parkway	Signal	15.1	13.5	22.1	B	B	C	15.3	13.6	22.2	B	B	C	0.2	0.1	0.1	NO
3. Quince Street at Mission Avenue	Signal	20.0	26.1	31.8	C	C	C	20.2	26.8	33.1	C	C	C	0.2	0.7	1.3	NO
4. Centre City Parkway at El Norte Parkway	Signal	44.7	46.7	53.5	**D**	**D**	**D**	45.3	48.0	55.2	**D**	**D**	**E**	0.6	1.3	1.7	NO
5. Centre City Parkway at Mission Avenue	Signal	24.3	34.6	39.2	C	C	**D**	25.0	35.1	39.3	C	**D**	**D**	0.7	0.5	0.1	NO
6. Escondido Boulevard at El Norte Parkway	Stop Sign	275.5	38.7	319.6	**F**	**E**	**F**	351.2	55.2	884.5	**F**	**F**	**F**	**75.7**	**16.5**	**564.9**	**YES**
7. Escondido Boulevard at Lincoln Avenue	Stop Sign	29.0	35.1	22.9	**D**	**E**	C	92.7	484.3	284.8	**F**	**F**	**F**	**63.7**	**449.2**	**261.9**	**YES**
8. Escondido Boulevard at Mission Avenue	Signal	29.0	31.1	32.5	C	C	C	30.2	34.5	32.9	C	C	C	1.2	3.4	0.4	NO
9. North Broadway at Sheridan Avenue	Signal	27.9	23.6	9.2	C	C	A	28.3	24.0	9.3	C	C	A	0.4	0.4	0.1	NO
10. North Broadway at El Norte Parkway	Signal	69.0	44.8	55.1	**E**	**D**	**E**	55.6	46.1	47.8	**E**	**D**	**D**	0.3	0.7	1.0	NO
11. North Broadway at Lincoln Avenue	Stop Sign	108.3	237.1	193.2	**F**	**F**	**F**	1442.1	- -	- -	**F**	**F**	**F**	**1333.8**	**- -**	**- -**	**YES**
12. North Broadway at SR 78/Lincoln Parkway	Signal	58.0	61.4	67.0	**E**	**E**	**E**	48.1	73.8	82.7	**E**	**E**	**E**	5.6	**12.4**	**15.7**	**YES**
13. North Broadway at at Mission Avenue	Signal	40.1	30.2	45.9	**D**	C	**D**	41.5	30.2	46.6	**D**	C	**D**	1.4	0.0	0.7	NO
14. Garrick Way at Lincoln Parkway	Signal	9.7	12.5	12.4	A	B	B	9.9	12.8	12.6	A	B	B	0.2	0.3	0.2	NO
15. Fig Street at Lincoln Parkway	Signal	42.3	32.5	34.9	**D**	C	C	43.9	33.9	36.7	**D**	C	**D**	1.6	1.4	1.8	NO
16. Fig Street at Mission Avenue	Signal	14.8	12.7	13.6	B	B	B	15.0	12.8	13.7	B	B	B	0.2	0.1	0.1	NO

Table 4.8-12 Near-Term Plus Project Conditions - Intersection Analysis (cont.)

Intersection	Traffic Control	Near-term						Near-term Plus Project						Change in Delay			Sig Impact?
		Delay (seconds)			Level of Service			Delay (seconds)			Level of Service						
		AM	MID	PM	AM	MID	PM	AM	MID	PM	AM	MID	PM	AM	MID	PM	
17. Project Access 1 at Lincoln Avenue	Stop Sign	N/A	N/A	N/A	N/A	N/A	N/A	12.0	19.2	17.8	B	C	C	N/A	N/A	N/A	NO
18. Project Access 2 at Lincoln Avenue	Stop Sign	N/A	N/A	N/A	N/A	N/A	N/A	11.9	18.5	17.1	B	C	C	N/A	N/A	N/A	NO
19. Project Access 3 at Lincoln Avenue	Stop Sign	N/A	N/A	N/A	N/A	N/A	N/A	9.3	10.0	9.9	A	B	A	N/A	N/A	N/A	NO

Source: Appendix H-1

Bold = unacceptable LOS or significant increase in delay

ND= not determined, excessive delay as volume exceeds capacity for movement

It is noted that all of these near-term intersection impacts occur at the same location as the direct impacts identified in the existing plus project analysis above.

Freeways

The freeway mainline analysis for near-term and near-term plus project conditions are shown in Table 4.8-13. As shown, all freeway mainlines would operate at acceptable levels of service under both these conditions. Thus, project near-term freeway impacts would be less than significant.

Freeway Ramps

Under the near-term conditions and near-term plus project conditions, the study area ramp meter would have a delay of less than 15 minutes (Table 4.8-14). Therefore, the project near-term impact at the ramp meter would be less than significant.

Horizon Year and Horizon Year Plus Project

To assess horizon year (2035) traffic conditions, forecast traffic volumes have been obtained from the SANDAG Series 12 2035 ~~State Route~~Highway Network Select Zone Assignment model. No mid-day peak hour analysis was done for the horizon year analysis, as the SANDAG model does not include such projections. Refer to Appendix H-1 for additional methodology details.

Roadways

For horizon year (2035) plus project conditions, 12 study area roadway segments are expected to operate at LOS D/E/F, including Segments #3, 4, 6, 9, 12, 15, 16, 17, 18, 19, 20, and 21 (Table 4.8-15). Cumulative project impacts to roadway Segments #19 and 20 in the horizon year would be less than significant, as the project would add 0.02 or less to the V/C ratio. However, the project would result in significant cumulative impacts to the following 10 segments where the project would increase the V/C ratio by more than 0.02 at roadways operating at LOS D/E/F:

- Segment #3: Escondido Boulevard, El Norte Parkway to Decatur Way
- Segment #4: Escondido Boulevard, Decatur Way to Lincoln Avenue
- Segment #6: Escondido Boulevard, Mission Avenue to Washington Avenue
- Segment #9: Fig Street, Lincoln Avenue to Mission Avenue
- Segment #12: Lincoln Avenue, Escondido Boulevard to North Broadway
- Segment #15: Lincoln Parkway, Garrick Street to Fig Street
- Segment #16: Lincoln Avenue, Fig Street to Ash Street
- Segment #17: Lincoln Avenue, Ash Street to Harding Street
- Segment #18: Lincoln Avenue, Harding Street to Rose Street
- Segment #21: Mission Avenue, Centre City Parkway to Escondido Boulevard

Table 4.8-13 Near-Term Plus Project Conditions
Freeway Mainline Analysis

SR-78 Mainline Segment	Direction	# Lanes	Capacity (v/h)	Near-term						Near-term Plus Project						ΔV/C		Sig Impact?
				Volume		V/C		LOS		Volume		V/C		LOS				
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
1. I-15 Freeway to Centre City Parkway	Eastbound	2	4,700	1,633	2,633	0.348	0.560	B	C	1,662	2,660	0.354	0.566	B	C	0.006	0.006	NO
	Westbound	2	4,700	1,849	2,003	0.393	0.426	B	B	1,866	2,030	0.397	0.432	B	B	0.004	0.006	NO
2. Centre City Parkway to North Broadway	Eastbound	2	4,700	1,564	2,512	0.333	0.534	B	C	1,624	2,568	0.345	0.546	B	C	0.013	0.012	NO
	Westbound	2	4,700	1,800	1,920	0.383	0.408	B	B	1,836	1,977	0.391	0.421	B	B	0.008	0.012	NO

Source: Appendix H-1

Table 4.8-14 Near-Term Plus Project Conditions
Ramp Meter Analysis

Location	Peak Hour	Existing Lanes	Meter Rate (veh/hr)	Existing Demand (veh/hr)	Excess Demand (veh/hr)	Delay (Min)	Queue (feet)	Δ in Delay (Min)	Sig Impact?
Near-term									
SR-78 Freeway On-Ramp 1. WB From N. Broadway/Lincoln Parkway	AM	2 + 1 HOV	1,394	1,620	226	9.727	3,277	-	-
Near-term Plus Project									
SR-78 Freeway On-Ramp 1. WB From N. Broadway/Lincoln Parkway	AM	2 + 1 HOV	1,394	1,652	258	11.122	3,747	1.395	No

Source: Appendix H-1

Table 4.8-15 Horizon Year Plus Project Conditions
Roadway Segments

Study Area Roadway Segment	Roadway	LOS E Capacity	Horizon Year			Horizon Year Plus Project			Δ	Sig Impact?
			ADT	V/C	LOS	ADT	V/C	LOS	V/C	
Centre City Parkway										
1. Country Club Lane to Iris Lane	4-lane Major Road	37,000	15,464	0.418	B	16,000	0.432	B	0.014	NO
2. Iris Lane to El Norte Parkway	4-lane Major Road	37,000	21,199	0.573	C	21,800	0.589	C	0.016	NO
Escondido Boulevard										
3. El Norte Parkway to Decatur Way	2-lane Local Collector	10,000	12,565	1.257	**F**	14,100	1.410	**F**	**0.154**	**YES**
4. Decatur Way to Lincoln Avenue	2-lane Collector*	15,000	11,838	0.789	**D**	13,400	0.893	**D**	**0.104**	**YES**
5. Lincoln Avenue to Mission Avenue	4-lane Collector	34,200	13,872	0.406	B	16,200	0.474	B	0.068	NO
6. Mission Avenue to Washington Avenue	4-lane Collector	20,000	16,832	0.842	**D**	17,477	0.874	**D**	**0.032**	**YES**
North Broadway										
7. El Norte Parkway to Lincoln Avenue	4-lane Major Road	37,000	22,244	0.601	C	23,000	0.622	C	0.020	NO
8. Lincoln Avenue to SR-78/Lincoln Parkway	4-lane Major Road	37,000	20,606	0.557	C	23,700	0.641	C	0.084	NO
Fig Street										
9. Lincoln Avenue to Mission Avenue	2-lane Collector*	10,000	9,812	0.981	**E**	10,100	1.010	**F**	**0.029**	**YES**
El Norte Parkway										
10. Morning View Drive to Centre City Parkway	7-lane Major Road	50,000	28,184	0.564	C	29,000	0.580	C	0.016	NO
11. Centre City Parkway to Escondido Boulevard	4-lane Major Road	37,000	25,683	0.694	C	27,100	0.732	C	0.038	NO
Lincoln Avenue										
12. Escondido Boulevard to North Broadway	2-lane Local Collector	10,000	3,262	0.326	A	7,800	0.780	**D**	**0.454**	**YES**
13. North Broadway to Garrick Way	2-lane Local Collector	10,000	4,012	0.401	B	4,700	0.470	B	0.069	NO
Lincoln Parkway/ Lincoln Avenue										
14. North Broadway to Garrick Way	6-lane Prime Arterial	60,000	36,811	0.614	C	37,500	0.625	C	0.011	NO
15. Garrick Way to Fig Street	5/4–lane Prime Arterial*	37,000	39,023	1.055	**F**	40,400	1.092	**F**	**0.037**	**YES**
16. Fig Street to Ash Street	4-lane Prime Arterial*	37,000	37,691	1.019	**F**	38,600	1.043	**F**	**0.025**	**YES**
17. Ash Street to Harding Street	2-lane Collector*	10,000	29,570	2.957	**F**	30,100	3.010	**F**	**0.053**	**YES**
18. Harding Street to Rose Street	2-lane Collector*	10,000	23,430	2.343	**F**	23,800	2.380	**F**	**0.037**	**YES**
19. Rose Street to Midway Drive	2-lane Local Collector	10,000	17,400	1.740	**F**	17,600	1.760	**F**	0.020	NO
Mission Avenue										
20. Quince Street to Centre City Parkway	4-lane Major Road	37,000	33,211	0.898	**D**	33,900	0.916	**E**	0.019	NO
21. Centre City Parkway to Escondido Boulevard	4-lane Major Road	37,000	29,281	0.791	**D**	30,400	0.822	**D**	**0.030**	**YES**

Source: Appendix H-1

*Street segment is not built-out to General Plan Classification. A lesser capacity has been assumed in the analysis to reflect existing conditions.

Bold = unacceptable LOS or significant increase in the Volume to Capacity ratio

It is noted that six of these cumulative segment impact locations (Segments #3, 6, 9, 15, 17, and 18) are the same as the direct impact locations, and one of the other locations (Segment #4) is also identified under the near-term impact analysis.

Intersections

For horizon year (2035) plus project conditions, the following 13 study area intersections are projected to operate at LOS D/E/F: #1, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, and 15 (Table 4.8-16). The project would add 2 seconds or less delay to #1, 3, 4, 5, 8, 9, 10, and 13, and, therefore, cumulative project impacts to these intersections would be less than significant in the horizon year. As the project would increase delays by more than 2 seconds, the project would result in cumulatively significant impacts at the following five intersections in the horizon year:

- Intersection #6: Escondido Boulevard at El Norte Parkway (AM and PM peak hours)
- Intersection #7: Escondido Boulevard at Lincoln Avenue (AM and PM peak hours)
- Intersection #11: North Broadway at Lincoln Avenue (AM and PM peak hours)
- Intersection #12: North Broadway at Lincoln Parkway/SR-78 (AM and PM peak hours)
- Intersection #15: Fig Street at Lincoln Avenue (AM peak hour)

It is noted that four of these intersection impacts (Intersections #6, 7, 11, and 12) occur at the same location as those identified under the existing plus project and near-term plus project conditions analysis.

Freeways

As shown in Table 4.8-17, all freeway mainlines are projected to continue to operate at acceptable levels of service for horizon year (2035) without project conditions. With the addition of the project, all freeway mainlines with continue to operate at acceptable levels in the horizon year. Thus, the project would have a less than significant cumulative impact to freeways.

Freeway Ramps

For horizon year (2035) without project conditions, the study area ramp meter is expected to have a delay of more than 15 minutes and, therefore, the ramp meter is considered to be operating unacceptably (Table 4.8-18). The addition of the project traffic would result in an additional ramp meter delay of 1.394 minutes. As the project would increase the delay by less than two minutes, the project's cumulative ramp meter impact would be less than significant.

Table 4.8-16 Horizon Year Plus Project Conditions
Intersection Analysis

Intersection	Traffic Control	Horizon Year Delay (seconds) AM	Horizon Year Delay (seconds) PM	Horizon Year Level of Service AM	Horizon Year Level of Service PM	Horizon Year Plus Project Delay (seconds) AM	Horizon Year Plus Project Delay (seconds) PM	Horizon Year Plus Project Level of Service AM	Horizon Year Plus Project Level of Service PM	Change in Delay AM	Change in Delay PM	Sig Impact?
1. Rock Springs Road at Mission Avenue	Signal	18.3	47.4	B	**D**	18.4	48.3	B	**D**	0.1	0.9	NO
2. Morning View Drive at El Norte Parkway	Signal	14.0	21.6	B	C	14.2	21.6	B	C	0.2	0.0	NO
3. Quince Street at Mission Avenue	Signal	31.5	45.1	C	**D**	31.9	46.7	C	**D**	0.4	1.6	NO
4. Centre City Parkway at El Norte Parkway	Signal	57.9	52.9	**E**	**D**	58.4	53.5	**E**	**D**	0.5	0.6	NO
5. Centre City Parkway at Mission Avenue	Signal	33.8	71.9	C	**E**	33.8	73.2	C	**E**	0.0	1.3	NO
6. Escondido Boulevard at El Norte Parkway	Stop Sign	1894.3	166.6	**F**	**F**	1985.7	184.0	**F**	**F**	**91.4**	**17.4**	**YES**
7. Escondido Boulevard at Lincoln Avenue	Stop Sign	4189.8	30.2	**F**	**D**	ND	110.0	**F**	**F**	**ND**	**79.8**	**YES**
8. Escondido Boulevard at Mission Avenue	Signal	32.4	37.5	C	**D**	33.2	38.1	C	**D**	0.8	0.6	NO
9. North Broadway at Sheridan Avenue	Signal	23.8	38.4	C	**D**	24.0	38.8	C	**D**	0.2	0.4	NO
10. North Broadway at El Norte Parkway	Signal	64.4	59.3	**E**	**E**	64.5	60.6	**E**	**D**	0.1	1.3	NO
11. North Broadway at Lincoln Avenue	Stop Sign	679.2	389.3	**F**	**F**	5857.6	1523.4	**F**	**F**	**5,178**	**1,134**	**YES**
12. North Broadway at SR 78/Lincoln Parkway	Signal	425.0	135.1	**F**	**F**	430.1	152.1	**F**	**F**	**5.1**	**17.0**	**YES**
13. North Broadway at Mission Avenue	Signal	60.5	73.6	**E**	**E**	61.6	74.5	**E**	**E**	1.1	0.9	NO
14. Garrick Way at Lincoln Parkway	Signal	12.0	10.3	B	B	12.2	10.6	B	B	0.2	0.3	NO
15. Fig Street at Lincoln Parkway	Signal	104.9	32.6	**F**	C	109.1	34.4	**F**	**D**	**4.2**	1.8	**YES**
16. Fig Street at Mission Avenue	Signal	17.2	15.0	B	B	17.3	15.2	B	B	0.1	0.2	NO

Table 4.8-16 Horizon Year Plus Project Conditions
Intersection Analysis (cont.)

Intersection	Traffic Control	Horizon Year Delay (seconds) AM	Horizon Year Delay (seconds) PM	Horizon Year Level of Service AM	Horizon Year Level of Service PM	Horizon Year Plus Project Delay (seconds) AM	Horizon Year Plus Project Delay (seconds) PM	Horizon Year Plus Project Level of Service AM	Horizon Year Plus Project Level of Service PM	Change in Delay AM	Change in Delay PM	Sig Impact?
17. Project Access 1 at Lincoln Avenue	Stop Sign	N/A	N/A	N/A	N/A	12.8	18.9	B	C	N/A	N/A	NO
18. Project Access 2 at Lincoln Avenue	Stop Sign	N/A	N/A	N/A	N/A	12.8	18.1	B	C	N/A	N/A	NO
19. Project Access 3 at Lincoln Avenue	Stop Sign	N/A	N/A	N/A	N/A	9.3	10.1	A	B	N/A	N/A	NO

Source: Appendix H-1

Bold = unacceptable LOS or significant increase in delay

ND= not determined, excessive delay as volume exceeds capacity for movement

Table 4.8-17 Horizon Year Plus Project Conditions
Freeway Mainline Analysis

SR-78 Mainline Segment	Direction	# Lanes	Capacity (v/h)	Horizon Year						Horizon Year Plus Project						ΔV/C		Sig Impact?
				Volume		V/C		LOS		Volume		V/C		LOS				
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
1. I-15 Freeway to Centre City Parkway	Eastbound	2	4,700	1,888	3,009	0.402	0.640	B	C	1,917	3,036	0.408	0.646	B	C	0.006	0.006	NO
	Westbound	2	4,700	2,106	2,315	0.448	0.492	B	B	2,123	2,342	0.452	0.498	B	B	0.004	0.006	NO
2. Centre City Parkway to North Broadway	Eastbound	2	4,700	1,815	2,901	0.386	0.617	B	C	1,875	2,957	0.399	0.629	B	C	0.013	0.012	NO
	Westbound	2	4,700	2,066	2,227	0.440	0.474	B	B	2,102	2,284	0.447	0.486	B	B	0.008	0.012	NO

Source: Appendix H-1

Table 4.8-18 Horizon Year Plus Project Conditions
Ramp Meter Analysis

Location	Peak Hour	Existing Lanes	Meter Rate (veh/hr)	Existing Demand (veh/hr)	Excess Demand (veh/hr)	Delay (Min)	Queue (feet)	Δ in Delay (Min)	Sig Impact?
Horizon Year									
SR-78 Freeway On-Ramp 1. WB From N. Broadway/Lincoln Parkway	AM	2 + 1 HOV	1,394	1,859	465	20.032	6,748	-	-
Horizon Year Plus Project									
SR-78 Freeway On-Ramp 1. WB From N. Broadway/Lincoln Parkway	AM	2 + 1 HOV	1,394	1,892	498	21.426	7,218	1.394	NO

Source: Appendix H-1

Summary

A list of the project's 16 significant traffic capacity impacts is provided in Table 4.8-19 below.

Table 4.8-19 Traffic Impact Summary Matrix

Impact	Impact Type		
	Direct	Cumulative	
	Existing Plus Project	Near-term Plus Project	Horizon Year Plus Project
Impact TR-1: Segment #3. Escondido Boulevard, El Norte Parkway to Decatur Way	X	X	X
Impact TR-2: Segment #6. Escondido Boulevard, Mission Avenue to Washington Avenue	X	X	X
Impact TR-3: Segment #9. Fig Street, Lincoln Avenue to Mission Avenue	X	X	X
Impact TR-4: Segment #15. Lincoln Parkway/Lincoln Avenue, Garrick Way to Fig Street	X	X	X
Impact TR-5: Segment #17. Lincoln Parkway/Lincoln Avenue, Ash Street to Harding Street	X	X	X
Impact TR-6: Segment #18. Lincoln Parkway/Lincoln Avenue, Harding Street to Rose Street	X	X	X
Impact TR-7: Intersection #6. Escondido Boulevard at El Norte Parkway	X	X	X
Impact TR-8: Intersection #7. Escondido Boulevard at Lincoln Avenue	X	X	X
Impact TR-9: Intersection #11. North Broadway at Lincoln Avenue	X	X	X
Impact TR-10 Intersection #12. North Broadway at SR- 78/Lincoln Parkway	X	X	X
Impact TR-11: Segment #4. Escondido Boulevard, Decatur Way to Lincoln Avenue		X	X
Impact TR-12: Segment #11. El Norte Parkway, Centre City Parkway to Escondido Boulevard		X	
Impact TR-13: Segment #12: Lincoln Avenue, Escondido Boulevard to North Broadway			X
Impact TR-14: Segment #16: Lincoln Avenue, Fig Street to Ash Street			X
Impact TR-15: Segment #21: Mission Avenue, Centre City Parkway to Escondido Boulevard			X
Impact TR-16: Intersection #15: Fig Street at Lincoln Avenue			X

Direct Impacts

The project would result in six direct segment impacts (Impacts TR-1 to TR-6) and four direct impacts to intersections (Impacts TR-7 to TR-10). Direct project impacts to the freeway and freeway ramp meter would be less than significant.

Cumulative Impacts

The near-term and horizon year analysis is utilized to determine the project's cumulative impacts.

In the near-term, the project would result in cumulative impacts to eight segments (Impacts TR-1 to TR-6, and TR-11 and TR-12), and four intersections (Impacts TR-7 to TR-10). Relative to the existing conditions (direct impact) analysis, two additional segment impacts (TR-11 and TR-12) would occur under the near-term plus project conditions. Six of the near-term segment impacts (Impacts TR-1 to TR-6) and all four of the intersection impacts (Impacts TR-7 to TR-10) occur at the same location as the direct impacts identified in the existing plus project analysis above.

In the horizon year, the project would result in 11 significant cumulative roadway segment impacts (Impacts TR-1 to TR-6, TR-11, TR-13, TR-14 and TR-15) and five significant cumulative intersection impacts (Impacts TR-7 to TR-10, and TR-16). It is noted that six of these horizon year cumulative segment impact locations are the same as the direct impact locations (Impacts TR-1 to TR-6), and one of the horizon year segment impact locations is also identified as impacted under the near-term impact analysis (Impact TR-11). Four of these intersection impacts (Impacts TR-7 to TR-10) occur at the same location as those identified under the existing plus project and near-term plus project conditions analysis. Thus, three of the horizon year cumulative segment impact locations (TR-13, TR-14 and TR-15) and one of the horizon year cumulative intersection locations (Impact TR-16) are in addition to those previously identified impacts.

Cumulative project impacts (both near-term and horizon year) to the freeway and freeway ramp meter would be less than significant.

4.8.3.2 Issue 2: Traffic Hazards and Emergency Access

Guidelines for Determination of Significance

Based on the CEQA Appendix G, the project would result in a significant impact related to traffic hazards and emergency access if the project would:

- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), or
- Result in inadequate emergency access.

Impact Analysis

The project would include three driveways located on Lincoln Avenue, consistent with the City's policy to limit private driveway access on major roadways (City Street Network Policy 7.11). Each driveway would be 30 feet wide with one inbound and one outbound lane. This width would exceed the City's minimum 24-foot driveway width requirement and would provide an adequate entrance for emergency access. The westerly project driveway is intended to provide access for large delivery trucks to the proposed loading dock, and includes a turnaround area that would accommodate large trucks or 40-foot fire truck. This would be consistent with the City's Goods and Services Transport Policy 10.3 to accommodate deliveries on-site rather than in public roadways. Fire trucks can also enter the middle or eastern driveway to access the truck loop that extends around the perimeter of the parking lot (see Appendix H-1 Figure 9-2). As detailed above and in the traffic impact analysis (see Appendix H-1), the

HCM unsignalized intersection level of service analysis of these driveway intersections show they operate acceptably. Thus, the project would provide adequate truck and emergency access.

An on-site and off-site queuing analysis was completed for the project (see Appendix H-1). The off-site queueing analysis shows the 95th percentile queues at each of these driveway intersections would be 1 car and no turn-lane or other improvements would be warranted. The internal queuing analysis found the proposed drive-through would have an average queuing of 5 vehicles and a 95th percentile queuing of 12 vehicles. The 160-foot drive-through would accommodate approximately 8 vehicles, which would adequately accommodate the average observed queue during peak times. Also, there is an additional 70 feet of queuing capacity along the southern property line that would accommodate 3 additional vehicles. If 12 vehicles are in the drive-through queue, one parking space on-site would be blocked. Blocking a parking space would not result in a significant traffic hazard. Thus, the project traffic queuing impacts would be less than significant.

A sight distance analysis for the proposed driveways shows that a minimum 250-foot stopping sight distance and a 330-foot corner site distance is required for all proposed driveways. The sight distance areas shall have all obstructions, including vegetation, limited to 24 inches high. Also, no street parking would be allowed adjacent to the project driveways. While these sight distances are obtainable based on the current site plan, these sight distances are not currently guaranteed to be provided by the project (see Appendix H.1 Figure 10-2). Thus, the project would result in a potentially significant traffic hazard impacts related to sight distance (Impact TR-17).

4.8.3.3 Issue 3: Alternative Transportation

Guidelines for Determination of Significance

Based on the CEQA Appendix G, the project would result in a significant impact related to alternative transportation methods if the project would:

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

Impact Analysis

The City of Escondido includes policies to promote complete streets and multi-modal transportation, as identified under Section 4.8.2, Regulatory Framework. The proposed project would not alter existing transit or bicycle facilities, but would remove an approximately 220-foot segment of sidewalk along the project's North Broadway frontage and would provide an enhanced pedestrian crossing from the northwest corner to the southwest corner of Lincoln Parkway and North Broadway. The proposed improvements would accommodate a 5-foot-wide bike lane on North Broadway to the east of the site. The project would also provide bicycle racks on-site.

To determine the impact of removing the sidewalk along North Broadway, it must be determined how the removal would affect sidewalk facility performance and safety. Based on the TIA (Appendix H-1 Exhibit 3-7), this segment of North Broadway is not heavily used by pedestrians and pedestrians are already not allowed to cross from the northwestern to the southwestern Lincoln Parkway/North Broadway corner. With the removal of this segment, pedestrians would still be able to have east-west access along the Lincoln Avenue Parkway sidewalk, and would be able to travel unimpeded north-south along North Broadway on the eastern side. Thus, the overall performance of the sidewalks in the

project vicinity would not be significantly affected by the removal of the sidewalk. As to the safety affects, the proposed sidewalk segment removal would be consistent with the City and Caltrans intent to discourage pedestrian traffic along the segment of State Route 78 to the west of North Broadway to I-15. Discouraging pedestrian traffic in that area would be a positive affect to pedestrian safety. Thus, while the project would be removing a portion of a pedestrian sidewalk, the removal of this sidewalk segment would not significantly affect pedestrian traffic and it would promote safety consistent with the City's policies (Complete Streets Policies 2.1 and 2.4, and Pedestrian Network Policies 3.3 and 3.9).

The proposed Lincoln Parkway and North Broadway enhanced sidewalk crossing would be a beneficial pedestrian improvement and would be consistent with the City's policies to provide safe pedestrian facilities. The proposed improvements would provide a safer crossing for school children consistent with the safe routes to school policy (Pedestrian Network Policy 3.9) as well as the general pedestrian safety policies (Complete Streets Policies 2.1 and 2.4, and Pedestrian Network Policy 3.3).

The project would provide bike racks on-site that promote bicycling, consistent with Bicycle Network Policy 4.7.

In conclusion, the proposed project would not conflict with the City's transportation policies and alternative transportation impacts would be less than significant.

4.8.4 Cumulative Impacts

4.8.4.1 Issue 1: Level of Service Operations

The cumulative operations analysis is provided in EIR Section 4.8.3.1 above. As indicated in that analysis, the project would result in significant cumulative operation impacts to 12 roadway segments (Impacts TR-1 to TR-6, TR-11, TR-12, TR-13, TR-14 and TR-15) and five intersections (Impacts TR-7 to TR-10, and TR-16). Refer to EIR Section 4.8.3.1 for additional details.

4.8.4.2 Issue 2: Traffic Hazards and Emergency Access

The traffic hazards and emergency access analysis above (EIR Section 4.8.3.2) considers the project in conjunction with buildout traffic conditions. Thus, the analysis above addresses cumulative traffic hazard and emergency access impacts. The proposed project would provide adequate emergency access and would not contribute to a cumulative emergency access impact. The proposed project would result in a potentially significant traffic hazards impacts related to driveway sight distances (Impact TR-17), but this impact is related to the proposed project driveways and would not combine with any other access issues in the area. Thus, this direct impact would not be a cumulative impact. No cumulative traffic hazards or emergency access impact would occur with the implementation of the project.

4.8.4.3 Issue 3: Alternative Transportation

The project would be consistent with the City's alternative transportation policies. The proposed North Broadway/Lincoln Avenue crossing improvements and proposed bike racks would be a positive change that would promote the cumulative alternative transportation policies. The removal of the sidewalk would not contribute to any cumulative pedestrian transportation facility policy conflict. As indicated above, the sidewalk removal would not affect overall pedestrian movement through the area and would improve safety. Thus, the project would have a less than significant cumulative alternative transportation impact.

4.8.5 Significance of Impact Prior to Mitigation

4.8.5.1 Issue 1: Level of Service Operations

The project would result in significant direct and cumulative transportation facility operations impacts (Section 4.8.3.1 above). More specifically, six significant direct segment impacts (Impacts TR-1 to TR-6) and four significant direct impacts to intersections (Impacts TR-7 to TR-10) would occur with the implementation of the project. The project would result in significant cumulative operation impacts to 12 roadway segments (Impacts TR-1 to TR-6, TR-11, TR-12, TR-13, TR-14 and TR-15) and five intersections (Impacts TR-7 to TR-10, and TR-16). Project impacts to the freeway and freeway ramp meter would be less than significant. Refer to EIR Section 4.8.3.1 for additional details.

4.8.5.2 Issue 2: Traffic Hazards and Emergency Access

While the project would provide adequate emergency access, the project would result in potentially significant traffic hazards impacts related to driveway sight distances (Impact TR-17).

4.8.5.3 Issue 3: Alternative Transportation

The proposed project would not conflict with the City's transportation policies and impacts would be less than significant.

4.8.6 Mitigation

4.8.6.1 Issue 1: Level of Service Operations

Mitigation measures are illustrated in Figure 4.8-2.

Direct Impacts

~~Direct Impact mitigation measures are illustrated in Figure 4.8-2.~~

Segments

In order to mitigate the project's direct Impact TR-1 (Segment #3: Escondido Boulevard – El Norte Parkway to Decatur Way), the project would implement the following mitigation measure:

TR-1: Prior to the issuance of occupancy permits, parking shall be prohibited on the west side of Escondido Boulevard (El Norte Parkway to Decatur Way) and a two-way left-turn lane shall be installed by the applicant. This shall result in the loss of 22 parking spaces.

It is noted that a second mitigation option was considered that would involve obtaining additional right-of-way along Escondido Boulevard (El Norte Parkway to Decatur Way) to install the two-way left-turn lane. However, this option was determined to be potentially infeasible, due to the preference to retain the existing uses adjacent to the roadways over the need to widen the roadway.

In order to mitigate the project's direct Impact TR-2 (Segment #6: Escondido Boulevard – Mission Avenue to Washington Avenue), the project would implement the following mitigation measure:

TR-2: Prior to the issuance of occupancy permits, parking shall be prohibited on the east side of Escondido Boulevard (Mission Avenue to Washington Avenue) and "No Parking" signs ~~a two-way left-turn lane, consistent with Collector Street standards~~ shall be installed by the applicant. This shall result in the loss of 14 parking spaces.

It is noted that a second mitigation option was considered that would involve obtaining additional right-of-way along Escondido Boulevard (Mission Avenue to Washington Avenue) to reduce friction and increase roadway capacity~~install the two-way left-turn lane~~. However, this option was determined to be potentially infeasible, due to the preference to retain the existing uses adjacent to the roadways over the need to widen the roadway.

In order to mitigate the project's direct Impact TR-3 (Segment #9: Fig Street – Lincoln Avenue to Mission Avenue), the project shall implement the following:

TR-3: Prior to the issuance of occupancy permits, parking shall be prohibited on both sides of Fig Street (Lincoln Avenue to Mission Avenue) and a two-way left-turn lane shall be installed by the applicant. This will require the loss of 13 parking spaces. The Traffic Impact Fee payment provided for this project will fund the installation of these improvements.

In order to mitigate the project's direct Impact TR-4 (Segment #15: Lincoln Avenue – Garrick Way to Fig Street), the project shall implement the following:

TR-4: Prior to the issuance of occupancy permits, the applicant shall (1) install a dedicated westbound right-turn lane at Lincoln Avenue/Garrick Way intersection and a dedicated eastbound right-turn lane at Lincoln Avenue/Fig Street intersection (this work may involve shifting power poles in the immediate vicinity to accommodate the intersection widening), and (2) re-time traffic signals at these intersections, as needed. The Traffic Impact Fee payment provided for this project will fund the installation of these improvements.

In order to mitigate the project's direct Impact TR-5 (Segment #17: Lincoln Avenue - Ash Street to Harding Street), two options were considered. The options considered include the following:

(1) Prior to the issuance of occupancy permits, the applicant shall restripe Lincoln Avenue (Ash Street to Harding Street) to provide a two-way left-turn lane as well as dedicated left-turn pockets at Harding Street and Pioneer Elementary School.

(2) Prior to the issuance of occupancy permits, additional right-of-way along Lincoln Avenue (Ash Street to Harding Street) shall be obtained and a two-way left-turn lane as well as dedicated left-turn pockets at Harding Street and Pioneer Elementary School shall be installed by the applicant.

However, both of these options were determined to be potentially infeasible for reasons discussed further in Section 4.8.7 below.

In order to mitigate the project's direct Impact TR-6 (Segment #18: Lincoln Avenue - Harding Street to Rose Street), two options were considered. The options considered the following:

(1) Prior to the issuance of occupancy permits, the applicant shall restripe Lincoln Avenue (Harding Street to Rose Street) to provide a two-way left-turn lane and a dedicated left-turn pocket at Harding Street.

Map Source: Linscott, Law & Greenspan Engineers and RECON

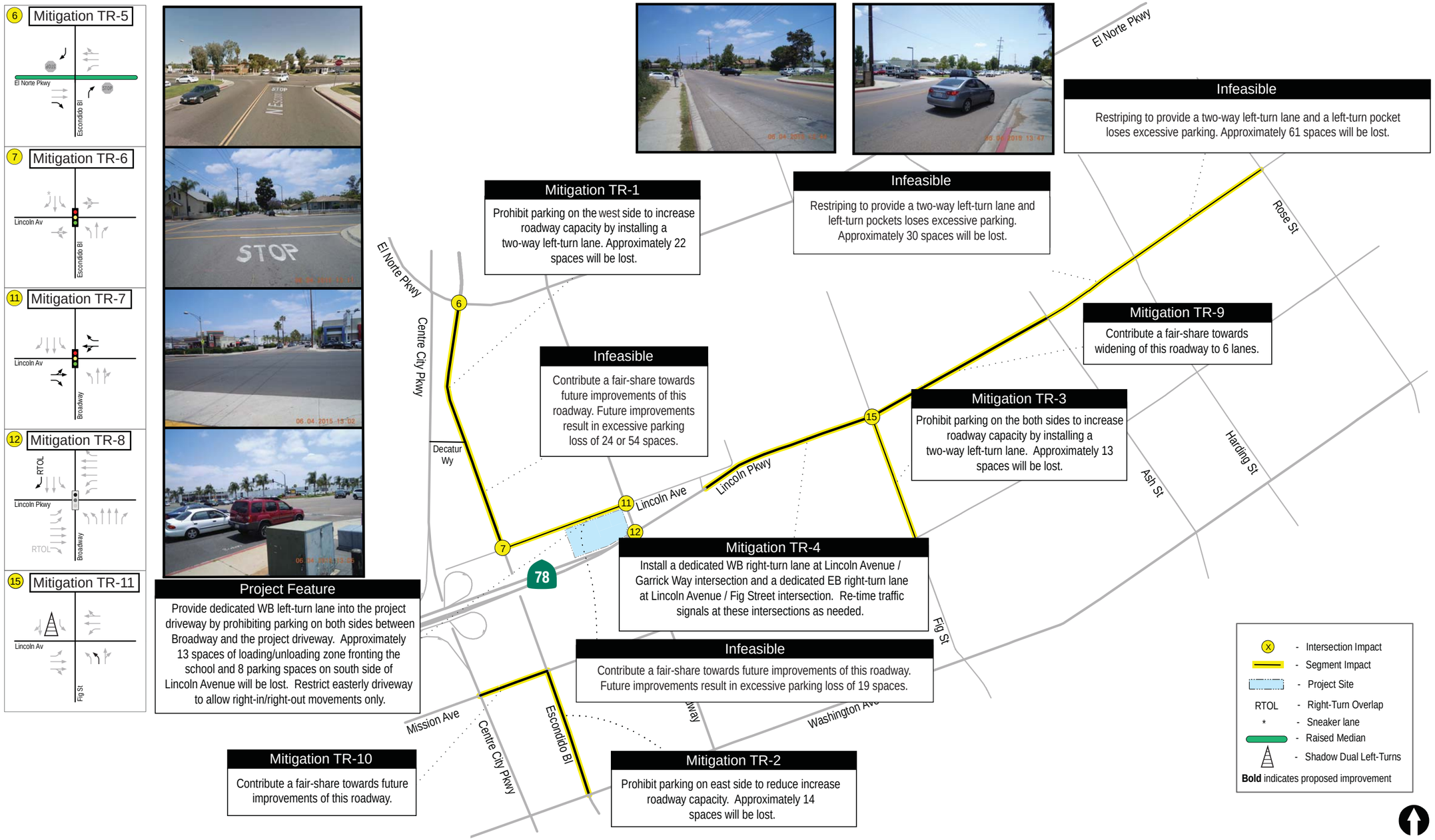

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FIGURE 4.8-2
Mitigation for Traffic Impacts

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(2) Prior to the issuance of occupancy permits, additional right-of-way along Lincoln Avenue (Harding Street to Rose Street) shall be obtained and a two-way left-turn lane and a dedicated left-turn pocket at Harding Street shall be installed by the applicant.

However, both of these options were determined to be potentially infeasible for reasons discussed further in Section 4.8.7 below.

Intersections

In order to mitigate the project's direct Impact TR-7 (Intersection #6: Escondido Boulevard/El Norte Parkway), the project shall implement the following:

TR-5: Prior to the issuance of occupancy permits, the applicant shall (1) install a raised median on El Norte Parkway in order to restrict access from Escondido Boulevard onto El Norte Parkway to right-turns only, (2) the install a dedicated right-turn lane from northbound Escondido Boulevard to eastbound El Norte Parkway, (3) modify the El Norte Parkway raised median to lengthen the two left-turn lanes from westbound El Norte Parkway to southbound Centre City Parkway to accommodate a U-turn movement, and (4) modify the median and left-hand turn lane on El Norte Parkway, between Escondido Boulevard and Broadway to accommodate a U-turn on El Norte Parkway.

In order to mitigate the project's direct Impact TR-8 (Intersection #7: Escondido Boulevard/Lincoln Avenue), the project shall implement the following:

TR-6: Prior to the issuance of occupancy permits, the applicant shall install a traffic signal at the Escondido Boulevard/Lincoln Avenue intersection.

In order to mitigate the project's direct Impact TR-9 (Intersection #11: North Broadway/Lincoln Avenue), the project shall implement the following:

TR-7: Prior to the issuance of occupancy permits, the applicant shall (1) install a traffic signal at the North Broadway/Lincoln Avenue intersection, (2) restripe eastbound and westbound approaches of that intersection to include a shared through/left-turn lane and dedicated right-turn lane, and (3) install a "Keep Clear" sign at the intersection.

In order to mitigate the project's direct Impact TR-10 (Intersection #12: North Broadway at SR-78/Lincoln Parkway), the project shall implement the following:

TR-8: Prior to the issuance of occupancy permits, the applicant shall provide a dedicated southbound right-turn lane and install a southbound right-turn overlap (prohibit eastbound U-turns) at the North Broadway at SR-78/Lincoln Parkway intersection to the satisfaction of the City and Caltrans.

Cumulative Impacts

~~Cumulative impact mitigation measures are illustrated in Figure 4.8-3.~~

Segments

The mitigation identified above for direct Impacts TR-1 to TR-6 would also mitigate for the TR-1 to TR-6 cumulative impacts. As indicated above, mitigation for TR-5 and TR-6 would be potentially infeasible.

In order to mitigate the project's cumulative Impact TR-11 (Segment #4: Escondido Boulevard – Decatur Way to Lincoln Avenue), the following mitigation ~~would be implemented~~was considered:

~~TR-9:~~(1) Prior to the issuance of occupancy permits, a fair-share contribution to the City's satisfaction shall be paid towards the future widening of Escondido Boulevard (between Decatur~~nter~~ Way to Lincoln Avenue) to Collector standards.

However, this mitigation was determined to be potentially infeasible for reasons discussed further in Section 4.8.7 below.

In order to mitigate the project's cumulative Impact TR-12 (Segment #11: El Norte Parkway – Centre City Parkway to Escondido Boulevard), the project shall implement mitigation TR-5 (see above).

In order to mitigate the project's cumulative Impact TR-13 (Segment #11: Lincoln Avenue – Escondido Blvd to North Broadway), the project would implement the following mitigation measure:

~~TR-10:~~ (1) Prior to the issuance of occupancy permits, a fair-share contribution to the City's satisfaction shall be paid towards the future widening of Lincoln Avenue, between Escondido Boulevard to North Broadway, to Local Collector standards.

However, this mitigation was determined to be potentially infeasible for reasons discussed further in Section 4.8.7 below.

In order to mitigate the project's cumulative Impact TR-14 (Segment #16: Lincoln Avenue – Fig Street to Ash Street), the project shall implement the following:

TR-9~~11~~: Prior to the issuance of occupancy permits, the applicant shall provide a fair-share contribution to the City's satisfaction towards widening Lincoln Avenue (Fig Street to Ash Street) to six lanes.

In order to mitigate the project's cumulative Impact TR-15 (Segment #21: Mission Avenue – Centre City Parkway to Escondido Boulevard), the project shall implement the following:

TR-10~~12~~: Prior to the issuance of occupancy permits, the applicant shall provide a fair-share contribution to the City's satisfaction towards widening Mission Avenue (Centre City Parkway to Escondido Boulevard) to 6 lanes.

Intersections

In order to mitigate the project's cumulative Impact TR-7 (Intersection #6: Escondido Boulevard/El Norte Parkway), the project shall implement mitigation measureTR-5 (see above).

Implementation of mitigation measures TR-6 to TR-8 would mitigate for the project's cumulative intersection Impacts TR-8 to TR-10.

In order to mitigate the project's cumulative Impact TR-16 (Intersection #15: Fig Street/Lincoln Avenue), the project shall implement the following:

TR-11~~13~~: Prior to the issuance of occupancy permits, the project shall restripe the Fig Street/Lincoln Avenue intersection northbound lanes to include two dedicated left-turn lanes and a shared through/right-turn lane. To accommodate the dual northbound left-turns, the southbound approach shall be "shadowed" and parking shall be removed as needed. The Traffic Impact Fee payment provided for this project will fund the installation of these improvements.

4.8.6.2 Issue 2: Traffic Hazards and Emergency Access

While the project would provide adequate emergency access, the project would result in potentially significant traffic hazards impacts related to driveway sight distances. Thus, the following site access mitigation measure shall be implemented:

TR-12~~4~~: Prior to issuance of final grading and construction plans, a limited use area shall be established that requires vegetation be maintained below 24 inches and ground-level obstructions be limited to 24 inches in order to provide 250 feet of stopping sight distance and 330 feet of corner sight distance for all three project access driveways. In addition, the Lincoln Avenue curb on the south side of the roadway within 25 feet of the project driveways shall be painted red to signify no parking is allowed. (Refer to Appendix H-1 Exhibit 10-2.)

4.8.6.3 Issue 3: Alternative Transportation

The project would have a less than significant impact related to alternative transportation, such as transit, bikeways, and pedestrian paths. Thus, no alternative transportation mitigation is required.

4.8.7 Conclusion

The project would result in significant impacts to transportation facility operations as well as potential traffic hazard impacts. The project would have less than significant alternative transportation policy impacts. A summary of the project's significant impacts, mitigation, and significance after mitigation is provided in Table 4.8-20.

4.8.7.1 Mitigated Significant Impacts

To mitigate traffic operation impacts TR-1 through TR-3, TR-6 through TR-10, TR-12, and TR-14 through TR-16~~ TR-4, TR-7 through TR-10, and TR-12 through TR-16~~, the project would implement mitigation measures TR-1 to TR-11~~3~~ (see Table 4.8-20, and Figures 4.8-2 and 4.8-3). With the implementation of these measures, all level of service operations would be reduced to below a level of significance (refer to Appendix H-2, Tables 5A to 7B). More specifically, the mitigation would reduce the project's contribution to delays at impacted intersections to below 2 seconds and would reduce the project's V/C contribution at significantly impacted roadway segments to below 0.02. It is noted that several of these improvements (TR-1, TR-2, and TR-3) require the removal of street parking adjacent to commercial uses. If street parking is not removed and equivalent alternative mitigation cannot be completed, a significant unmitigated impact would result and overriding findings would be required.

Impact TR-17 related to adequate sight distance would be fully mitigated by measure TR-124, as it would ensure adequate sight distance is provided.

4.8.7.2 Potentially Significant and Unmitigated Impacts

As shown in Table 4.8-20, the project would mitigate all transportation and traffic impacts to below a level of significance except TR-5, and TR-6, TR-11, and TR-13. Mitigation measures were considered for these impacts, but determined to be infeasible. The mitigation measures considered included increases in roadway and intersection capacity via additional travel lanes or turn lanes or fair-share contributions towards such improvements to ultimately, which would reduce the project's v/c contribution or intersection delay contribution to below a level of significance (refer to Appendix H-2, Tables 5A to 7B). Two potential methods to achieve the capacity increases were considered for each of these significant impacts, including (1) removing street parking along the residential streets to accommodate additional travel or turn lanes or (2) obtaining additional right-of-way to accommodate additional travel lanes or turn lanes. However, both of these potential mitigation options would be potentially infeasible. The removal of parking is potentially infeasible to complete for social reasons, as the Escondido community prefers to retain existing parking for adjacent residential property owner/users convenience. The measures that require Obtaining additional right-of-way (e.g., taking properties adjacent to the roadways) to increase capacity of these roadways would also beare also considered potentially infeasible, as the street widening is considered less important than retaining the existing residential and other uses along these roadways. Further, the City has no plans to increase capacity of these roadways at this time.

Ultimately, the City Council will decide on the social feasibility of these measures, as well as balancing the level of social effect with the benefits of the mitigation improvement. It is noted that the level of social effect depends on several factors, such as the location of the parking, parking usage rate, users, and number of parking spaces lost. As such, the level of social effect varies at each impact location and the City Council will need to determine the appropriateness of either removing or retaining parking for each individual street segment affected.

Table 4.8-20 Traffic Impact and Mitigation Summary Matrix

Impact	Impact Type		Mitigation Summary		Significance after Mitigation
	Direct	Cumulative	Direct	Cumulative	
Impact TR-1: Segment #3. Escondido Boulevard, El Norte Parkway to Decatur Way	X	X	TR-1: Prior to the issuance of occupancy permits, parking shall be prohibited on the west side of Escondido Boulevard (El Norte Parkway to Decatur Way) and a two-way left-turn lane shall be installed by the applicant. This shall result in the loss of 22 parking spaces. It is noted that a second mitigation option was considered that would involve obtaining additional right-of-way along Escondido Boulevard (El Norte Parkway to Decatur Way) to install the two-way left-turn lane. However, this option was determined to be potentially infeasible, due to the preference to retain the existing uses adjacent to the roadways over the need to widen the roadway. Refer to Section 4.8-7 for additional details.		Less than Significant (Should the City Council determine that mitigation measure TR-1 is infeasible due to the loss of 22 street parking spaces, the project would result in a significant unmitigated impact.)
Impact TR-2: Segment #6. Escondido Boulevard, Mission Avenue to Washington Avenue	X	X	TR-2: Prior to the issuance of occupancy permits, parking shall be prohibited on the east side of Escondido Boulevard (Mission Avenue to Washington Avenue) and "No Parking" signs ~~a two-way left-turn lane, consistent with Collector Street standards~~ shall be installed by the applicant. This shall result in the loss of 14 parking spaces. It is noted that a second mitigation option was considered that would involve obtaining additional right-of-way along Escondido Boulevard (Mission Avenue to Washington Avenue) to reduce friction and increase roadway capacity~~install the two-way left-turn lane~~. However, this option was determined to be potentially infeasible, due to the preference to retain the existing uses adjacent to the roadways over the need to widen the roadway. Refer to Section 4.8-7 for additional details.		Less than Significant (Should the City Council determine that mitigation measure TR-2 is infeasible due to the loss of 14 street parking spaces, the project would result in a significant unmitigated impact.)
Impact TR-3: Segment #9. Fig Street, Lincoln Avenue to Mission Avenue	X	X	TR-3: Prior to the issuance of occupancy permits, parking shall be prohibited on the both sides of Fig Street (Lincoln Avenue to Mission Avenue) and a two-way left-turn lane shall be installed by the applicant. This will require the loss of 13 parking spaces. The Traffic Impact Fee payment provided for this project will fund the installation of these improvements.		Less than Significant (Should the City Council determine that mitigation measure TR-3 is infeasible due to the loss of 13 street parking spaces, the project would result in a significant unmitigated impact.)
Impact TR-4: Segment #15. Lincoln Parkway/Lincoln Avenue, Garrick Way to Fig Street	X	X	TR-4: Prior to the issuance of occupancy permits, the applicant shall (1) install a dedicated WB right-turn lane at Lincoln Avenue/Garrick Way intersection and a dedicated EB right-turn lane at Lincoln Avenue/Fig Street intersection (this work may involve shifting power poles in the immediate vicinity to accommodate the intersection widening), and (2) re-time traffic signals at these intersections, as needed. The Traffic Impact Fee payment provided for this project will fund the installation of these improvements.		Less than Significant
Impact TR-5: Segment #17. Lincoln Parkway/Lincoln Avenue, Ash Street to Harding Street	X	X	Two mitigation options were considered, including: (1) Prior to the issuance of occupancy permits, the applicant shall restripe Lincoln Avenue (Ash Street to Harding Street) to provide a two-way left-turn lane as well as dedicated left-turn pockets at Harding Street and Pioneer Elementary School. (2) Prior to the issuance of occupancy permits, additional right-of-way along Lincoln Avenue (Ash Street to Harding Street) shall be obtained and a two-way left-turn lane as well as dedicated left-turn pockets at Harding Street and Pioneer Elementary School shall be installed by the applicant. However, both of these options were determined to be potentially infeasible. Option 1 was determined to be potentially infeasible due to the loss of 30 street parking spaces and the community's preference to retain existing parking. Option 2 was determined to be potentially infeasible, due to the preference to retain the existing uses adjacent to the roadways over the need to widen the roadway. Further, the City has no plans to increase capacity of this roadway in the near-term. Refer to Section 4.8-7 for additional details.		Significant Not Mitigated (Should the City Council determine that one of the mitigation options considered or alternative mitigation is feasible, implementing it would reduce this impact to below a level of significance.)

Table 4.8-20 Traffic Impact and Mitigation Summary Matrix (cont.)

Impact	Impact Type		Mitigation Summary		Significance after Mitigation
	Direct	Cumulative	Direct	Cumulative	
Impact TR-6: Segment #18. Lincoln Parkway/Lincoln Avenue, Harding Street to Rose Street	X	X	Two mitigation options were considered, including: (1) Prior to the issuance of occupancy permits, the applicant shall restripe Lincoln Avenue (Harding Street to Rose Street) to provide a two-way left-turn lane and a dedicated left-turn pocket at Harding Street. (2) Prior to the issuance of occupancy permits, additional right-of-way along Lincoln Avenue (Harding Street to Rose Street) shall be obtained and a two-way left-turn lane and a dedicated left-turn pocket at Harding Street shall be installed by the applicant. However, both of these options were determined to be potentially infeasible. Option 1 was determined to be potentially infeasible due to the loss of 61 street parking spaces and the community's preference to retain existing parking. Option 2 was determined to be potentially infeasible, due to the preference to retain the existing uses adjacent to the roadways over the need to widen the roadway. Further, the City has no plans to increase capacity of this roadway in the near-term. Refer to Section 4.8-7 for additional details.		Significant Not Mitigated (Should the City Council determine that one of the mitigation options considered or alternative mitigation is feasible, implementing it would reduce this impact to below a level of significance.)
Impact TR-7: Intersection #6. Escondido Boulevard at El Norte Parkway	X	X	TR-5: Prior to the issuance of occupancy permits, the applicant shall (1) install a raised median on El Norte Parkway in order to restrict access from Escondido Boulevard onto El Norte Parkway to right-turns only, (2) ~~the~~ install a dedicated right-turn lane from northbound Escondido Boulevard to eastbound El Norte Parkway,(3) modify the El Norte Parkway raised median to lengthen the two left-turn lanes from westbound El Norte Parkway to southbound Centre City Parkway to accommodate a U-turn movement, and (4) modify the median and left-hand turn lane on El Norte Parkway, between Escondido Boulevard and Broadway to accommodate a U-turn on El Norte Parkway.		Less than Significant
Impact TR-8: Intersection #7. Escondido Boulevard at Lincoln Avenue	X	X	TR-6: Prior to the issuance of occupancy permits, the applicant shall install a traffic signal at the Escondido Boulevard/Lincoln Avenue intersection.		Less than Significant
Impact TR-9: Intersection #11. North Broadway at Lincoln Avenue	X	X	TR-7: Prior to the issuance of occupancy permits, the applicant shall (1) install a traffic signal at the North Broadway/Lincoln Avenue intersection, (2) restripe eastbound and westbound approaches of that intersection to include a shared through/left-turn lane and dedicated right-turn lane, and (3) install a "Keep Clear" sign at the intersection.		Less than Significant
Impact TR-10: Intersection #12. North Broadway at SR 78/Lincoln Parkway	X	X	TR-8: Prior to the issuance of occupancy permits, the applicant shall provide a dedicated southbound right-turn lane and install a southbound right-turn overlap (prohibit eastbound U-turns) at the North Broadway at SR-78/Lincoln Parkway intersection to the satisfaction of the City and Caltrans.		Less than Significant

Table 4.8-20 Traffic Impact and Mitigation Summary Matrix (cont.)

Impact	Impact Type		Mitigation Summary		Significance after Mitigation
	Direct	Cumulative	Direct	Cumulative	
Impact TR-11:Segment ~~#~~4. Escondido Boulevard, Decatur Way to Lincoln Avenue		X	NA	The following mitigation was considered: ~~TR-9:~~ (1) Prior to the issuance of occupancy permits, a fair-share contribution to the City's satisfaction shall be paid towards the future widening of Escondido Boulevard (between Decatur~~nter~~ Way to Lincoln Avenue) to Collector standards. However, widening this roadway to the 4-lane buildout conditions was determined to be potentially infeasible. There are two options to widen this roadway; Option 1 would require the removal of parking and Option 2 would include acquiring additional right-of-way. Depending on the ultimate design, parking removal could consist of removing 24 parking spaces on one side of the roadway or removing 54 spaces if parking is removed on both sides of the roadway. Parking removal would be potentially infeasible due to the number of spaces removed and the community's preference to retain existing parking. Option 2 was determined to be potentially infeasible due to the preference to retain the existing uses adjacent to the roadways over the need to widen the roadway. Further, the City has no plans to increase capacity of this roadway in the near-term. Refer to Section 4.8.7 for additional details.	~~Less than~~ Significant Not Mitigated
Impact TR-12:Segment #11. El Norte Parkway, Centre City Parkway to Escondido Boulevard		X	NA	This segment impact would be mitigated by TR-5~~a~~, which is detailed above.	Less than Significant

Table 4.8-20 Traffic Impact and Mitigation Summary Matrix (cont.)

Impact	Impact Type		Mitigation Summary		Significance after Mitigation
	Direct	Cumulative	Direct	Cumulative	
Impact TR-13: Segment #12: Lincoln Avenue, Escondido Boulevard to North Broadway		X	NA	The following mitigation was considered: ~~TR-10:~~ (1) Prior to the issuance of occupancy permits, a fair-share contribution to the City's satisfaction shall be paid towards the future widening of Lincoln Avenue, between Escondido Boulevard to North Broadway, to Local Collector standards. However, widening this roadway to buildout conditions was determined to be potentially infeasible. There are two options to widen this roadway: Option 1 would require the removal of parking and Option 2 would include acquiring additional right-of-way. Parking removal would eliminate 19 spaces in addition to those already being removed as a part of the project frontage improvements (see Section 4.6.4). Parking removal would be potentially infeasible considering this mitigation would remove 19 spaces in addition to the 13 loading zone spaces and 8 street parking spaces to be removed via frontage improvements, and the adjacent school and community's preference to retain existing parking. Option 2 was determined to be potentially infeasible due to the preference to retain the existing uses adjacent to the roadways over the need to widen the roadway. Further, the City has no plans to increase capacity of this roadway in the near-term beyond those improvements included in the project. Refer to Section 4.8.7 for additional details.~~It is noted that a second mitigation option was considered that would involve obtaining additional right-of-way along Lincoln Avenue (Escondido Blvd to North Broadway) to install the two-way left-turn lane. However, this option was determined to be potentially infeasible, due to the preference to retain the existing uses adjacent to the roadways over the need to widen the roadway. Refer to Section 4.8.7 for additional details.~~	~~Less than~~ Significant Not Mitigated
Impact TR-14: Segment #16: Lincoln Avenue, Fig Street to Ash Street		X	NA	TR-~~9~~11: Prior to the issuance of occupancy permits, the applicant shall provide a fair-share contribution to the City's satisfaction towards widening Lincoln Avenue (Fig Street to Ash Street) to 6 lanes.	Less than Significant
Impact TR-15:Segment #21: Mission Avenue, Centre City Parkway to Escondido Boulevard		X	NA	TR-10~~2~~: Prior to the issuance of occupancy permits, the applicant shall provide a fair-share contribution to the City's satisfaction towards widening Mission Avenue (Centre City Parkway to Escondido Boulevard) to 6 lanes.	Less than Significant

Table 4.8-20 Traffic Impact and Mitigation Summary Matrix (cont.)

Impact	Impact Type		Mitigation Summary		Significance after Mitigation
	Direct	Cumulative	Direct	Cumulative	
Impact TR-16: Intersection #15: Fig Street at Lincoln Avenue		X	NA	TR-11~~3~~: Prior to the issuance of occupancy permits, the project shall restripe the Fig Street/Lincoln Avenue intersection northbound lanes to include two dedicated left-turn lanes and a shared through/right-turn lane. To accommodate the dual northbound left-turns, the southbound approach shall be "shadowed" and parking shall be removed as needed. The Traffic Impact Fee payment provided for this project will fund the installation of these improvements.	Less than Significant
Impact TR-17: Potential traffic hazards impact related to driveway sight distances	X	-	TR-12~~4~~: Prior to issuance of final grading and construction plans, a limited use area shall be established near project driveways to provide adequate sight distance pursuant to City requirements and to the satisfaction of the City. ~~that requires vegetation be maintained below 24 inches and ground level obstructions be limited to 24 inches in order to provide 250 feet of stopping sight distance and 330 feet of corner sight distance for all three project access driveways. In addition, the Lincoln Avenue curb on the south side of the roadway within 25 feet of the project driveways shall be painted red to signify no parking is allowed. (Refer to Appendix H.1 Exhibit 10-2.)~~	NA	Less than Significant

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4.9 Cultural Resources

This section of the EIR describes the cultural resources setting, and analyzes the potential for the project to impact cultural resources. It is noted that paleontological impacts are addressed in Section 6.5, Paleontological Resources.

4.9.1 Existing Conditions

4.9.1.1 Prehistoric Era

The San Diego County region has a cultural history beginning approximately 10,000 years ago according to archaeological evidence[1]. The archaeology-based studies typically divide the prehistoric time period based on material and cultural constituents into three chronological sequences, consisting of the Paleo-Indian, Archaic, and Late Prehistoric periods. The Early Period/Archaic spans approximately 10,000 to 1,300 years ago, and includes the San Dieguito, La Jolla and Pauma Complexes. The Late Period spans from 1,300 years ago to historic contact (1769).

As indicated above, each period has distinctive artifacts associated with them that are indicative of the different cultural periods. San Dieguito Complex is primarily characterized by a flaked or chipped stone component consisting of scrapers, scraper planes, choppers, drills, gravers, large lanceolate bifaces, and large leaf-shaped projectile points. This period complex is indicative of a mobile hunting and gathering lifestyle, and does not include milling stone equipment like the subsequent La Jolla and Pauma Complexes. Due to the stationary milling equipment, the La Jolla and Pauma Complexes are considered to indicate a higher level of sedentism. The La Jolla Complex is typically closer to the coast and often includes shell midden sites, while the Pauma Complex is typically found inland in valleys and sheltered canyons. Flexed burials with the head pointed northward under rock cairns, and often containing many broken tools, are also associated with these complexes.

In the Late Period, the Luiseño migrated from the desert to the coast, and the Luiseño and Kumeyaay/Diegueño interaction resulted in cultural changes. Changes were related to burial practices, social complexity, and economic patterns. Artifacts and cultural patterns reflecting the Late Period pattern include small projectile points, pottery, the establishment of permanent or semi-permanent seasonal village sites, a proliferation of acorn milling sites in the uplands, the presence of obsidian from the Imperial Valley source Obsidian Butte, and interment by cremation. The City of Escondido was a transitional area for the Diegueño and Luiseño groups. It is acknowledged that the San Luis Rey Band of Mission Indians traditional territory includes the City (see Appendix A, Letter from the San Luis Rey Band of Mission Indians dated January 15, 2015).

There are hundreds of archaeological sites with the City of Escondido. The majority of the sites within the City consist of bedrock milling sites, and there are 32 known major habitation sites.

[1]It is acknowledged that Native American creation histories indicate Native Americans have been present in the region since the beginning of time.

4.9.1.2 Historic Era

The local historic era (Post-Contact) includes three periods; Spanish, Mexican, and American. The Spanish period from 1769 to 1821 is demarcated by the Spanish establishment of four presidios and 21 missions in Spanish California. The Spanish intent was to secure areas for settlement and to convert Native Americans to Catholicism, train them for labor, and introduce them to the Spanish culture. Due to Escondido's distance to the coast, the City was not settled by the Spanish in this period.

The Mexican periods started in 1821 when Mexico achieved independence from Spain. During this period, the mission lands were subdivided into land grants and cattle ranchos were established. The Escondido area was included in a 12,633-acre rancho that was given to Juan Bautista Alvarado, a native of San Diego.

Year 1846 is considered the start of the American period for the area, as the Mexican-American war ended and the present-day California area was ceded to the U.S. In the 1850s, Alvarado died and his children subdivided the land. Judge Oliver S. Witherby acquired much of the rancho and used the area for cattle and sheep herding as well as mining under the Escondido Mining Company. In 1886, the Escondido Land Company was formed to subdivide the area and in 1888 a railroad was extended to the area and the City of Escondido was incorporated. In 1950, Highway 395 was extended to the City and the improved accesses resulted in the area being converted from groves and vineyards to residential, commercial and industrial uses.

4.9.1.3 On-site Resources

According to the General Plan and Program EIR (City of Escondido 2012a), no known archaeological resources have been recorded within the SR-78/Broadway Target Area. However, archaeological resources are known within 2,000 feet of the SR-78/Broadway Target Area. According to the geotechnical report (Appendix I), the project site is underlain by bedrock, ancient alluvium (late to middle Pleistocene epoch; over 10,000 years before present), and fill. Due to the age of the alluvium and heavy disturbance due to past uses, the potential for the site and adjacent areas to yield significant resources is low. The property has been redeveloped several times and significant ground disturbance related to grading, wells, underground storage tanks, and agricultural uses has occurred. In addition, the off-site improvement areas have been disturbed by roadway and utility improvements.

Based on historic topography maps, there was a residence located on-site in 1901. In 1928, the site was developed with residences, orchards, and agricultural land. An additional residence was added to the site by 1947. By 1963, a church was built in the western area of the site. In 1968 a sales office, garage and canopy were constructed on-site and in 1969 the site was occupied by Reynolds Toyota. The residences on-site were demolished in the 1990s and the additional commercial buildings were added to the site in 1996. The site previously contained a hand-dug brick well and underground storage tanks, but those features were removed from the site as a part of the 1996 redevelopment (Appendix E-1). The existing building on-site has been vacant since 2003 and the parking lots are currently used for car storage. Refer to Table 4.9-1 for the known previous occupants of the site.

Table 4.9-1 Known Past Site Occupants

Address	Year	Occupant
999 North Broadway	1956	Brady, Alva Lee V. Irene
	1956	Isom, Leonard D. and Doreen G.
	1976	Justus, Sandra L.
	1971, 1976	Reynolds Toyota Inc. (John D. Reynolds)
	1980, 1985, 1991	Toyota of Escondido Inc.
203 West Lincoln Avenue	1965, 1971	Full Gospel Assembly
	1976	Justus, Sandra L
127 West Lincoln Avenue	1956	Thomas, Geo E. and Ruth V.
	1962, 1965	Balogh Chas Delores drvr Talones h

Source: Appendix E-1.

Based on this history, the oldest existing structure on-site is 47 years old and no known significant person or historic event is associated with the site. The off-site improvement areas are located within existing roadways and no buildings exist within those areas. The site is not located within the Old Escondido Historic District and is not listed on the Escondido Local Register of Historic Resources.

4.9.2 Regulatory Framework

4.9.2.1 Native American Graves Protection and Repatriation Act

The Native American Graves Protection and Repatriation Act (NAGPRA; 1990) and the California Native American Graves Protection and Repatriation Act (Cal NAGPRA; 2001) requires federally and state held Native American human remains and funerary or religious items be repatriated to a Native American with demonstrated lineal decent. It also makes the sale or purchase of American Indian remains illegal.

4.9.2.2 California Environmental Quality Act

The California Environmental Quality Act (CEQA) requires that public agencies consider impacts to historical and archaeological resources. Historical resources are those eligible for listing in the California Register of Historical Resources (CRHR; California Public Resources Code [PRC] Section 21084.1 and CEQA Guidelines Section 15064.5). Locally designated historic properties shall be considered historical resources under CEQA unless evidence indicates otherwise (PRC Section 5024.1 and California Code of Regulations [CCR], Title 14, Section 4850). If a resource is not listed, lead agencies shall evaluate them against the CRHR criteria to determine their significance (PRC Section 21084.1 and CEQA Guidelines Section 15064.5(a)(3)). It is noted that archaeological resources may also be considered historical resources per the CEQA Guidelines.

Historical Resources

Section 15064.5(a) of the CEQA Guidelines defines "historical resources" as the following:

1) A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the CRHR (Pub. Res. Code, Section 5024.1, Title 14 CCR, Section 4850 et seq.).

2) A resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in an historical resource survey meeting the requirements of PRC Section 5024.1(g), shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the CRHR (Pub. Res. Code, Section 5024.1, Title 14 CCR, Section 4852 et. seq.) as outlined above.

4) The fact that a resource is not listed in, or determined to be eligible for listing in the CRHR, not included in a local register of historical resources (pursuant to Section 5020.1(k) of the PRC), or identified in an historical resources survey (meeting the criteria in Section 5024.1(g) of the PRC) does not preclude a lead agency from determining that the resource may be an historical resource as defined in PRC Sections 5020.1(j) or 5024.1.

A substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the CEQA Guidelines would occur if a project would

1) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the CRHR;

2) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to PRC Section 5020.1(k) or its identification in an historical resources survey meeting the requirements of PRC Section 5024.1(g), unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

3) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its eligibility for inclusion in the CRHR as determined by a lead agency for purposes of CEQA Guidelines Section 15064.5(b)(2).

Archaeological Resources

PRC Section 21083.2 defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1) Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.

2) Has a special and particular quality such as being the oldest of its type or the best available example of its type.

3) Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Public Resources Code 5097

The PRC 5097 protects archaeological, paleontological, and historical sites on public lands from disturbance. It also protects Native American religious sites and freedoms of expression on public land, but allows impacts if the public interest and necessity require it.

California Health and Safety Code Section 7050.5 - Human Remains

While no human remains are anticipated to be present on-site, the California Health and Safety Code (HSC) 7050.5 specifies protocol when human remains are discovered. The code states:

> In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of section 27492 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of death, and the recommendations concerning treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in section 5097.98 of the PRC.

City of Escondido Municipal Code

City of Escondido Municipal Code, Article 40 (Historical Resources) establishes the City's Historic Preservation Committee (HPC), the Escondido Local Register of Historical Places, and the designation process for Escondido Local Landmarks. Article 55 of the City Municipal Code (Grading and Erosion Control) includes protection measures for cultural and historical features, we well as other unique environmental features. There are no known cultural resources, including designated historic resources, on the project site.

4.9.3 Analysis of Project Impacts and Determination of Significance

4.9.3.1 Issue 1: Historical Resources

Guidelines for Determination of Significance

Based on the CEQA Appendix G, the proposed project would have a significant impact if it would:

- Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5.

Refer to Section 4.9.2 for the CEQA definition of a "historic resource" and a "substantial adverse" change.

Impact Analysis

The oldest structure currently on-site was constructed in 1968, which is less than 50 years old. All other former structures, including the underground well, were removed from the site during previous redevelopment projects (see Appendix E-1). The existing structure on-site is not designated as a local or state historical resource. In addition, there is no known significant contribution to California or local history tied to the existing structure, no significant distinctive building characteristics, and it is not associated with the lives of an important historic person or event. Thus, the proposed demolition of this structure would not result in a significant historical resource impact.

The potential for unknown subsurface historical resources to be present in the project impact area is low. This is in part based on the 1968 and 1990s redevelopment activities, which included soil excavation activities as well as the removal of previous subsurface wells and two underground storage tanks (see Appendix E-1). The roadway areas to be impacted were also previously disturbed via roadway and utility improvements. The Phase 2 Environmental Site Assessments (ESAs; Appendices E-2 and E-3) and geotechnical testing (see Appendix I) collective 31 borings also did not locate any subsurface historic resources, including resources such as trash deposits or outhouse pits. Also, the site is not known to be associated with the lives of an important historic person or event.

The project would involve removing the existing structures and asphalt on-site, as well as grading the entire site. The proposed grading would involve 5,970 cubic yards of excavation with cut depths up to approximately 5 feet into existing soils. Off-site improvements would also occur in the existing roadway areas adjacent to the site, but would be limited to the existing disturbed soils. As the structures on-site are not considered historic resources and there is a low potential for unknown subsurface historic resources in the project impact area, project impacts to historical resources would be less than significant.

4.9.3.2 Issue 2: Archaeological Resources

Guidelines for Determination of Significance

Based on the CEQA Appendix G, the proposed project would have a potentially significant impact if it would:

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

Refer to Section 4.9.2 for the definition of an "archaeological resource" and a "substantial adverse" change.

Impact Analysis

As indicated under the existing conditions analysis, there are no known archaeological resources within the project impact area but there are many known sites in the City. Therefore, the project would not impact any known archaeological resources but there could be a potential for unknown subsurface archaeological resources. Thus, this analysis is focused on evaluating the potential for unknown subsurface archaeological resource impacts.

The site has been used for various activities that have affected the potential for significant archaeological resources to be present on-site. Since 1901, residential, agricultural, institutional (church), and automotive uses have occurred on-site (see Appendix E-1; refer Section 4.9.1, Historic Resources). As a result of the multiple historic uses on-site and associated ground-disturbance activities, the site is underlain by 1 to 5 feet of fill soils and the soils are highly disturbed (see Appendix I). Due to the highly disturbed nature of the underlying soils on-site, the potential for significant subsurface archaeological resources is considered low.

The proposed project would involve grading the entire site, which includes cuts of up to 5 feet deep. The cuts would primarily occur in the southwestern corner of the site where fill extends up to 5 feet (see Appendix I). In addition, the project would involve off-site grading for utility and roadway improvements. These grading cuts would be primarily limited to the previously disturbed fill soils and the potential of finding a significant archaeological resource is considered low. Thus, the project would have a less than significant archaeological impact.

4.9.3.3 Issue 3: Human Remains

Guidelines for Determination of Significance

Based on the CEQA Appendix G, the proposed project would have a potentially significant impact if it would:

- Disturb any human remains, including those interred outside of formal cemeteries.

Impact Analysis

The site is currently developed as an automotive sales and repair facility. The off-site improvement areas are currently developed with roadways that include subsurface utilities. No known human remains occur within the project impact area and it is not expected that human remains would be encountered during grading or construction activities. Thus, the project would have no impact to human remains. Nonetheless, it is noted that any discovery of human remains would be required to

comply with the applicable regulations including NAGPRA, Cal NAGPRA, PRC Section 5097, and California HSC Section 7050.5.

4.9.4 Cumulative Impacts

Cultural resources are non-renewable, and any direct impact would contribute to a cumulative loss. As indicated above, the project would not result in direct impacts to cultural resources. The project would comply with state and federal regulations, as well as the City's policies relating to cultural resources. Similarly, other cumulative projects would be required to comply with such regulations. Thus, cumulative cultural resource impacts would be less than significant.

4.9.5 Significance of Impact Prior to Mitigation

No significant historical resources, archaeological resources, or human remains are known to be present in the project impact area. Based on the existing disturbed conditions of the project impact area, the potential for subsurface cultural resources is low. Thus, the proposed project would result in less than significant impacts associated with historic resources, archaeological resources or human remains.

4.9.6 Mitigation

As project impacts to cultural resource would be less than significant, no mitigation is required.

4.9.7 Conclusion

The project would have a less than significant impact related to cultural resources.

Chapter 5 Other CEQA Considerations

CEQA Guidelines Section 15126 requires the consideration and discussion of all environmental impacts as directed in Sections 15126.2, 15126.4 and 15126.6, including the specific subjects listed below.

(a) Significant Environmental Effects of the Proposed Project.

(b) Significant Environmental Effects Which Cannot be Avoided if the Proposed Project is Implemented.

(c) Significant Irreversible Environmental Changes Which Would be Involved in the Proposed Project Should it be Implemented.

(d) Growth-Inducing Impact of the Proposed Project.

(e) The Mitigation Measures Proposed to Minimize the Significant Effects.

(f) Alternatives to the Proposed Project.

This chapter addresses the first four of these subjects, including significant effects, significant unavoidable effects, significant irreversible changes, and growth-inducing impacts of the project. The mitigation measures proposed to minimize the significant effects are identified under each environmental issue addressed in Chapter 4, as well as in the Executive Summary Table ES-1. Alternatives are addressed in Chapter 7.

5.1 Significant Effects

As discussed in Chapter 4, the project would result in potentially significant environmental effects related to hazards and hazardous materials (Section 4.4), noise (Section 4.7), and transportation and traffic (Section 4.8).

Significant effects related to hazards and hazardous materials would occur due to the demolition of buildings that may have asbestos or lead-containing materials. Such materials could potentially become airborne during demolition, and inhalation of such materials could result in significant health impacts (Impacts HAZ-1 and HAZ-2). To reduce this impact, the project mitigation HAZ-1 and HAZ-2 require proper lead and asbestos abatement in accordance with regulations prior to demolition. With the implementation of HAZ-1 and HAZ-2, the project would have a less than significant impact related to hazardous material emissions.

The proposed project would result in a significant increase in traffic noise along Lincoln Avenue, between Escondido Boulevard and North Broadway. This impact would affect noise levels at noise-sensitive school and residential uses, and would be considered a significant direct and cumulative impact (Impact NOS-1). As the area is already built out, mitigation is not feasible and this impact is unavoidable.

The proposed project would generate traffic that would lead to the following 16 significant traffic capacity impacts:

Direct and Cumulative

- Impact TR-1: Segment #3. Escondido Boulevard, El Norte Parkway to Decatur Way
- Impact TR-2: Segment #6. Escondido Boulevard, Mission Avenue to Washington Avenue
- Impact TR-3: Segment #9. Fig Street, Lincoln Avenue to Mission Avenue
- Impact TR-4: Segment #15. Lincoln Parkway/ Lincoln Avenue, Garrick Way to Fig Street
- Impact TR-5: Segment #17. Lincoln Parkway/ Lincoln Avenue, Ash Street to Harding Street
- Impact TR-6: Segment #18. Lincoln Parkway/ Lincoln Avenue, Harding Street to Rose Street
- Impact TR-7: Intersection #6. Escondido Boulevard at El Norte Parkway
- Impact TR-8: Intersection #7. Escondido Boulevard at Lincoln Avenue
- Impact TR-9: Intersection #11. North Broadway at Lincoln Avenue
- Impact TR-10: Intersection #12. North Broadway at SR 78/Lincoln Parkway

Cumulative

- Impact TR-11: Segment #4. Escondido Boulevard, Decatur Way to Lincoln Avenue
- Impact TR-12: Segment #11. El Norte Parkway, Centre City Parkway to Escondido Boulevard
- Impact TR-13: Segment #12. Lincoln Avenue, Escondido Boulevard to North Broadway
- Impact TR-14: Segment #16. Lincoln Avenue, Fig Street to Ash Street
- Impact TR-15: Segment #21. Mission Avenue, Centre City Parkway to Escondido Boulevard
- Impact TR-16: Intersection #15. Fig Street at Lincoln Avenue

The project would implement mitigation measures TR-1 to TR-11~~3~~ to mitigate traffic operations impacts. However, Impacts TR-5, ~~and~~ TR-6, TR-11, and TR-13 would remain significant and unavoidable since mitigation would be potentially infeasible. Refer to Section 4.8.7 for additional details.

The proposed project would include three driveways along Lincoln Avenue. Considering the proposed location of the driveways and project features, there is potential that the proposed driveways would not have adequate line-of-sight for turns out of the project driveway. This potential impact would be significant (Impact TR-17~~4~~), but mitigated to below a level of significance by mitigation measure TR-12~~4~~ that requires vegetation and other potential obstructions be limited to 24 inches tall in the limited use area near the driveways.

5.2 Significant Unavoidable Effects

In accordance with CEQA Guidelines Section 15126.2 (b), any significant unavoidable impact of a proposed project, including those impacts that can be mitigated but not reduced to below a level of significance despite the applicant's willingness to implement all feasible mitigation measures, must be identified in the EIR. The proposed project would result in significant unavoidable effects related to noise (Section 4.7) and transportation and traffic (Section 4.8). As indicated above in EIR Section 5.1 and detailed in Sections 4.7 and 4.8, the traffic noise impact along Lincoln Avenue (Impact NOS-1) and two roadway segment impacts (Impacts TR-5, ~~and~~ TR-6, TR-11, and TR-13) would be significant and unavoidable.

5.3 Significant Irreversible Changes

In accordance with CEQA Guidelines Section 15126.2 (c):

> Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvements which provide access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

The proposed project would result in an irreversible consumption of natural resources and energy. Natural resource consumption would include lumber and other forest products, sand and gravel, asphalt, steel, copper, other metals, and water. Building materials, while perhaps recyclable in part at some long-term future date, would for practical purposes be considered permanently consumed. Energy derived from non-renewable sources, such as fossil and nuclear fuels, would be consumed during construction and operational lighting, heating, cooling, and transportation uses.

The project would not impact any non-renewable biological habitat, agricultural land, mineral deposits, water bodies, or any other energy sources. The site is already developed and would not result in irreversible environmental changes associated with the conversion of undeveloped land to urbanized uses.

The proposed project would not introduce any long-term risks to human safety. While lead and asbestos impacts could occur during demolition (Impacts HAZ-1 and HAZ-2), these impact would be reduced to below a level of significance through mitigation measures HAZ-1 and HAZ-2 that require proper abatement in accordance with regulations. The proposed building units would be constructed according to all applicable regulations and standards to avoid unnecessary or unusual risks.

As discussed above, the project would result in significant and unavoidable ambient traffic noise along Lincoln Avenue (Impact NOS-1) and traffic impacts (Impacts TR-5, ~~and~~ TR-6, TR-11, and TR-13). While these impacts could be reversed if the proposed market and restaurant uses were discontinued, this impact is considered irreversible since the project would "commit future generations to similar uses."

5.4 Growth-inducing Impacts

CEQA Guidelines Section 15126.2(d) requires discussion of the ways in which proposed projects could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. According to CEQA Guidelines Section 15126.2(d), "it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment."

The project site is located in the urbanized area of the City of Escondido. The surrounding area is already built out, and includes adequate infrastructure and public services. The proposed project would redevelop a developed but vacant site into a proposed market and restaurant, and would not include the construction of any housing. The proposed uses are intended to serve the existing built-out area and the project would not result indirectly result in the construction of additional housing in the area.

The project would increase economic growth in the City and would provide new jobs. However, these jobs are anticipated to be met through the existing population in the area and would not result in an increase in employment opportunities to the point where additional housing and associated public services and infrastructure would be required. The site is already designated for commercial uses by the General Plan (City of Escondido 2012a), and therefore already planned to generate jobs within the City.

In conclusion, the project would not directly or indirectly result in the construction of additional housing. Thus, the project would not be growth-inducing and would not result in any growth-related secondary environmental impacts.

Chapter 6 Effects Not Found to be Significant

Pursuant to California Environmental Quality Act Guidelines Section 15128, this section briefly describes the environmental issue areas that were determined not to be significant during the initial scoping and were therefore not discussed in detail in this EIR.

6.1 Agricultural and Forestry Resources

The project site is fully built out and not in agricultural use, is not zoned for agricultural uses, and is not surrounded by agricultural uses. The site also does not contain timberland or forestry resources, and is not adjacent to or zoned for such resources. Thus, the site is not considered an agricultural or forestry resource. Based on this information, the project would have no impact to agricultural or forestry resources.

6.2 Biological Resources

The site is entirely developed and only contains ornamental vegetation along the perimeter. The site does not contain sensitive habitat, is not adjacent to sensitive habitat, and is not anticipated to support sensitive species. On-site landscaping contains mature trees and shrubs that could be used by birds for nesting. The project would preserve the existing trees, as feasible, and would comply with City Municipal Code Section 33-1068.C that requires the replacement of removed trees. Since the project is required to comply with Migratory Bird Treaty Act and Fish and Game Code, which would ensure that no active bird nests are disturbed, there would be no impact. Thus, the project would have no impact related to biological resources.

6.3 Geology and Soils

A geotechnical report (Appendix I) was prepared by Vinje & Middleton Engineering, Inc. in 2012 to address the site geology and soils conditions pertinent to the proposed redevelopment. Based on that report, the site is underlain by bedrock, ancient alluvium and fill. Groundwater was encountered during site testing at 3 feet due to recent rain storms, but is expected to be typically at 13 to 21 feet below ground level. No faults were located on-site, but the site is noted to be within the seismically active San Diego region. The geotechnical report found the project would have no impacts related to the risk of liquefaction, flood inundation, slope stability, and settlement and ground subsidence issues based on the existing conditions. On-site soils were found to have a low to medium soil expansion potential, and

the project would implement the recommended measures of placing such soils in deeper fill areas or mixing such soils with non-site sandy soils to achieve a low expansive soils rating (to be confirmed by site testing upon completion of rough grading). The project would also implement other geotechnical recommendations included in Appendix I, including bioretention design. The project would be required to comply with building code regulations and would implement the recommendations of a project-specific soils report. Therefore, no impacts related to geology and soils would occur.

6.4 Mineral Resources

As the site is developed and surrounding land uses include residences and a school, the site is not considered viable for mineral resource mining operations. Thus, the project would have no impact to mineral resources.

6.5 Paleontological Resources

The following analysis is based on the General Plan (City of Escondido 2012a), as well as the site-specific geotechnical report (see Appendix I). Paleontological resources consist of fossil remains or traces of prehistoric life. The fossil remains provide information about previous flora and fauna present. In the City of Escondido, underlying soils range in age from the Triassic to the Quaternary eras, which spans 250 million years of the Earth's history.

The site is underlain by fill, alluvium, and bedrock (see Appendix I). Fill and bedrock have no potential to yield significant fossils, while alluvium has a moderate potential to yield significant fossils (City of Escondido 2012b). Alluvium is located at varying depths, but was encountered at 1 to 5 feet below ground surface (bgs) and extends to 16 to 31 feet bgs. Proposed grading would involve a maximum of approximately 5 feet of cut, and would result in an overall 5,970 cubic yards (cy) of cut over the 3.7-acre site. The majority of the ground disturbance would be limited to the top 1 foot of soils that were already disturbed by previous grading activities, with the exception of the southwestern area of the site where cuts would be up to 5 feet in order to construct the proposed loading dock area (see Figure 3-9). Per the boring completed in this area (Boring B-7; see Appendix I), existing fill in this area extends down 5 feet and proposed excavation in this area would have minimal impacts to alluvium. Considering cuts into alluvium would minimal (e.g., far less than 10 feet), the potential for paleontological resource impacts would be less than significant.

6.6 Population and Housing

The proposed redevelopment of the site would not displace any housing, as a former automotive sales use would be replaced with a market and a restaurant. No population or housing impacts would occur. The additional jobs generated by the proposed development are anticipated to be filled by existing residents in the area. Thus, the project would not result in an increase in population or a need for new housing. The project would have no impact related to population and housing.

6.7 Public Services

The proposed site redevelopment would not generate additional population or otherwise generate the additional need for public services such as fire service, police service, libraries, schools, or other public services. Thus, the project would have no environmental impact related to the need for new or expanded public service facilities.

6.8 Recreation

As indicated above, the project would not result in additional population in the area that would result in the degradation of an existing recreation facility or the need for additional recreational facilities. In addition, the project would not directly affect any existing parkland or recreational facility as the site is not currently developed with such uses. Therefore, the project would have no impact to recreation.

6.9 Utilities and Service Systems

All required utility improvements would be installed and provided as part of the project (see Section 3.4.6). The off-site improvements related to utilities are included as a part of the project and analyzed within this EIR. Those improvements are located within existing roadways. As there are adequate utility systems in place to serve the project, there would not be any need for new or expanded utilities beyond those included in the project. Thus, the project would have no additional environmental impact related to utilities.

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Chapter 7 Alternatives

In order to fully evaluate the environmental effects of projects, the California Environmental Quality Act (CEQA) mandates that alternatives to the project be analyzed. Section 15126.6 of the CEQA Guidelines requires the discussion of "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 the evaluation of the comparative merits of the alternatives. The alternatives discussion is intended to "focus on alternatives to the project, which 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.

As discussed in Chapter 4, the project could result in significant, direct, and/or cumulative environmental impacts related to hazards and hazardous materials (Impacts HAZ-1 and HAZ-2), transportation/traffic (Impacts TR-1 to TR-17) and ambient noise (Impact NOS-1). Mitigation measures have been identified that would reduce all direct and cumulative impacts to below a level of significance, with the exception of the permanent ambient noise impact (NOS-1) and ~~two~~ four roadway segment impacts (TR-5, ~~and~~ TR-6, TR-11, and TR-13). In developing the alternatives to be addressed in this section, consideration was given to their ability to meet the basic objectives of the project and eliminate or substantially reduce significant environmental impacts.

This chapter addresses the No Project (No New Development) Alternative, the Reduced Project Alternative, the Alternate Use Alternative, Buildout Retail Commercial Alternative, and Alternative Location Alternative. The Buildout Retail Commercial Alternative and Alternative Location Alternative were considered but rejected, as detailed in Section 7.2. The considered alternatives are analyzed further in Section 7.3. Table 7-1 provides a summary of the significant project impacts compared to each considered alternative and Table 7-2 provides a summary of each considered alternative relative to the project objectives.

As required under Section 15126.6(e)(2) of the CEQA Guidelines, an Environmental Impact Report (EIR) also must identify the environmentally superior alternative. Pursuant to the CEQA Guidelines, if the No Project Alternative is determined to be the environmentally superior project, then another alternative among the alternatives evaluated must be identified as the environmentally superior project. Section 7.4 below addresses the Environmentally Superior Alternative.

Table 7-1 Comparison of Alternatives – Environmental Impacts

Issue Areas	Proposed Project		Alternatives		
	Without Mitigation	With Mitigation	No Project	Reduced Project	Alternate Use
4.1 Aesthetics					
Scenic Vistas	LTS	N/A	<	=	=
Scenic Resources	LTS	N/A	<	=	=
Visual Character and Quality	LTS	N/A	<	=	=
Light and Glare	LTS	N/A	<	=	<
4.2 Air Quality					
Regional Air Quality	LTS	N/A	=	=	=
Ambient Air Quality	LTS	N/A	<	<	<
Sensitive Receptors	LTS	N/A	<	<	<
Odors	LTS	N/A	=	=	=
4.3 Greenhouse Gas Emissions					
GHG Emissions	LTS	N/A	<	<	=
Consistency with Adopted Plans	LTS	N/A	> (LTS)	=	=
4.4 Hazards and Hazardous Materials					
Hazardous Material Emission	S	LTS	< (LTS)	= (S/M)	= (S/M)
Hazardous Material Site	LTS	N/A	=	=	=
Airport Hazards	LTS	N/A	=	=	=
Emergency Response and Wildland Fires	LTS	N/A	=	=	=
4.5 Hydrology and Water Quality					
Water Quality	LTS	N/A	> (LTS)	=	=
Drainage/ Storm drain System	LTS	N/A	> (LTS)	=	=
Groundwater	LTS	N/A	=	=	=
Flooding	LTS	N/A	=	=	=
4.6 Land Use					
Physically Divide a Community	LTS	N/A	=	=	=
Conflict with a Land Use Plan	LTS	N/A	=	=	=
Conflict with a Habitat Conservation Plan	LTS	N/A	=	=	=
4.7 Noise					
Noise Exposure	LTS	N/A	=	<	=
Groundborne Vibration/ Noise	LTS	N/A	=	=	=
Ambient Noise – Permanent	S	S/U	< (LTS)	< (S/U)	< (LTS)
Ambient Noise – Temporary	LTS	N/A	<	=	=
4.8 Transportation and [DLD1]**Traffic**					
Level of Service Operations	S	S/U	< (LTS)	< (S/U)	< (S/M)
Traffic Hazards/ Emergency Access	S	LTS	= (S/U)	=	=
Alternative Transportation	LTS	N/A	=	=	=
4.9 Cultural Resources					
Historical Resources	LTS	N/A	<	=	=
Archaeological Resources	LTS	N/A	<	=	=
Human Remains	LTS	N/A	<	=	=

LTS = Less than Significant; S = Significant; S/U = Significant Unmitigated; S/M = Significant Mitigated; N/A = Not Applicable

Table 7-2 Comparison of Alternatives – Proposed Project Objectives

Proposed Project Objectives	Proposed Project	No Project	Reduced Project	Alternate Use
To redevelop an underutilized site into a viable commercial use that would serve the local area.	Yes	No	Yes	Yes
Promote the development of jobs and the City's tax base.	Yes	Yes, but to a lesser extent	Yes, but to a lesser extent	Yes
Achieve smart growth by providing development in an urbanized area where services and utilities are existing and available to serve the development.	Yes	Yes	Yes	Yes

7.1 Project Objectives

Objectives for the project are as follows:

1. To redevelop an underutilized site into a viable commercial use that would serve the local area.
2. Promote the development of jobs and the City's tax base.
3. Achieve smart growth by providing development in an urbanized area where services and utilities are existing and available to serve the development.

7.2 Alternatives Considered but Rejected

This subsection of the EIR is provided consistent with CEQA Guidelines, which state that the EIR needs to examine in detail only a reasonable range of alternatives that the lead agency determines could feasibly attain most of the basic objectives of the project. Further, the EIR should identify any alternatives that were considered by the lead agency but were rejected and briefly explain the reasons underlying the Lead Agency's determination. Among factors used to eliminate alternatives from detailed consideration in the EIR is the failure to meet most of the basic project objectives or inability to avoid significant environmental effects (CEQA Guidelines 15126.6[c]).

7.2.1 Buildout Retail Commercial Alternative

The City of Escondido's Zoning Code identifies the project site as General Commercial (CG). This zone is intended to "provide for the community's general commercial needs. This zone is used for areas where a wide range of retail, office, and service establishments are needed to accommodate the surrounding community." The CG zone allows for food stores selling groceries, produce, candy, baked goods, meat, delicatessen, etc. as well as off-sale beer and wine. The CG zone also allows for restaurants, cafes, delicatessens, sandwich shops either with or without alcoholic beverages, and permits auto-oriented (drive-in or drive-through) eating establishments. Pursuant to Article 16 of the City's Zoning Ordinance, the CG zone implements the City's General Plan land use category of General Commercial (GC). As indicated in the General Plan (2012), the maximum building intensity of the GC land use category is a floor area ratio (FAR) of 0.50. Applying a FAR of 0.50 to the project site (3.7 acres) would yield a maximum permitted development intensity of 80,586 square feet. Similar to the uses proposed by the project, the site could be developed as a neighborhood shopping center. Buildout of the project site

with retail uses under the maximum permitted FAR would be substantially more intense. Development of a neighborhood retail center on the site would generate more trips (approximately 9,670 average daily traffic [ADT][1]) and result in greater traffic and noise impacts than would occur under the project. This alternative would also involve demolition of the existing buildings, and would not avoid the project's potentially significant hazards and hazardous material impacts. As this alternative would not reduce or avoid a significant project impact, this alternative was rejected from detailed consideration.

7.2.2 Alternative Location

In accordance with CEQA Guidelines Section 15126.6(f)(2), an alternative project site should be considered if development of another site is feasible and if development of another site would avoid or substantially lessen significant impacts of the project. Factors that may be considered when identifying an alternative site location include: the size of the site; its location relative to major transportation corridors, employment centers, and the availability of services (including commercial services along with public services, such as fire protection, libraries and schools); the General Plan (or Community Plan) land use designations, and availability of infrastructure. CEQA Guidelines Section 15126.6(f)(2)(A) states that a key question in looking at 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."

The location of the project within the State Route 78 (SR-78) corridor is important to meet the third project objective due to the proximity of the freeway and other infrastructure and services needed to serve the project. Also, to meet the first project objective, the site would need to be "underutilized" (e.g., vacant, undeveloped, or underperforming), and the site would need to be zoned/designated for general commercial uses. Redevelopment of a site similar to the project site that may meet these criteria is likely to yield similar impacts associated with traffic and potentially traffic dependent issues, such as noise. While the use of another site has potential to avoid the project's hazard and hazardous materials impact related to the potential for asbestos and lead-containing materials in the existing building, this impact could also be avoided through the No Project (No New Development) Alternative. In addition, the project would ultimately mitigate the potential asbestos and lead impacts to below a level of significance. Therefore, the EIR contains an adequate range of alternatives to reduce traffic, noise, and hazards impacts, and it is not necessary to include a detailed Alternative Location analysis.

Further, the applicant already owns the project site and cannot reasonably acquire an alternative site. Thus, in accordance with CEQA Guidelines Section 15126.6(f), the acquisition of an alternative location would be considered infeasible.

7.3 Alternatives Analyzed

The following section presents an evaluation of the alternatives to the project: a No Project (No New Development) Alternative, a Reduced Project Alternative, and an Alternate Use Alternative. For each alternative, a brief description is provided, followed by a summary impact analysis relative to the project, and an assessment of the degree to which the alternative would meet the project's objectives. Table 7-1 provides a comparison of the significant direct impacts of the project and considered

[1]A neighborhood commercial retail center of 80,586 square feet (assuming a 0.5 FAR over 3.7 acres) with a trip generation rate of 120 ADT/1,000 square feet (SANDAG 2002) would result in approximately 9,670 ADT.

alternatives. Table 7-2 provides a summary of the ability of the considered project alternatives to meet the project objectives.

7.3.1 No Project (No New Development) Alternative

A No Project Alternative wherein the existing structures remain unoccupied would be infeasible. If the site were to remain unoccupied and were allowed to deteriorate into disrepair, the property would be subject to code compliance action. Therefore, under the No New Development Alternative, it must be assumed that the site is re-occupied by a similar use for which the structures were originally intended.

The No Project (No New Development) Alternative is addressed to compare the environmental effects of the property remaining in its existing state (assuming re-releasing of the existing on-site structures for similar uses for which they were constructed) against the environmental effects, which would occur if the project is approved. Pursuant to CEQA Guidelines Section 15126.6(e)(3)(B), "If the project is other than a land use or regulatory plan, … the 'no project' alternative is the circumstance under which the project does not proceed."

The No Project (No New Development) Alternative would maintain the project site with the existing structures and would be generally equivalent to the existing environmental setting (see Figure 3-3). The site currently consists of a vacant automotive dealership with parking lots, automotive maintenance bays, a main office, and landscaping. It is noted that the site is separated from adjacent uses by a number of features. A slope exists to the south of the project site, between project boundary and SR-78. A 6-foot-tall brick wall exists on the west side of the site, separating the site from the single- and multi-family residences to the west. The No Project (No New Development) Alternative would retain the existing on-site structures and features. The structures would be re-occupied and used as permitted under adopted zoning.

7.3.1.1 Impact Analysis

Aesthetics

Scenic Vistas

Because no new development or construction would occur under this alternative, no change to the existing visual setting would result. The project would result in less than significant impacts to scenic vistas. Therefore, the impacts of the No Project (No New Development) Alternative would be less than the project.

Scenic Resources

The project site would be retained as an automotive dealership or similar use, and the site is not located within a state scenic highway or a City-designated scenic corridor. The scenic value of the site is limited to the existing landscaping along the perimeter of the site, which is minimal. The existing landscaping includes shrubs, grass, mature palm trees, and other mature trees. Because there would be no change in the visual nature of the site and the site is not located in proximity to any scenic corridor, this alternative would have no scenic resource impact. The project would result in less than significant impacts to scenic resources. Therefore, the impacts of the No Project (No New Development) Alternative would be less than the project.

Visual Character and Quality

Because no new development or construction would occur under this alternative, no change to the existing visual setting would result. This alternative is consistent with surrounding development in terms of bulk, scale, and materials. This alternative would have no impact to neighborhood character. The project would result in less than significant impacts to visual character and quality. Therefore, the impacts of the No Project (No New Development) Alternative would be less than the project.

Light and Glare

Because no new development or construction would occur under this alternative, there would be no new sources of light or glare. The project would result in less than significant impacts related to light and glare. Therefore, the impacts of the No Project (No New Development) Alternative would be less than the project.

Air Quality

Regional Air Quality

The No Project (No New Development) Alternative, like the project, would not result in more vehicle trips than what is accounted for in growth projections and the Regional Air Quality Strategy (RAQS). Neither the project, nor this alternative, would result in an increase in emissions that are not already accounted for in the RAQS, and therefore, both are consistent with the RAQS. The No Project (No New Development) Alternative would have no plan consistency impacts, similar to the project.

Ambient Air Quality

The No Project (No New Development) Alternative would not generate emissions of construction-related pollutants because no new development would occur. Both the project and the No Project (No New Development) Alternative would generate additional trips to the project site. The existing automotive dealership, if re-occupied with the same use, would generate approximately 1,110 ADT[2]. Comparatively, the project would generate 8,605 ADT. Project emissions would be less than the applicable thresholds for all criteria pollutants. Thus, the project's direct and cumulative impacts to ambient air quality would be less than significant. Because the No Project (No New Development) Alternative would result in substantially fewer trips than the project and not include any new construction, it would generate fewer operational and construction-related emissions. Impacts would be less than significant and less than the project.

Sensitive Receptors

No construction would occur under the No Project (No New Development) Alternative; therefore, no construction-related diesel emissions would result. Similar to the project, during operations, diesel delivery trucks would access the site. Operational impacts associated with this alternative would be similar to those of the project and would be less than significant relative to diesel particulates.

Localized carbon monoxide (CO) concentration is a direct function of motor vehicle activity at signalized intersections (e.g., idling time and traffic flow conditions), particularly during peak commute hours and

[2]The SANDAG Trip Generation rate for automotive sales (dealer and repair) is 300 ADT/acre. Therefore, an approximate calculation of trips for the 3.7 acre site would be 1,110 ADT (SANDAG 2002).

meteorological conditions. Projects may worsen air quality if they worsen traffic flow, 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. The project would result in significant impacts at five intersections. However, increases of CO due to the project would be below the federal and state standards. Therefore, localized air quality emissions would be less than significant for the project. Because the No Project (No New Development) Alternative would result in fewer ADT than the project, traffic impacts would be less and, in turn, impacts associated with localized CO concentrations would also be less than significant.

Odors

No construction would occur under this alternative, and operational odors would be similar to those of the project. This alternative does not propose any industrial or agricultural uses associated with objectionable odors. Impacts would be less than significant and similar to the project.

Greenhouse Gas Emissions

GHG Emissions

The No Project (No New Development) Alternative would not include any construction; therefore, no construction-related greenhouse gas (GHG) emissions would result from this alternative. Like the project, operation of the existing facilities would generate GHG emissions as a result of traffic, energy demand, area sources (consumer products, landscape maintenance equipment, and architectural coatings), water and wastewater use, and solid waste sources. The existing facilities were constructed between the 1970s and 1990s. Therefore, the existing on-site facilities would be substantially less efficient relative to energy demand, and water and wastewater use than the project, which would be constructed to current building standards. However, the vast majority of operational GHG emissions are associated with vehicular use (trips). The No Project (No New Development) Alternative would generate substantially less traffic than the project (1,110 ADT vs. 8,605 ADT). Therefore, the No Project (No New Development) Alternative would result in fewer operational GHG emissions than the project. Impacts would be less than significant and similar to the project.

Consistency with Adopted plans

The No Project (No New Development) Alternative would likely not comply with the City of Escondido Climate Action Plan (E-CAP). Re-occupancy of the existing facilities could occur by-right and therefore, no mechanism for compliance with the E-CAP exists. The No Project (No New Development) Alternative would, therefore, result in greater impacts than the project relative to GHG emissions and plan consistency.

Hazards and Hazardous Materials

Hazardous Materials Emissions

The No Project (No New Development) Alternative would retain and re-use the existing structures on-site. Although the structures may contain hazardous materials, such materials are not a risk to human health and safety unless disturbed. The existing structures on-site have potential to contain asbestos and lead. As such, the project demolition could result in lead- and asbestos-containing materials becoming airborne and inhalable. Therefore, the No Project (No New Development) Alternative would result in less than significant impacts relative to hazardous materials emissions, and would avoid the project's significant mitigated hazardous material emission impacts (project Impacts HAZ-1 and HAZ-2).

Operations and maintenance of the existing commercial uses may also involve small quantities of hazardous materials. Compliance with regulations would reduce potential hazardous material use impacts of the No Project (No New Development) Alternative to below a level of significance, similar to the project.

Hazardous Materials Site

Like the project, the No Project (No New Development) Alternative does not propose any soil export, groundwater use, or dewatering. No construction or ground disturbing activities would occur under this alternative. Like the project, operational activities would comply with U.S. EPA, CalEPA, and OSHA regulations. Thus, neither the project nor the No Project (No New Development) Alternative would create a significant hazard to the public and environment, and would result in a less than significant impacts related to a hazardous material site.

Airport Hazards

The project site is not located within an Airport Influence Area or within two miles of a private airstrip. The site is located approximately one mile from Palomar Health Downtown heliport and two miles from the Palomar Medical Center heliport. Due to the distance, the heliports would not result in a safety hazard for people residing or working in the project area. Like the project, this alternative would have no impact related to airport hazards.

Emergency Response and Wildfire

The project site is not directly adjacent to wildlands and is currently developed. Thus, the No Project (No New Development) Alternative would not result in exposing people or structures to a significant wildfire risk. Like the project, the No Project (No New Development) Alternative would comply with emergency access requirements. Overall, both this alternative and the project would have a less than significant impact related to wildfires and emergency response.

Hydrology and Water Quality

Water Quality

The No Project (No New Development) Alternative would not include any new construction; therefore, no water quality impacts related to construction would occur. Upon re-occupancy of the site, operational water impacts could result. Potential runoff contaminants generated by future uses may include sediments, nutrients (fertilizers), heavy metals, trash and debris, oxygen-demanding substances, oils and grease, and pesticides. The existing structures and improvements were constructed between the 1970s and 1990s. Therefore, the existing facilities do not include Low Impact Development (LID) and design strategies, such as bioretention, which would be required of the project in compliance with the current regulatory framework. Therefore, water quality impacts would be greater under the No Project (No New Development) Alternative.

Drainage and Storm Drain System

Under the No Project (No New Development) Alternative the existing on-site drainage pattern and facilities would be retained. No new development would occur and the existing storm drain facilities are adequate to accommodate existing flows from the site. Therefore, this alternative would not include changes relative to the drainage and storm drain system. The project would implement best management practices (BMPs) and LID features in compliance with current regulations, would reduce

runoff rates, and retain existing drainage patterns. The proposed project would result in less than significant impacts to the drainage and storm drain system. As the runoff rates would be greater and this alternative would not have to comply with current LID and BMP regulations, the drainage and storm drain impacts of the No Project (No New Development) Alternative would be greater than the project.

Groundwater

Like the project, this alternative would not use or pump groundwater. As with the proposed project, the No Project (No New Development) Alternative would not increase impervious area. No groundwater impact would occur under this alternative, similar to the project.

Flooding

The project site is not located within a 100-year flood hazard area nor does the No Project (No New Development) Alternative involve placing housing or a structure in a flood zone. Also, there is a less than significant impact potential for inundation from dam failure. Similar to the project, impacts would be less than significant under the No Project (No New Development Alternative) relative to flooding.

Land Use

Physically Divide and Established Community

Under the No Project (No New Development) Alternative, no construction would occur on- or off-site; thereby, no impacts would result relative to the physical division of an established community, similar to the project.

Conflict with an Applicable Land Use Plan

Under the No Project (No New Development) Alternative, the existing auto dealership would be re-occupied with a similar use, which is a permitted use by the General Plan and the CG zone. The City's General Plan was comprehensively updated in 2012. The project site is located in an area defined as the "SR-78/Broadway Target" area. The updated General Plan includes policies governing future development in the area, including: (1) evaluate opportunities to enhance vehicular entrance to the community along SR-78 and consider a gateway element to the city along Lincoln Avenue; (2) promote higher intensities along Broadway and consider establishing a unifying architectural and landscaping theme as a means to improve the overall image and serve as an entry into downtown, and (3) consider opportunities and incentives for increasing employment densities and attracting businesses with salaries that raise the City's median income and improving the jobs/housing balance.

The No Project Alternative would not make any modifications to the site pursuant to the future development policies. Nonetheless, this alternative would not conflict with those policies or preclude their implementation. Impacts would be less than significant similar to the project.

Conflict with a Habitat Conservation Plan

There are no Multiple Habitat Conservation Program (MHCP) focused planning areas or proposed preserve areas within or adjacent to the project site. The project site is completely developed and does not include any biological resources and is not located adjacent to any significant biological resources. Thus, like the project, the No Project (No New Development) Alternative would not conflict with a habitat conservation plan.

Noise

Noise Exposure

Under the No Project (No New Development) Alternative, no new noise sensitive land uses would be constructed. The City does not provide land use compatibility standards for commercial uses. Therefore, like the project it can be concluded that vehicle traffic noise impacts to the existing on-site land uses would be less than significant.

Under the No Project (No New Development) Alternative the primary sources of on-site generated noise would be the mechanical equipment used in the service bays. No intensification of land use would occur, and the operation of any new business would be required to comply with City noise ordinance limits; therefore, impacts under this alternative would be less than significant and similar to the project.

Groundborne Vibration and Groundborne Noise

No construction would occur under this alternative; therefore, no construction-related vibration would result. Like the project, no operational components of the existing land use/facilities would generate significant groundborne noise or vibration sources, and no significant vibration sources currently exist, or are planned, in the project area. Thus, groundborne noise or vibration impacts would be less than significant for this alternative, similar to the proposed project.

Ambient Noise – Permanent Increase

Like the project, re-occupation of the existing on-site structures would generate new traffic on surrounding local roadways. However, this alternative would generate substantially fewer trips than would the project. As a worst-case scenario, if all trips from the existing facilities were routed onto West Lincoln Avenue, the No Project (No New Development) Alternative would result in a 1.6 decibel (dB) ambient noise increase, which does not exceed the City's threshold[3]. Impacts would be less than significant and less than the project. Thus, this alternative would avoid the project's significant and unmitigated ambient traffic noise impact (project Impact NOS-1).

Ambient Noise – Temporary Increase

No construction would occur under the No Project (No New Development) Alternative; therefore, no temporary increase in ambient noise would result. Impacts would be less than under the project, which has a less than significant construction noise impact.

Transportation and Traffic

Level of Service Operations

Like the project, re-occupation of the existing on-site structures would generate new traffic on surrounding local roadways. However, this alternative would generate substantially fewer trips than would the project (1,110 trips versus the project's 8,605 trips). Direct and cumulative LOS impacts to surrounding local roadways and intersections would be less under this alternative than for the project.

[3]Existing traffic volume on Lincoln Avenue is 2,556 ADT; existing + alternative = 2,556 + 1,110 = 3,666 ADT. Delta = 10*LOG(3,666/2,556) = 1.6 dB

While not required by CEQA, a segment analysis of this project alternative was completed for informational purposes. As shown in Table 7-3, this alternative would avoid all the project's significant direct segment impacts (project Impact TR-1 to project Impact TR-6). Table 7-4 shows the No Project (No New Development) Alternative would also avoid all the project's significant cumulative segment impacts (project Impact TR-1 to project Impact TR-6, and project Impact TR-11 to project Impact TR-15).

Traffic Hazards and Emergency Access

The No Project (No New Development) Alternative would not result in any reconfiguration of the existing site, site access, or emergency access routes. In the current condition, there is landscaping over 24 inches tall adjacent to the driveways, which could block drivers' view of the oncoming roadway traffic when making turns. However, there is currently minimal or no use of these driveways and the existing traffic hazard issue is minimal. This alternative would retain that existing access condition, but would increase the use of these driveways to 1,110 ADT. The project would result in a potentially significant traffic hazard issue due to the potential for sight distance obstruction from vegetation and other objects adjacent to the driveways. This alternative would also increase the use of these driveways and result in potentially significant traffic hazard impact related to site distance. Thus, this alternative would have a traffic hazard impact similar to the project (project Impact TR-17). However, the No Project (No New Development) Alternative would not be required to mitigate this impact as there would be no mechanism to require it.

Alternative Transportation

Under the No Project (No New Development) Alternative, the existing auto dealership would be re-occupied with a similar use, which is a permitted use by the General Plan and the CG zone. The No Project Alternative would not make any modifications to the site relative to public transit, bicycle, or pedestrian facilities. The No Project Alternative may not comply with current policies, plan, or programs regarding alternative transportation; but this alternative would not involve any redevelopment that would trigger the need to comply or result in any new impact. This alternative would not remove the sidewalk along Broadway, as no new development would occur. Therefore, the impacts of the No Project (No New Development) Alternative would be less than significant, similar to the project.

Cultural Resources

Historical Resources

There are no known historical resources on the project site and none are expected to occur. The No Project (No New Development) Alternative would retain all existing on-site structures and no grading would be completed. Thus, this alternative would have no impact to historical resources. The project would result in less than significant impacts related to historical resources. Therefore, the impacts of the No Project (No New Development) Alternative would be less than the project.

Table 7-3 Existing and Existing Plus No Project (No Development) Alternative
Roadway Segments

Study Area Roadway Segment	Roadway	LOS E Capacity	Existing			Project Impact?	Existing + No Project (No Dev.) Alt.				Alt. Impact?
			ADT	V/C	LOS		ADT*	V/C	LOS	ΔV/C	
Centre City Parkway											
1. Country Club Lane to Iris Lane	4-lane Major Road	37,000	11,964	0.323	A	NO	12,033	0.325	A	0.002	NO
2. Iris Lane to El Norte Parkway	4-lane Major Road	37,000	14,464	0.391	B	NO	14,542	0.393	B	0.002	NO
Escondido Boulevard											
3. El Norte Parkway to Decatur Way	2-lane Local Collector	10,000	7,400	0.740	C	**YES**	7,598	0.760	D	0.020	NO
4. Decatur Way to Lincoln Avenue8	2-lane Collector	15,000	9,618	0.641	C	NO	9,819	0.655	C	0.014	NO
5. Lincoln Avenue to Mission Avenue	4-lane Collector	34,200	10,424	0.305	A	NO	10,724	0.314	A	0.009	NO
6. Mission Avenue to Washington Avenue	4-lane Collector	20,000	15,302	0.765	**D**	**YES**	15,385	0.769	D	0.004	NO
North Broadway											
7. El Norte Parkway to Lincoln Avenue	4-lane Major Road	37,000	17,534	0.474	B	NO	17,632	0.477	B	0.003	NO
8. Lincoln Avenue to SR-78/Lincoln Parkway	4-lane Major Road	37,000	20,384	0.551	C	NO	20,783	0.562	C	0.011	NO
Fig Street											
9. Lincoln Avenue to Mission Avenue	2-lane Collector	10,000	8,980	0.898	**E**	**YES**	9,017	0.902	E	0.004	NO
El Norte Parkway											
10. Morning View Drive to Centre City Parkway	7-lane Major Road	50,000	21,929	0.439	B	NO	22,034	0.441	B	0.002	NO
11. Centre City Parkway to Escondido Boulevard	4-lane Major Road	37,000	25,420	0.687	C	NO	25,603	0.692	C	0.005	NO
Lincoln Avenue											
12. Escondido Boulevard to North Broadway	2-lane Local Collector	10,000	2,556	0.256	A	NO	3,141	0.314	A	0.058	NO
13. North Broadway to Garrick Way	2-lane Local Collector	10,000	2,476	0.248	A	NO	2,565	0.256	A	0.008	NO
Lincoln Parkway/ Lincoln Avenue											
14. North Broadway to Garrick Way	6-lane Prime Arterial	60,000	31,930	0.532	B	NO	32,019	0.534	B	0.002	NO
15. Garrick Way to Fig Street	5/4 – lane Prime Arterial	37,000	31,589	0.854	**D**	**YES**	31,767	0.859	D	0.005	NO
16. Fig Street to Ash Street	4-lane Prime Arterial	37,000	24,699	0.668	C	NO	24,816	0.671	C	0.003	NO
17. Ash Street to Harding Street	2-lane Collector	10,000	15,314	1.531	**F**	**YES**	15,382	1.538	F	0.007	NO
18. Harding Street to Rose Street	2-lane Collector	10,000	12,591	1.259	**F**	**YES**	12,639	1.264	F	0.005	NO
19. Rose Street to Midway Drive	2-lane Local Collector	10,000	9,568	0.957	**E**	NO	9,594	0.959	E	0.002	NO
Mission Avenue											
20. Quince Street to Centre City Parkway	4-lane Major Road	37,000	20,512	0.554	C	NO	20,601	0.557	C	0.003	NO
21. Centre City Parkway to Escondido Boulevard	4-lane Major Road	37,000	19,333	0.523	B	NO	19,477	0.526	B	0.003	NO

*Assumes same distribution as the proposed project.

Bold = unacceptable LOS or significant increase in the Volume to Capacity ratio

No = Significant project impact avoided

Table 7-4 Horizon Year Plus No Project (No Development) Alternative
Roadway Segments

Study Area Roadway Segment	Roadway	LOS E Capacity	Horizon Year			Project Impact ?	Horizon Year + No Project (No Dev.) Alt.				Alt. Impact?
			ADT	V/C	LOS		ADT*	V/C	LOS	Δ V/C	
Centre City Parkway											
1. Country Club Lane to Iris Lane	4-lane Major Road	37,000	15,464	0.418	B	NO	15,533	0.420	B	0.002	NO
2. Iris Lane to El Norte Parkway	4-lane Major Road	37,000	21,199	0.573	C	NO	21,277	0.575	C	0.002	NO
Escondido Boulevard											
3. El Norte Parkway to Decatur Way	2-lane Local Collector	10,000	12,565	1.257	**F**	**YES**	12,763	1.276	**F**	0.019	NO
4. Decatur Way to Lincoln Avenue	2-lane Collector	15,000	11,838	0.789	**D**	**YES**	12,039	0.803	**D**	0.014	NO
5. Lincoln Avenue to Mission Avenue	4-lane Collector	34,200	13,872	0.406	B	NO	14,172	0.414	B	0.008	NO
6. Mission Avenue to Washington Avenue	4-lane Collector	20,000	16,832	0.842	**D**	**YES**	16,915	0.846	**D**	0.004	NO
North Broadway											
7. El Norte Parkway to Lincoln Avenue	4-lane Major Road	37,000	22,244	0.601	C	NO	22,342	0.604	C	0.003	NO
8. Lincoln Avenue to SR-78/Lincoln Parkway	4-lane Major Road	37,000	20,606	0.557	C	NO	21,005	0.568	C	0.011	NO
Fig Street											
9. Lincoln Avenue to Mission Avenue	2-lane Collector	10,000	9,812	0.981	**E**	**YES**	9,849	0.985	**E**	0.004	NO
El Norte Parkway											
10. Morning View Drive to Centre City Parkway	7-lane Major Road	50,000	28,184	0.564	C	NO	28,289	0.566	C	0.002	NO
11. Centre City Parkway to Escondido Boulevard	4-lane Major Road	37,000	25,683	0.694	C	NO	25,866	0.699	C	0.005	NO
Lincoln Avenue											
12. Escondido Boulevard to North Broadway	2-lane Local Collector	10,000	3,262	0.326	A	**YES**	3,847	0.385	B	0.059	NO
13. North Broadway to Garrick Way	2-lane Local Collector	10,000	4,012	0.401	B	NO	4,101	0.410	B	0.009	NO
Lincoln Parkway/ Lincoln Avenue											
14. North Broadway to Garrick Way	6-lane Prime Arterial	60,000	36,811	0.614	C	NO	36,900	0.615	C	0.001	NO
15. Garrick Way to Fig Street	5/4–lane Prime Arterial	37,000	39,023	1.055	**F**	**YES**	39,201	1.059	**F**	0.004	NO
16. Fig Street to Ash Street	4-lane Prime Arterial	37,000	37,691	1.019	**F**	**YES**	37,808	1.022	**F**	0.003	NO
17. Ash Street to Harding Street	2-lane Collector	10,000	29,570	2.957	**F**	**YES**	29,638	2.964	**F**	0.007	NO
18. Harding Street to Rose Street	2-lane Collector	10,000	23,430	2.343	**F**	**YES**	23,478	2.348	**F**	0.005	NO
19. Rose Street to Midway Drive	2-lane Local Collector	10,000	17,400	1.740	**F**	NO	17,426	1.743	**F**	0.003	NO
Mission Avenue											
20. Quince Street to Centre City Parkway	4-lane Major Road	37,000	33,211	0.898	**D**	NO	33,300	0.900	**E**	0.002	NO
21. Centre City Parkway to Escondido Boulevard	4-lane Major Road	37,000	29,281	0.791	**D**	**YES**	29,425	0.795	**D**	0.004	NO

*Assumes same distribution as the proposed project.

Bold = unacceptable LOS or significant increase in the Volume to Capacity ratio

No = Significant project impact avoided

Archaeological Resources

No archaeological resources are known to be present on-site or are expected to occur. The No Project (No New Development) Alternative would not result in any grading or land disturbance, and therefore would have no potential to uncover subsurface resources. Thus, this alternative would have no impact to archaeological resources. The project would result in less than significant impacts related to archaeological resources. Therefore, the impacts of the No Project (No New Development) Alternative would be less than the project.

Human Remains

The No Project (No New Development) Alternative would not result in any grading or land disturbance; therefore, no impacts to human remains would result. The project would have a less than significant impact to human remains. Therefore, the impacts of the No Project (No New Development) Alternative would be less than the project.

7.3.1.2 Ability to Accomplish Project Objectives

The No Project (No New Development) Alternative would not meet the first project objective, as no redevelopment of the site would occur. Re-leasing of the existing on-site structures would provide more jobs and generate more tax revenue for the City relative to the existing conditions, but to a lesser extent than the project, considering the project would result in a more intensive land use. Thus, this alternative would meet the second project objective. Finally, the No Project (No New Development) Alternative would generally meet the third project objective, as it would include the re-use of existing facilities within an urbanized area, where public facilities and services are available.

7.3.2 Reduced Project Alternative

This alternative reduces the development intensity in order to reduce traffic impacts. This alternative would, therefore, omit the drive-through restaurant pad. Development under the Reduced Project Alternative would be limited to the 43,500 square feet of specialty local market. Removal of the drive-through restaurant would correspondingly reduce the number of daily trips and the amount of required on-site parking.

7.3.2.1 Impact Analysis

Aesthetics

Scenic Vistas

Due to its location, neither the project nor the Reduced Project Alternative would impact the distant views of mountains for westbound SR-78 viewers. Like the project, the Reduce Project Alternative would block a small part of the base of the mountains from view, but the more visually significant ridgeline views would remain the same as the existing conditions. Overall, the visual change is not considered substantial and like the project, this alternative would have a less than significant impact on a scenic vista similar to the proposed project.

Scenic Resources

The project site is not located within a state scenic highway or a City-designated scenic corridor, and no scenic resources exist on-site. Like the project, the Reduced Project Alternative would preserve the

existing trees as feasible, in accordance with the Zoning Ordinance. In addition, the landscaped area and the number of trees on-site would be increased. Neither the project nor the Reduced Project Alternative would substantially damage scenic resources within a scenic corridor. The Reduced Project Alternative would result in a less than significant impact to scenic resources, similar to the project.

Visual Character and Quality

The Reduced Project Alternative would be similar to the project with the exception of the future drive-through restaurant, which would not be included. Overall, the project would be of similar character, would improve the visual quality of the site relative to the existing development on-site, and would be consistent with the surrounding developments. Thus, the project would have a less than significant character and visual quality impact. Therefore, impacts relative to visual quality under this alternative would be similar to the project.

Light and Glare

The Reduced Project Alternative would be similar to the project with the exception of the future drive-through restaurant, which would not be included. The project would result in less than significant impacts relative to light and glare. Light and glare impacts would be similar to the project under the Reduced Project Alternative, as both would involve new construction and be subject to similar regulations.

Air Quality

Regional Air Quality

The Reduced Project Alternative, like the project, would not result in more vehicle trips than what is accounted for in growth projections and the RAQS. Neither the project, nor this alternative, would result in an increase in emissions that are not already accounted for in the RAQS, and therefore, both are consistent with the RAQS. The Reduced Project Alternative would have no plan consistency impacts, similar to the project.

Ambient Air Quality

The Reduced Project Alternative would not include construction of the drive-through restaurant, and therefore, construction-related emissions would be incrementally less under this alternative. Like the project, the Reduced Project Alternative would generate additional trips to the project site. Based on the trip generation rates, "driveway" trips generated by the Reduced Project Alternative would total 6,525 ADT[4]. Project emissions would be less than the applicable thresholds for all criteria pollutants. Thus, the project's direct and cumulative impacts to ambient air quality would be less than significant. Because the Reduced Project Alternative would result in fewer trips than the project and include less new construction, it would generate fewer operational and construction-related emissions. Impacts would be less than significant and less than the project.

Sensitive Receptors

Like the project, construction of the Reduced Project Alternative would result in short-term diesel exhaust emissions from on-site heavy-duty equipment. Other construction-related sources of diesel

[4] 8,605 ADT (project trips) – drive-through ADT (2,080) = 6,525 ADT.

particulate matter (DPM) include material delivery trucks and construction worker vehicles; however, these sources are minimal relative to construction equipment. Impacts associated with DPM would be less than significant for the project; therefore, because the Reduced Project Alternative requires less construction, impacts would be incrementally less than for the project.

Localized CO concentration is a direct function of motor vehicle activity at signalized intersections (e.g., idling time and traffic flow conditions), particularly during peak commute hours and meteorological conditions. Projects may worsen air quality if they worsen traffic flow, defined as increasing average delay at signalized intersections operating at 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. The project would result in significant impacts at five intersections. However, increases of CO due to the project would be below the federal and state standards. Localized air quality emissions would be less than significant for the project. Because the Reduced Project Alternative would result in fewer ADT than the project, traffic impacts would be less and, in turn, impacts associated with localized CO concentrations would also be less than significant.

Odors

Like the project, the Reduced Project Alternative would involve the use of diesel-powered construction equipment. Diesel exhaust may be noticeable temporarily at adjacent properties; however, construction activities would be temporary. Like the project, the Reduced Project Alternative does not include any industrial or agricultural uses associated with objectionable odors. Impacts would be less than significant and similar to the project.

Greenhouse Gas Emissions

GHG Emissions

Like the project, the Reduced Project Alternative would result in construction and operational GHG emissions. Like the project, the Reduced Project Alternative would likely result in GHG emissions that exceed the City's screening threshold. The Reduced Project Alternative would implement similar GHG emissions reduction measures as the project and therefore, like the project, would have a less than significant impact. Because the drive-through restaurant would not be constructed under this alternative, impacts would be incrementally less than for the project.

Consistency with Adopted Plans

Because the Reduced Project Alternative would implement similar GHG emissions reductions measures as the project and result in fewer overall emissions, it also would be consistent with the E-CAP and Assembly Bill 32. Impacts would be less than significant and similar to the project.

Hazards and Hazardous Materials

Hazardous Materials Emissions

The existing structures on-site have the potential to contain asbestos and lead. As such, like the project, demolition under this alternative could result in lead- and asbestos-containing materials becoming airborne and inhalable (project Impact HAZ-1 and HAZ-2). Like the project, the Reduced Project Alternative would implement mitigation to reduce these impacts. Impacts would be less than significant and similar to the project.

Operations and maintenance of the proposed commercial use under this alternative may involve small quantities of hazardous materials. Compliance with regulations would reduce potential hazardous material use impacts of the Reduced Project Alternative to below a level of significance, similar to the project.

Hazardous Materials Site

Like the project, the Reduced Project Alternative does not propose any soil export, groundwater use, or dewatering, and concentrations of hazardous materials on-site are below screening levels. Like the project, operational activities would comply with federal Environmental Protection Agency (U.S. EPA), California Environmental Protection Agency (CalEPA), and Occupational Safety and Health Administration (OSHA) regulations. Therefore, potential impacts relative to site contamination would be less than significant, and similar to the project.

Airport Hazards

The project site is not located within an Airport Influence Area or within two miles of a private airstrip. The site is located approximately one mile from Palomar Health Downtown heliport and two miles from the Palomar Medical Center heliport. Due to the distance, the heliports would not result in a safety hazard for people residing or working in the project area. Like the project, this alternative would have no impact related to airport hazards.

Emergency Response and Wildfire

The project site is not directly adjacent to wildlands and is currently developed. Thus, the Reduced Project Alternative would not result in exposing people or structures to a significant wildfire risk. Like the project, the Reduced Project Alternative would comply with emergency access requirements. Overall, this alternative would have a less than significant impact related to wildfire and emergency response similar to the project.

Hydrology and Water Quality

Water Quality

Like the project, the Reduced Project Alternative would necessitate redevelopment of the site and, therefore, would include BMPs during construction and BMP and LID features to reduce operational water quality impacts, consistent with current standards. It also would comply with existing water quality regulations of the City and Regional Water Quality Control Board (RWQCB). Therefore, the Reduced Project Alternative would have a less than significant water quality impact, similar to the project.

Drainage and Storm Drain System

Like the project, the Reduced Project Alternative would result in a decrease in site runoff volume rates and drainage would continue to flow to the existing gutter system to the south of the site. The Reduced Project Alternative would result in less than significant impacts related to drainage patterns and runoff volumes, similar to the project.

Groundwater

Similar to the project, the Reduced Project Alternative does not propose to use or pump groundwater and would not increase impervious area. Impacts would be less than significant and similar to the project.

Flooding

The project site is not located within a 100-year flood hazard area nor does the Reduced Project Alternative involve placing housing or a structure in a flood zone. Also, there is a less than significant potential impact related to dam failure inundation. Similar to the project, impacts would be less than significant under the Reduced Project Alternative relative to flooding.

Land Use

Physically Divide an Established Community

The Reduced Project Alternative would be similar to the project, but would not include the drive-through restaurant. Like the project, it would be located on an already developed site and roadway improvements would be within dedicated rights-of-way. Therefore, like the project, this alternative would not result in significant impacts relative to the physical division of an established community; land use barriers; disruption of the physical arrangement of the area, or preclusion of development on surrounding parcels.

Conflict with an Applicable Land Use Plan

The Reduced Project Alternative would be similar to the project, but would not include the drive-through restaurant. Like the project, it would be consistent with the General Plan Land Use Designation and with the goals of the SR-78/Broadway Target Area, as well as the Zoning Ordinance. Impacts would be less significant, similar to the project.

Conflict with a Habitat Conservation Plan

There are no MHCP focused planning areas or proposed preserve areas within or adjacent to the project site. The project site is completely developed and does not include any biological resources and is not located adjacent to any significant biological resources. Thus, similar to the project, the Reduced Project Alternative would not conflict with a habitat conservation plan.

Noise

Noise Exposure

Similar to the project, the Reduced Project Alternative does not propose exterior use areas where receptors would be exposed to vehicle traffic noise from adjacent roadways. As such, it can be concluded that vehicle traffic noise impacts to the proposed uses would be less than significant and similar to the project.

As with the project, the primary noise sources on-site would be mechanical equipment, the loading dock, and trash compactor. Project noise sources would not exceed any City noise ordinance limits. This alternative would not include the drive-through; therefore, impacts under this alternative would be less than significant and incrementally less than the project.

Groundborne Vibration and Groundborne Noise

The Reduced Project Alternative would entail similar construction activities as the project, with the exception of grading for the drive-through pad; therefore, it is not anticipated to include activities known to cause significant vibration impacts such as pile driving or blasting. Construction activities would only occur during hours as defined by the Municipal Code. Impacts would be less than significant and similar to the project.

Similar to the project, no operational components of the existing land use/facilities would generate significant groundborne noise or vibration sources, and no significant vibration sources currently exist, or are planned, in the project area. Thus, groundborne noise or vibration impacts would be less than significant for this alternative similar to the project.

Ambient Noise – Permanent Increase

As with the project, the Reduced Project Alternative would generate new traffic on surrounding local roadways. However, this alternative would generate fewer trips than would the project (6,525 ADT compared to the proposed project's 8,605 ADT). Similar to the project (project Impact NOS-1), the Reduced Project Alternative would also result in a significant ambient noise increase on Lincoln Avenue. (To eliminate the significant unmitigated impact of the project, project traffic would need to be reduced by 50 percent or more). Impacts would be incrementally less than those of the project, although they would remain significant.

Ambient Noise – Temporary Increase

Construction of the Reduced Project Alternative would result in construction noise similar to that of the project. Similar to the project, this alternative would comply with local construction and grading noise regulations, and impacts would be less than significant.

Transportation and Traffic

Level of Service operations

As with the project, the Reduced Project Alternative would generate new traffic on surrounding local roadways. However, this alternative would generate fewer trips than would the project (6,525 ADT compared to the project's 8,605 ADT). Direct and cumulative LOS impacts to surrounding local roadways and intersections would be less under this alternative than for the project.

While not required by CEQA, a segment analysis of this project alternative was completed for informational purposes. As shown in Table 7-5, this alternative would not avoid any of the project's significant direct segment impacts. Table 7-6 shows the Reduced Project Alternative would avoid one of the project's significant cumulative segment impacts (Segment #16 - project Impact TR-14), but all other cumulative segment impacts that occur under the project would be significant under this alternative.

Table 7-5 Existing and Existing Plus Reduced Project Alternative
Roadway Segments

Study Area Roadway Segment	Roadway	LOS E Capacity	Existing			Project Impact?	Existing + Reduced Project Alt.				Alt. Impact?
			ADT	V/C	LOS		ADT*	V/C	LOS	ΔV/C	
Centre City Parkway											
1. Country Club Lane to Iris Lane	4-lane Major Road	37,000	11,964	0.323	A	NO	12,370	0.334	A	0.011	NO
2. Iris Lane to El Norte Parkway	4-lane Major Road	37,000	14,464	0.391	B	NO	14,920	0.403	B	0.012	NO
Escondido Boulevard											
3. El Norte Parkway to Decatur Way	2-lane Local Collector	10,000	7,400	0.740	C	**YES**	8,564	0.856	**D**	0.116	**YES**
4. Decatur Way to Lincoln Avenue	2-lane Collector*	15,000	9,618	0.641	C	NO	10,802	0.720	C	0.079	NO
5. Lincoln Avenue to Mission Avenue	4-lane Collector	34,200	10,424	0.305	A	NO	12,189	0.356	B	0.051	NO
6. Mission Avenue to Washington Avenue	4-lane Collector	20,000	15,302	0.765	**D**	**YES**	15,791	0.790	**D**	0.025	**YES**
North Broadway											
7. El Norte Parkway to Lincoln Avenue	4-lane Major Road	37,000	17,534	0.474	B	NO	18,107	0.489	B	0.015	NO
8. Lincoln Avenue to SR-78/Lincoln Parkway	4-lane Major Road	37,000	20,384	0.551	C	NO	22,730	0.614	C	0.063	NO
Fig Street											
9. Lincoln Avenue to Mission Avenue	2-lane Collector	10,000	8,980	0.898	**E**	**YES**	9,198	0.920	**E**	0.022	**YES**
El Norte Parkway											
10. Morning View Drive to Centre City Parkway	7-lane Major Road	50,000	21,929	0.439	B	NO	22,548	0.451	B	0.012	NO
11. Centre City Parkway to Escondido Boulevard	4-lane Major Road	37,000	25,420	0.687	C	NO	26,494	0.716	C	0.029	NO
Lincoln Avenue											
12. Escondido Boulevard to North Broadway	2-lane Local Collector	10,000	2,556	0.256	A	NO	5,997	0.600	C	0.344	NO
13. North Broadway to Garrick Way	2-lane Local Collector	10,000	2,476	0.248	A	NO	2,998	0.300	A	0.052	NO
Lincoln Parkway/ Lincoln Avenue											
14. North Broadway to Garrick Way	6-lane Prime Arterial	60,000	31,930	0.532	B	NO	32,452	0.541	B	0.009	NO
15. Garrick Way to Fig Street	5/4 – lane Prime Arterial	37,000	31,589	0.854	**D**	**YES**	32,633	0.882	**D**	0.028	**YES**
16. Fig Street to Ash Street	4-lane Prime Arterial	37,000	24,699	0.668	C	NO	25,388	0.686	C	0.018	NO
17. Ash Street to Harding Street	2-lane Collector	10,000	15,314	1.531	**F**	**YES**	15,716	1.572	**F**	0.041	**YES**
18. Harding Street to Rose Street	2-lane Collector	10,000	12,591	1.259	**F**	**YES**	12,872	1.287	**F**	0.028	**YES**
19. Rose Street to Midway Drive	2-lane Local Collector	10,000	9,568	0.957	**E**	NO	9,720	0.972	**E**	0.015	NO
Mission Avenue											
20. Quince Street to Centre City Parkway	4-lane Major Road	37,000	20,512	0.554	C	NO	21,034	0.568	C	0.014	NO
21. Centre City Parkway to Escondido Boulevard	4-lane Major Road	37,000	19,333	0.523	B	NO	20,182	0.545	B	0.022	NO

*Assumes same distribution as the proposed project.

Bold = unacceptable LOS or significant increase in the Volume to Capacity ratio

No = Significant project impact avoided

Table 7-6
Horizon Year Plus Reduced Project Alternative
Roadway Segments

Study Area Roadway Segment	Roadway	LOS E Capacity	Horizon Year			Project Impact	Horizon Year + Reduced Project Alt.				Alt Impact?
			ADT	V/C	LOS		ADT	V/C	LOS	Δ V/C	
Centre City Parkway											
1. Country Club Lane to Iris Lane	4-lane Major Road	37,000	15,464	0.418	B	NO	15,870	0.429	B	0.011	NO
2. Iris Lane to El Norte Parkway	4-lane Major Road	37,000	21,199	0.573	C	NO	21,655	0.585	C	0.012	NO
Escondido Boulevard											
3. El Norte Parkway to Decatur Way	2-lane Local Collector	10,000	12,565	1.257	**F**	**YES**	13,729	1.373	**F**	0.116	**YES**
4. Decatur Way to Lincoln Avenue	2-lane Collector	15,000	11,838	0.789	**D**	**YES**	13,022	0.868	**D**	0.079	**YES**
5. Lincoln Avenue to Mission Avenue	4-lane Collector	34,200	13,872	0.406	B	NO	15,637	0.457	B	0.051	NO
6. Mission Avenue to Washington Avenue	4-lane Collector	20,000	16,832	0.842	**D**	**YES**	17,321	0.866	**D**	0.024	**YES**
North Broadway											
7. El Norte Parkway to Lincoln Avenue	4-lane Major Road	37,000	22,244	0.601	C	NO	22,817	0.617	C	0.016	NO
8. Lincoln Avenue to SR-78/Lincoln Parkway	4-lane Major Road	37,000	20,606	0.557	C	NO	22,952	0.620	C	0.063	NO
Fig Street											
9. Lincoln Avenue to Mission Avenue	2-lane Collector	10,000	9,812	0.981	**E**	**YES**	10,030	1.003	F	0.022	**YES**
El Norte Parkway											
10. Morning View Drive to Centre City Parkway	7-lane Major Road	50,000	28,184	0.564	C	NO	28,803	0.576	C	0.012	NO
11. Centre City Parkway to Escondido Boulevard	4-lane Major Road	37,000	25,683	0.694	C	NO	26,757	0.723	C	0.029	NO
Lincoln Avenue											
12. Escondido Boulevard to North Broadway	2-lane Local Collector	10,000	3,262	0.326	A	**YES**	6,703	0.670	C	0.344	**YES**
13. North Broadway to Garrick Way	2-lane Local Collector	10,000	4,012	0.401	B	NO	4,534	0.453	B	0.052	NO
Lincoln Parkway/ Lincoln Avenue											
14. North Broadway to Garrick Way	6-lane Prime Arterial	60,000	36,811	0.614	C	NO	37,333	0.622	C	0.008	NO
15. Garrick Way to Fig Street	5/4–lane Prime Arterial	37,000	39,023	1.055	**F**	**YES**	40,067	1.083	F	0.028	**YES**
16. Fig Street to Ash Street	4-lane Prime Arterial	37,000	37,691	1.019	**F**	**YES**	38,380	1.037	F	0.018	**NO**
17. Ash Street to Harding Street	2-lane Collector	10,000	29,570	2.957	**F**	**YES**	29,972	2.997	F	0.040	**YES**
18. Harding Street to Rose Street	2-lane Collector	10,000	23,430	2.343	**F**	**YES**	23,711	2.371	F	0.028	**YES**
19. Rose Street to Midway Drive	2-lane Local Collector	10,000	17,400	1.740	**F**	NO	17,552	1.755	F	0.015	NO
Mission Avenue											
20. Quince Street to Centre City Parkway	4-lane Major Road	37,000	33,211	0.898	**D**	NO	33,733	0.912	E	0.014	NO
21. Centre City Parkway to Escondido Boulevard	4-lane Major Road	37,000	29,281	0.791	**D**	**YES**	30,130	0.814	D	0.023	**YES**

*Assumes same distribution as the proposed project.

Bold = unacceptable LOS or significant increase in the Volume to Capacity ratio

No = Significant project impact avoided

Traffic Hazards and Emergency Access

Similar to the project (project Impact TR-17), the Reduced Project Alternative could result in a significant traffic hazard impact related to sight distance. This alternative would be required to implement the same mitigation to ensure that adequate site distance can be achieved prior to issuance of grading permits. With implementation of this mitigation measure, impacts would be less than significant and similar to the project.

Alternative Transportation

Like the project, the Reduced Project Alternative would be designed to comply with all City policies relative to alternative transportation. This alternative would include the sidewalk removal along the Broadway frontage, similar to the project. Impacts would be less than significant, similar to the project.

Cultural Resources

Historical Resources

Similar to the project, the Reduced Project Alternative would remove all existing on-site structures and grade the entire site. Off-site improvements also would likely be similar to those of the project. As the structures on-site are not considered historic resources and there is a low potential for unknown subsurface historic resources in the project impact area, the Reduced Project Alternative impacts to historical resources would be less than significant, similar to the project.

Archaeological Resources

The Reduced Project Alternative would result in similar grading and ground disturbance as the project. Grading cuts would be primarily limited to the previously disturbed fill soils and the potential of finding a significant archaeological resource is considered low. Thus, this alternative would have a less than significant archaeological impact, similar to the project.

Human Remains

No known human remains occur within the project impact area, and it is not expected that human remains would be encountered during grading or construction activities. Thus, neither the project nor this alternative would result in impacts to human remains.

7.3.2.2 Ability to Accomplish Project Objectives

The Reduced Project Alternative would meet the first project objective, as redevelopment of the site would occur, similar to the project with a viable commercial use. This alternative would likewise create new jobs and bolster the City's tax base; however, not to the same extent as the project considering its less intensive use. Finally, the Reduced Project Alternative would meet the third project objective, as it would include development located within an urbanized area, where public facilities and services are available.

7.3.3 Alternate Use Alternative

This alternative addresses an alternate use for the project site. Under this alternative, the project site would be redeveloped with general office uses. Assuming the same FAR indicated in the General Plan for General Commercial uses (0.50), the site could be redeveloped with approximately 80,586 square

feet of office space. In order to accommodate parking and minimize grading costs, it is reasonable to assume this alternative would likely involve one or two multi-story buildings surrounded by surface parking. As with the project, this alternative would make any other necessary improvements relative to circulation and access and would incorporate landscaping pursuant to the City's Zoning Ordinance.

7.3.3.1 Impact Analysis

Aesthetics

Scenic Vistas

Due to its location, neither the project nor the Alternate Use Alternative would impact the distant views of mountains for westbound SR-78 viewers. The Alternate Use Alternative would block a greater amount of the mountains from eastbound SR-78 views than the proposed project considering the building(s) would be taller, but the more visually significant ridgeline views would remain the same as the existing conditions. Overall, the visual change is not considered substantial and similar to the project, this alternative would have a less than significant impact on a scenic vista.

Scenic Resources

The project site is not located within a state scenic highway or a City-designated scenic corridor, and no scenic resources exist on-site. Like the project, the Alternate Use Alternative would preserve the existing trees as feasible, in accordance with the Zoning Ordinance. In addition, the landscaped area and the number of trees on-site would be increased. Neither the project nor the Alternate Use Alternative would substantially damage scenic resources within a scenic corridor, and both would result in a less than significant impact to scenic resources.

Visual Character and Quality

The project would be of similar character and would improve the visual quality of the site relative to the existing development on-site, and would be consistent with the surrounding developments. Thus, the project would have a less than significant character and visual quality impact. The Alternate Use Alternative would construct office buildings on-site. The office structure(s) would comply with General Plan policies relative to aesthetics and Zoning Ordinance requirements. Therefore, impacts relative to visual quality would be less than significant and similar to those of the project.

Light and Glare

The Alternate Use Alternative would result in the development of office building(s) on-site. Landscaping would be provided similar to the project, and the office uses also would be required to comply with the City's Outdoor Lighting Ordinance. Office uses may result in less nighttime lighting as use of the building would occur primarily during the day. The project would result in less than significant impacts relative to light and glare; therefore, impacts would be incrementally less than those of the project under the Alternate Use Alternative.

Air Quality

Regional Air Quality

The Alternate Use Alternative, like the project, would not result in more vehicle trips than what is accounted for in growth projections and the RAQS. Neither the project, nor this alternative, would

result in an increase in emissions that are not already accounted for in the RAQS, and therefore, both are consistent with the RAQS. The Alternate Use Alternative would have no plan consistency impacts, similar to the project.

Ambient Air Quality

The Alternate Use Alternative would include construction of approximately 80,586 square feet of office space; more square footage than under the project. However, construction impacts are generally characterized by daily emissions. Because the Alternate Use Alternative would perform construction during the same hours over the same size parcel, daily construction emissions would differ little from the project, although the overall duration for construction may be somewhat longer. Construction emission impacts would, therefore, be similar to the proposed project.

Similar to the project, the Alternate Use Alternative would generate additional trips to the project site. Based on the trip generation rates, "driveway" trips generated by the Alternate Use Alternative would total 1,370 ADT[5]. Project emissions would be less than the applicable thresholds for all criteria pollutants. Thus, the project's direct and cumulative impacts to ambient air quality would be less than significant. Because the Alternate Use Alternative would result in fewer trips than the project, it would generate fewer operational emissions. Impacts would be less than significant and incrementally less than the project.

Sensitive Receptors

Similar to the project, construction of the Alternate Use Alternative would result in short-term diesel exhaust emissions from on-site heavy-duty equipment. Other construction-related sources of DPM include material delivery trucks and construction worker vehicles; however, these sources are minimal relative to construction equipment. Impacts associated with DPM would be less than significant for the project. The Alternate Use Alternative would require more construction; however, construction impacts are generally characterized by daily emissions. Because the Alternate Use Alternative would perform construction during the same hours over the same size parcel, daily construction emissions would differ little from the project, although the overall duration for construction may be somewhat longer. Impacts would be similar to the project.

Localized CO concentration is a direct function of motor vehicle activity at signalized intersections (e.g., idling time and traffic flow conditions), particularly during peak commute hours and meteorological conditions. Projects may worsen air quality if they worsen traffic flow, defined as increasing average delay at signalized intersections operating at 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. The project would result in significant impacts at five intersections. However, increases of CO due to the project would be below the federal and state standards. Localized air quality emissions would be less than significant for the project. Because the Alternate Use Alternative would result in fewer ADT than the project, traffic impacts would be less and, in turn, impacts associated with localized CO concentrations would also be less than significant.

[5]General Office: 80,586 square feet (0.5 FAR over 3.7 acres) @ 17 ADT /1,000 square feet = approximately 1,370 ADT.

Odors

Similar to the project, the Alternate Use Alternative would involve the use of diesel-powered construction equipment. Diesel exhaust may be noticeable temporarily at adjacent properties; however, construction activities would be temporary. As with the project, the Alternate Use Alternative does not include any industrial or agricultural uses associated with objectionable odors. Impacts would be less than significant and similar to the project.

Greenhouse Gas Emissions

GHG Emissions

Similar to the project, the Alternate Use Alternative would result in construction and operational GHG emissions. Although this alternative would result in a larger square-footage of commercial space than would be constructed under the project, GHG emissions would likely be roughly similar. Office uses would generate GHG emissions during the day, when the structures are in use; the market however, in addition to daytime lighting, would require refrigeration and have longer hours of operation. Therefore, like the project, the Alternate Use Alternative would likely result in GHG emissions that exceed the City's screening threshold. This alternative would include features that would reduce GHG emissions similar to the project. Therefore, similar to the project, would have a less than significant impact.

Consistency with Adopted Plans

Because the Alternate Use Alternative would include GHG features that would reduce emissions similar to the project and result in similar overall emissions, it also would be consistent with the E-CAP and AB 32. Impacts would be less than significant and similar to the project.

Hazards and Hazardous Materials

Hazardous Materials Emissions

The existing structures on-site have potential to contain asbestos and lead. As such, like the project, demolition under this alternative could result in lead- and asbestos-containing materials becoming airborne and inhalable (project Impact HAZ-1 and HAZ-2). Similar to the project, the Alternate Use Alternative would implement mitigation to reduce these impacts. Impacts would be less than significant and similar to the project.

Operations and maintenance of the office uses under this alternative may involve small quantities of hazardous materials. Compliance with regulations would reduce potential hazardous material use impacts of the Alternate Use Alternative to below a level of significance, similar to the project.

Hazardous Materials Site

Similar to the project, the Alternate Use Alternative does not propose any soil export, groundwater use, or dewatering, and concentrations of hazardous materials on-site are below screening levels. Like the project, operational activities would comply with U.S. EPA, CalEPA, and OSHA regulations. Therefore, potential impacts relative to site contamination would be less than significant, and similar to the project.

Airport Hazards

The project site is not located within an Airport Influence Area or within two miles of a private airstrip. The site is located approximately one mile from Palomar Health Downtown heliport and two miles from the Palomar Medical Center heliport. Due to the distance, the heliports would not result in a safety hazard for people residing or working in the project area. As with the project, this alternative would have no impact related to airport hazards.

Emergency Response and Wildfire

The project site is not directly adjacent to wildlands and is currently developed. Thus, the Alternate Use Alternative would not result in exposing people or structures to a significant wildfire risk. Similar to the project, the Alternate Use Alternative would comply with emergency access requirements. Thus, this alternative would have a less than significant impact related to wildfire and emergency response similar to the project.

Hydrology and Water Quality

Water Quality

Similar to the project, the Alternate Use Alternative would necessitate redevelopment of the site and, therefore, would include BMPs during construction and BMP and LID features to reduce operational water quality impacts, consistent with current standards. It also would comply with existing water quality regulations of the City and RWQCB. Therefore, the Alternate Use Alternative would have a less than significant water quality impact, similar to the project.

Drainage and Storm Drain System

Similar to the project, the Alternate Use Alternative would result in a decrease in site runoff volume rates and drainage would continue to flow to the existing gutter system to the south of the site. The Alternate Use Alternative would result in less than significant impacts related to drainage patterns and runoff volumes, similar to the project.

Groundwater

As with the project, the Alternate Use Alternative does not propose to use or pump groundwater and would not increase impervious area. Impacts would be less than significant and similar to the project.

Flooding

The project site is not located within a 100-year flood hazard area nor does the project involve placing housing or a structure in a flood zone. Also, there is for a less than significant impact related to inundation from dam failure. Similar to the project, impacts would be less than significant under the Alternate Use Alternative relative to flooding.

Land Use

Physically Divide an Established Community

The Alternate Use Alternative would result in redevelopment of the project site, as would occur under the project. As with the project, it would be located on an already developed site and roadway improvements would be within dedicated rights-of-way. Therefore, similar to the project, this

alternative would not result in significant impacts relative to the physical division of an established community; land use barriers; disruption of the physical arrangement of the area, or preclusion of development on surrounding parcels.

Conflict with an Applicable Land Use Plan

The Alternate Use Alternative would construct office uses on the site, which is another permitted use within the CG zone. As with the project, it would be consistent with the General Plan Land Use Designation and with the goals of the SR-78/Broadway Target Area, as well as the Zoning Ordinance. Impacts would be less significant, similar to the project.

Conflict with a Habitat Conservation Plan

There are no MHCP focused planning areas or proposed preserve areas within or adjacent to the project site. The project site is completely developed and does not include any biological resources and is not located adjacent to any significant biological resources. Thus, similar to the project, the Alternate Use Alternative would not conflict with a habitat conservation plan.

Noise

Noise Exposure

Similar to the project, the Alternate Use Alternative does not propose exterior use areas where receptors would be exposed to vehicle traffic noise from adjacent roadways. As such, it can be concluded that vehicle traffic noise impacts to the proposed uses would be less than significant and similar to the project.

The Alternate Use Alternative would not likely include any stationary on-site noise sources. As with the project, noise sources would not exceed any City noise ordinance limits; therefore, impacts under this alternative would be less than significant and incrementally less than the project.

Groundborne Vibration and Groundborne Noise

The Alternate Use Alternative would entail similar construction activities as the project; however, construction could extend over a longer period of time, given the greater square footage of space. Like the project, this alternative is not anticipated to include activities known to cause significant vibration impacts such as pile driving or blasting. Construction activities would only occur during hours as defined by the Municipal Code. Impacts would be less than significant and similar to the project.

As with the project, no operational components of the existing land use/facilities would generate significant groundborne noise or vibration sources, and no significant vibration sources currently exist, or are planned, in the project area. Thus, groundborne noise or vibration impacts would be less than significant for this alternative similar to the project.

Ambient Noise – Permanent Increase

Like the project, the Alternate Use Alternative would generate new traffic on surrounding local roadways. However, this alternative would generate fewer trips than would the project (1,370 ADT compared to the project's 8,605 ADT). The Alternate Use Alternative would result in less than half the trips of the project, and therefore, would reduce the significant ambient noise increase on Lincoln Avenue associated with the project (project Impact NOS-1) to a level less than significant. (To eliminate

the significant unmitigated impact of the project, project traffic would need to be reduced by 50 percent or more). Impacts would be less than those of the project.

Ambient Noise – Temporary Increase

The Alternate Use Alternative would include construction of approximately 80,586 square feet of office space; more square footage than under the project. Because the Alternate Use Alternative would perform construction during the same hours over the same size parcel, daily construction noise would differ little from that of the project, although the overall duration for construction may be somewhat longer. Construction of the Alternate Use Alternative would, therefore, result in construction noise similar to that of the project. As with the project, this alternative would comply with local construction and grading noise regulations and impacts would be less than significant.

Transportation and Traffic

Level of Service operations

Like the project, the Alternate Use Alternative would generate new traffic on surrounding local roadways. However, this alternative would generate substantially fewer trips than would the project (8,605 ADT compared to 1,370 ADT). Direct and cumulative LOS impacts to surrounding local roadways and intersections would be less under this alternative than for the project.

While not required by CEQA, a segment analysis of this project alternative was completed for informational purposes. As shown in Table 7-7, this alternative would avoid all the project's significant direct segment impacts (projects Impact TR-2 to TR-6), except the direct impacts to Segment #3 (project Impact TR-1). Table 7-8 shows the Alternate Use Alternative would also avoid all of the project's significant cumulative segment impacts (project Impacts TR-2 to TR-6, and TR-11 to TR-15) except Segment #3 (project Impact TR-1).

Traffic Hazards and Emergency Access

The Alternate Use Alternative would take access off Lincoln Avenue consistent with the City's policy to limit private driveway access on major roadways (City Street Network Policy 7.11), similar to the project. As with the project (project Impact TR-17), the Alternate Use Alternative could result in a traffic hazard impact related to sight distance. This alternative would be required to implement the same mitigation to ensure that adequate site distance can be achieved prior to issuance of grading permits. With implementation of this mitigation, impacts would be less than significant and similar to the project.

Table 7-7
Existing and Existing Plus Alternate Use Alternative
Roadway Segments

Study Area Roadway Segment	Roadway	LOS E Capacity	Existing			Project Impact?	Existing + Alternate Use Alt.				Alt. Impact?
			ADT	V/C	LOS		ADT*	V/C	LOS	Δ V/C	
Centre City Parkway											
1. Country Club Lane to Iris Lane	4-lane Major Road	37,000	11,964	0.323	A	NO	12,049	0.326	A	0.003	NO
2. Iris Lane to El Norte Parkway	4-lane Major Road	37,000	14,464	0.391	B	NO	14,560	0.394	B	0.003	NO
Escondido Boulevard											
3. El Norte Parkway to Decatur Way	2-lane Local Collector	10,000	7,400	0.740	C	**YES**	7,644	0.764	D	0.024	**YES**
4. Decatur Way to Lincoln Avenue	2-lane Collector*	15,000	9,618	0.641	C	NO	9,867	0.658	C	0.017	NO
5. Lincoln Avenue to Mission Avenue	4-lane Collector	34,200	10,424	0.305	A	NO	10,795	0.316	A	0.011	NO
6. Mission Avenue to Washington Avenue	4-lane Collector	20,000	15,302	0.765	**D**	**YES**	15,405	0.770	D	0.005	**NO**
North Broadway											
7. El Norte Parkway to Lincoln Avenue	4-lane Major Road	37,000	17,534	0.474	B	NO	17,654	0.477	B	0.003	NO
8. Lincoln Avenue to SR-78/Lincoln Parkway	4-lane Major Road	37,000	20,384	0.551	C	NO	20,877	0.564	C	0.013	NO
Fig Street											
9. Lincoln Avenue to Mission Avenue	2-lane Collector*	10,000	8,980	0.898	**E**	**YES**	9,026	0.903	E	0.005	**NO**
El Norte Parkway											
10. Morning View Drive to Centre City Parkway	7-lane Major Road	50,000	21,929	0.439	B	NO	22,059	0.441	B	0.002	NO
11. Centre City Parkway to Escondido Boulevard	4-lane Major Road	37,000	25,420	0.687	C	NO	25,646	0.693	C	0.006	NO
Lincoln Avenue											
12. Escondido Boulevard to North Broadway	2-lane Local Collector	10,000	2,556	0.256	A	NO	3,278	0.328	A	0.072	NO
13. North Broadway to Garrick Way	2-lane Local Collector	10,000	2,476	0.248	A	NO	2,586	0.259	A	0.011	NO
Lincoln Parkway/ Lincoln Avenue											
14. North Broadway to Garrick Way	6-lane Prime Arterial	60,000	31,930	0.532	B	NO	32,040	0.534	B	0.002	NO
15. Garrick Way to Fig Street	5/4 – lane Prime Arterial*	37,000	31,589	0.854	**D**	**YES**	31,808	0.860	D	0.006	**NO**
16. Fig Street to Ash Street	4-lane Prime Arterial*	37,000	24,699	0.668	C	NO	24,844	0.671	C	0.003	NO
17. Ash Street to Harding Street	2-lane Collector*	10,000	15,314	1.531	**F**	**YES**	15,398	1.540	F	0.009	**NO**
18. Harding Street to Rose Street	2-lane Collector*	10,000	12,591	1.259	**F**	**YES**	12,650	1.265	F	0.006	**NO**
19. Rose Street to Midway Drive	2-lane Local Collector	10,000	9,568	0.957	**E**	NO	9,600	0.960	E	0.003	NO
Mission Avenue											
20. Quince Street to Centre City Parkway	4-lane Major Road	37,000	20,512	0.554	C	NO	20,622	0.557	C	0.003	NO
21. Centre City Parkway to Escondido Boulevard	4-lane Major Road	37,000	19,333	0.523	B	NO	19,511	0.527	B	0.004	NO

*Assumes same distribution as the proposed project.

Bold = unacceptable LOS or significant increase in the Volume to Capacity ratio

No = Significant project impact avoided

Table 7-8
Horizon Year Plus Alternate Use Alternative
Roadway Segments

Study Area Roadway Segment	Roadway	LOS E Capacity	Horizon Year			Project Impact?	Horizon Year + Alternate Use Alt.				Alt. Impact?
			ADT	V/C	LOS		ADT*	V/C	LOS	Δ V/C	
Centre City Parkway											
1. Country Club Lane to Iris Lane	4-lane Major Road	37,000	15,464	0.418	B	NO	15,549	0.420	B	0.002	NO
2. Iris Lane to El Norte Parkway	4-lane Major Road	37,000	21,199	0.573	C	NO	21,295	0.576	C	0.003	NO
Escondido Boulevard											
3. El Norte Parkway to Decatur Way	2-lane Local Collector	10,000	12,565	1.257	**F**	**YES**	12,809	1.281	**F**	**0.024**	**YES**
4. Decatur Way to Lincoln Avenue	2-lane Collector	15,000	11,838	0.789	**D**	**YES**	12,087	0.806	**D**	**0.017**	**NO**
5. Lincoln Avenue to Mission Avenue	4-lane Collector	34,200	13,872	0.406	B	NO	14,243	0.416	B	0.010	NO
6. Mission Avenue to Washington Avenue	4-lane Collector	20,000	16,832	0.842	**D**	**YES**	16,935	0.847	**D**	0.005	**NO**
North Broadway											
7. El Norte Parkway to Lincoln Avenue	4-lane Major Road	37,000	22,244	0.601	C	NO	22,364	0.604	C	0.003	NO
8. Lincoln Avenue to SR-78/Lincoln Parkway	4-lane Major Road	37,000	20,606	0.557	C	NO	21,099	0.570	C	0.013	NO
Fig Street											
9. Lincoln Avenue to Mission Avenue	2-lane Collector	10,000	9,812	0.981	**E**	**YES**	9,858	0.986	**E**	0.005	**NO**
El Norte Parkway											
10. Morning View Drive to Centre City Parkway	7-lane Major Road	50,000	28,184	0.564	C	NO	28,314	0.566	C	0.002	NO
11. Centre City Parkway to Escondido Boulevard	4-lane Major Road	37,000	25,683	0.694	C	NO	25,909	0.700	C	0.006	NO
Lincoln Avenue											
12. Escondido Boulevard to North Broadway	2-lane Local Collector	10,000	3,262	0.326	A	**YES**	3,984	0.398	B	0.072	**NO**
13. North Broadway to Garrick Way	2-lane Local Collector	10,000	4,012	0.401	B	NO	4,122	0.412	B	0.011	NO
Lincoln Parkway/ Lincoln Avenue											
14. North Broadway to Garrick Way	6-lane Prime Arterial	60,000	36,811	0.614	C	NO	36,921	0.615	C	0.001	NO
15. Garrick Way to Fig Street	5/4–lane Prime Arterial	37,000	39,023	1.055	**F**	**YES**	39,242	1.061	**F**	0.006	**NO**
16. Fig Street to Ash Street	4-lane Prime Arterial	37,000	37,691	1.019	**F**	**YES**	37,836	1.023	**F**	0.004	**NO**
17. Ash Street to Harding Street	2-lane Collector	10,000	29,570	2.957	**F**	**YES**	29,654	2.965	**F**	0.008	**NO**
18. Harding Street to Rose Street	2-lane Collector	10,000	23,430	2.343	**F**	**YES**	23,489	2.349	**F**	0.006	**NO**
19. Rose Street to Midway Drive	2-lane Local Collector	10,000	17,400	1.740	**F**	NO	17,432	1.743	**F**	0.003	NO
Mission Avenue											
20. Quince Street to Centre City Parkway	4-lane Major Road	37,000	33,211	0.898	**D**	NO	33,321	0.901	**E**	0.003	NO
21. Centre City Parkway to Escondido Boulevard	4-lane Major Road	37,000	29,281	0.791	**D**	**YES**	29,459	0.796	**D**	0.005	**NO**

*Assumes same distribution as the proposed project.

Bold = unacceptable LOS or significant increase in the Volume to Capacity ratio

No = Significant project impact avoided

Alternative Transportation

As with the project, the Alternate Use Alternative would be designed to comply with all City policies relative to alternative transportation. This alternative would include the sidewalk removal along the Broadway frontage, similar to the project. Impacts would be less than significant, similar to the project.

Cultural Resources

Historical Resources

Similar to the project, the Alternate Use Alternative would remove all existing on-site structures and grade the entire site. Off-site utility improvements also would likely be similar to those of the project, but off-site roadway improvements would be reduced. As the structures on-site are not considered historic resources and there is a low potential for unknown subsurface historic resources in the project impact area, impacts to historical resources would be less than significant for the Alternate Use Alternative, similar to the project.

Archaeological Resources

The Alternate Use Alternative would result in similar grading and ground disturbance as the project. Grading cuts would be primarily limited to the previously disturbed fill soils and the potential of finding a significant archaeological resource is considered low. Thus, this alternative would have a less than significant archaeological impact, similar to the project.

Human Remains

No known human remains occur within the project impact area, and it is not expected that human remains would be encountered during grading or construction activities. Thus, neither the project nor this alternative would result in impacts to human remains.

7.3.3.2 Ability to Accomplish Project Objectives

The Alternate Use Alternative would meet the first project objective, as redevelopment of the site would occur with a viable commercial use. This alternative would also create new jobs and bolster the City's tax base in accordance with the second project objective. Finally, the Alternate Use Alternative would meet the third project objective, as it would include development located within an urbanized area where public facilities and services are available.

7.4 Environmentally Superior Alternative

According to Section 15126.6(e)(2) of the CEQA Guidelines, an EIR is required to identify the environmentally superior alternative, which is the alternative having the potential for the fewest significant environmental impacts, from among the range of reasonable alternatives that are evaluated in the EIR. Table 7-1, Comparison of Alternatives – Environmental Issues, provides a summary comparison of the alternatives evaluated in this EIR with the purpose of highlighting whether the alternative would result in a similar, greater, or lesser impact compared to the proposed project. As shown in this table, the No Project (No New Development) Alternative would be the environmentally superior alternative because it avoids all the significant project level of service traffic impacts, the hazards impacts (asbestos and lead), and the ambient traffic noise impact. However, the No Project (No New Development) would not avoid the significant traffic hazard impact related to sight distance at

driveways and would not mitigate for this traffic hazard impact, as there would be no mechanism to require it. While the No Project (No New Development) Alternative would have less than significant impacts relative to the existing conditions for the other issue areas, it would not be required to provide improvements pursuant to current storm drain, water quality, or building code (water use or energy use) standards like the proposed project or the Reduced Project or Alternate Use alternatives.

CEQA Section 15126.6(e)(2) also states that "the EIR shall also identify an environmentally superior alternative among the other alternatives" if the environmentally superior alternative is the "no project" alternative. The other environmentally superior alternative would be the Alternate Use Alternative, as it avoids most of the significant traffic impacts and avoids the significant ambient traffic noise impact. The Reduced Project Alternative would only avoid one of the significant traffic impacts, and would not avoid the project's significant ambient traffic noise impact or hazards impact. Both of the development alternatives would result in the significant hazards impacts related to asbestos, lead, and site access, but would mitigate for them similar to the project.

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Jesse Flemming, Noise Specialist
Jennifer Gutierrez, Production Specialist

Traffic Impact Analysis – RK Engineers
Bryan Estrada, Senior Transportation Planner

Traffic Mitigation Analysis - Linscott, Law & Greenspan Engineers
John Boarman, Principal
Shankar Ramakrishnan, Traffic Engineer

Geotechnical Report – Vinje & Middleton Engineering, Inc.
S. Mehdi S. Sharlat, Geotechnical Engineer
Steven J. Melzer, Engineering Geologist

Plans

Site and Grading Plans - Excel Engineers
Robert D. Dentino, Civil Engineer

Building Elevations – RKAA Architects
Robert Kubicek, Architect

Landscape Plans – T.J. McQueen & Associates, Inc.
T.J. McQueen, Landscape Architect

Signage Plan – Jones Sign

Technical Peer Reviewers

Hydrology and Water Quality – Rick Engineering
Jayne Janda-Timba, Water Resources Associate

Traffic - Linscott, Law & Greenspan Engineers
John Boarman, PE Principal
Amelia Giacalone, Transportation Planner

Hazardous Materials – Ninyo & Moore
Stephan A. Beck, Principal Engineering Geologist
Steven A. Fry, Engineering Geologist

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