

Draft

**INITIAL STUDY AND
MITIGATED NEGATIVE DECLARATION**

501 / 503 W. MISSION AVENUE PROJECT

CITY OF ESCONDIDO

CITY PROJECT NOS. PL24-0057, PL22-0396, PL22-0397, PL22-0398, PL24-0198
TENTATIVE PARCEL MAP, CONDITIONAL USE PERMITS, AND DESIGN REVIEW PERMIT
(SCH No. XXXXXXXX)

PREPARED FOR:

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July 2024

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1.0 INTRODUCTION

1.1 OVERVIEW

This document includes an Initial Study (IS) and Mitigated Negative Declaration (MND), prepared pursuant to the California Environmental Quality Act (CEQA) for the 501/503 W. Mission Avenue Project (Project). In accordance with Section 15070(b) of the CEQA Guidelines, an MND may be prepared for a project when an IS shows that there is no substantial evidence, in light of the whole record before the agency conducting the environmental review, that the project may have a significant effect on the environment. This MND has been prepared in accordance with CEQA, (Public Resources Code [PRC] §21000 et seq.), and the CEQA Guidelines (Title 14, California Code of Regulations, §15000 et seq.).

The City of Escondido (City) uses the Environmental Checklist Form in Appendix G of the CEQA Guidelines. Based on the information and analysis provided in this draft IS/MND, the City has determined the Project will not have a significant effect on the environment.

1.2 LEAD AGENCY

The Lead Agency is the public agency with primary responsibility over a proposed Project. In accordance with CEQA Guidelines Section 15051(b)(1), “the Lead Agency will normally be the agency with general governmental powers, such as a city or county, rather than an agency with a single or limited purpose.” Based on these criteria, the City is the Lead Agency.

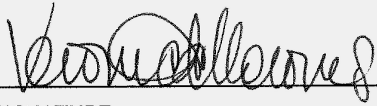
1.3 ORGANIZATION OF THE INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

This draft IS/MND document contains the following sections and supporting studies:

- **Section 1.0: Introduction** identifies the purpose and scope of the IS/MND and the terminology used in the report.
- **Section 2.0: Project Information** provides an overview of the Project and the environmental determination.
- **Section 3.0: Project Description** identifies the location, background, and planning objectives of the proposed Project in detail.
- **Section 4.0: Environmental Checklist and Evaluation** presents information, analysis, and evaluation for each topic in the environmental checklist form.
- **Section 5.0: References** identifies all printed references and individuals cited in this draft IS/MND.
- **Section 6.0: Preparers** identifies the individuals responsible for preparing the IS/MND.

2.0 PROJECT INFORMATION

1. PROJECT TITLE	501/503 W. Mission Avenue Project City File Nos. PL24-0057, PL22-0396, PL22-0397, PL22-0398, PL24-0198
2. LEAD AGENCY NAME AND ADDRESS:	City of Escondido 201 North Broadway, Escondido, California 92025
3. CONTACT PERSON AND PHONE NUMBER:	Ivan Flores, Senior Planner 760-839-4529, ivan.flores@escondido.gov
4. PROJECT LOCATION	501 and 503 W. Mission Avenue Escondido, California 92025
5. PROJECT SPONSOR'S NAME AND ADDRESS	503 West Mission LLC 14493 Old Creek Road San Diego, CA 92131
6. GENERAL PLAN DESIGNATION	General Commercial (GC)
7. ZONING	General Commercial (C-G)
8. DESCRIPTION OF PROJECT	A Request for approval of a Tentative Parcel Map to allow the subdivision of a 3.74-acre property comprised of two (2) parcels into four (4) parcels, three (3) Conditional Use Permits for drive-through facilities, and a Design Review Permit for the construction of the facilities ("Project"). The Project includes a non-emergency demolition of an existing building (over 50 years old) previously occupied by a restaurant use and redevelopment of the site with three new commercial/food service uses totaling 6,110 square feet. Parcel 1, located in the westerly portion of the Project site, would be approximately 2.19 acres, and would retain the existing 85-room Quality Inn Hotel and its associated parking. Parcel 2, located in the northeasterly portion of the Project site, would be 0.50 acres and would include a 1,460 square foot coffee shop with drive through window. Parcel 3, located in the southeasterly portion of the Project site, would be 0.48 acres and would include a 2,300 square foot fast food restaurant with drive through window (pick up only - no drive through ordering). Parcel 4, located in the southeasterly portion of the Project site, would be 0.53 acres and would include a 2,350 square foot fast food restaurant with drive through window, and includes a request for a 45 percent reduction in the required amount of off-street parking spaces via the Conditional Use Permit. The Project includes ancillary improvements including but not limited to landscaping, frontage and circulation improvements.
9. SURROUNDING LAND USES AND SETTING:	The Project site is bound to the north by Ben's Auto Repair, W. Mission Avenue, and commercial buildings beyond, to the east by Centre City Parkway and commercial developments beyond, to the south by the Village Grove and Quince Street apartment complexes, commercial developments, and a hotel beyond, and to the west by a concrete water channel and Carl's Jr. beyond.

10. OTHER PUBLIC AGENCIES WHOSE APPROVAL MAY BE REQUIRED (E.G., PERMITS, FINANCING APPROVAL, OR PARTICIPATION AGREEMENT):		N/A
11. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:		The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “potentially significant impact” as indicated by the checklist on the following pages:
<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Public Services
<input type="checkbox"/> Agriculture & Forestry Resources	<input type="checkbox"/> Hazards & Hazardous Materials	<input type="checkbox"/> Recreation
<input type="checkbox"/> Air Quality	<input type="checkbox"/> Hydrology / Water Quality	<input type="checkbox"/> Transportation
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Land Use / Planning	<input type="checkbox"/> Tribal Cultural Resources
<input type="checkbox"/> Cultural Resources	<input type="checkbox"/> Mineral Resources	<input type="checkbox"/> Utilities / Service Systems
<input type="checkbox"/> Energy	<input type="checkbox"/> Noise	<input type="checkbox"/> Wildfire
<input type="checkbox"/> Geology / Soils	<input type="checkbox"/> Population / Housing	<input type="checkbox"/> Mandatory Findings of Significance
12. DETERMINATION (TO BE COMPLETED BY THE LEAD AGENCY)		
On the basis of this initial evaluation:		
<input type="checkbox"/> I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.		
<input checked="" type="checkbox"/> I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.		
<input type="checkbox"/> I find the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.		
<input type="checkbox"/> I find the proposed Project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.		
<input type="checkbox"/> I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.		
<u>Veronica Morones</u> PRINTED NAME		<u>City Planner</u> TITLE
<u></u> SIGNATURE		<u>7/23/2024</u> DATE

3.0 PROJECT DESCRIPTION

3.1 Project Overview

The Project site is located at 501 and 503 W. Mission Avenue directly southwest of the intersection of W. Mission Avenue and Centre City Parkway. The Project site totals approximately 3.74 acres located on two irregular shaped parcels in Central Escondido (refer to **Figure 3.1: Project Site Location**). The larger parcel (APN 229-171-30-00) is irregularly shaped and approximately 3.29 acres. The parcel contains an existing hotel (Quality Inn), recreational amenities (i.e., swimming pool and tennis court), localized asphaltic concrete pavement, and localized landscaped areas consisting of signage, shrubs, and a water feature. The western periphery of the first parcel encompasses a portion of the Reidy Creek Flood Channel (concrete-lined flood-control channel). The smaller parcel (APN: 229-171-29-00) is rectangular in shape and approximately 0.45 acres. The parcel is currently occupied by a vacant restaurant building, a dirt lot in the southeastern section of the site, localized asphaltic concrete pavement, and localized landscaped areas.

The Applicant is requesting to allow the subdivision of the 3.74-acre property comprised of two (2) parcels into four (4) parcels (refer to **Figure 3.2: Site Plan**). Parcel 1 (Pad 4), located in the westerly portion of the Project site, would be approximately 2.19 acres, and would retain the existing 85-room Quality Inn Hotel and its associated parking. The proposed Project involves demolition of the existing restaurant and redevelopment of the site with three new commercial/food service uses totaling 6,110 square feet. Parcel 2 (Pad A), located in the northeasterly portion of the Project site, would be approximately 21,740 square feet (0.5 acres) and would include a 1,460 square foot coffee shop with drive through window. Parcel 3 (Pad B), located in the mid portion of the Project site, would be approximately 20,784 square feet (0.48 acres) and would include a 2,300 square foot fast food restaurant with drive through window (pick up only - no drive through ordering). Parcel 4 (Pad C), located in the southeasterly portion of the Project site, would be approximately 22,909 square feet (0.53 acres) and would include a 2,350 square foot fast food restaurant with drive through window.

The 503 W. Mission Avenue building meets the minimum age threshold (50 years old) to be considered a historic structure, and therefore, the building is subject to further evaluation of its integrity and architectural and historic significance. An evaluation of the architectural and historic significance of the historic building in conformance with CEQA and the City of Escondido Municipal Code (Ordinance 87-43: Article 40 Historical Resources, Section 33-794) criteria was conducted in June 2022. As a result of the current evaluation, City of Escondido Municipal Code and CEQA criteria indicate that the 1962 Googie-style restaurant building is historically and architecturally significant under California Register of Historical Resources (CRHR) Criterion 3 and City of Escondido Local Register of Historic Places (City of Escondido Register) Criteria 2 and 5. However, the Historic American Buildings Survey (HABS) indicates the building was remodeled in 1983, which primarily included replacing existing insulated metal panels. Furthermore, the building was painted blue and white and the signage on the northwest and southwest boomerang ends of the roof was added between 2008 and 2009. The building was painted white and

green, and the northwest and southeast signage and free-standing sign were changed between 2012 and 2014. The built-up roof cover was replaced with metal sheets at an unknown date. The condition of the original materials used to construct the building is average to poor, as windowpanes need to be replaced.

3.2 Project Features

The proposed Project includes a four lot Tentative Parcel Map (TPM), three separate Conditional Use Permits (CUPs), and one Design Review Permit for three drive-through restaurants located at 501 and 503 W. Mission Avenue in Escondido (APNs 229-171-29-00 and 229-171-30-00); and includes a non-emergency demolition of a building over 50 years old. The Project also includes a request for a 45 percent reduction in the amount of required off-street parking spaces for Parcel 4, and is included in the requested Conditional Use Permit for that specific site.

The TPM would divide the two existing parcels to establish four separate parcels. Three parcels along Centre City Parkway would accommodate the drive-through restaurants, while the established westernmost parcel would retain the existing Quality Inn Hotel and all common drive aisles. Improvements would include comprehensive site landscaping, new utilities, and circulation improvements along W. Mission Avenue and Centre City Parkway, including the establishment of a new signalized left-turn lane on northbound Centre City Parkway to access the site via a new driveway.

The Project would include new landscaping features throughout the project site. All landscaping would consist of drought-tolerant, native species in compliance with EMC Chapter 33, Article 62: Water Efficient Landscape Regulations. Additionally, perimeter landscaping and median landscaping may be required for the traffic improvements. Specific plantings may include, but are not limited to, turf and natural grasses, screen shrubs, accent shrubs and similar groundcover, boxwoods, accent trees, dwarf maples, crossed palms, and large canopy trees.

The existing hotel would be responsible for the remaining onsite landscaped areas, consisting of approximately 1,352 square feet. The existing Quality Inn hotel would continue to operate 24 hours per day, seven days per week. There would be no anticipated change to hotel operations due to the Project.

3.3 General Plan and Zoning

The City's General Plan land-use designation for the Project site is General Commercial (GC) and zoned General Commercial (C-G). The GC general plan designation accommodates a wide variety of retail and service activities intended to serve a broad customer base, including local-serving commercial, community shopping/office complexes, automobile sales and service, eating and drinking establishments, and entertainment facilities. General Commercial uses are designed to promote pedestrian activity characterized by "store front" window displays and extensive landscaping; located and designed to be compatible and transition with adjacent uses in scale, bulk, and height; designed to orient to primary street frontages, with individual building entries; parking areas heavily landscaped to reduce radiant heat effects; and internal vehicular access between sites to facilitate parking and

minimize curb cuts where feasible. Drive-through restaurants are permitted in the C-G zone with the issuance of a Conditional Use Permit (CUP).

3.4 Construction Schedule

The recordation of the Final Parcel Map, implementation of necessary off-site improvements, and the construction of the three drive-through restaurants, are anticipated to take approximately 18 months. The Project is expected to obtain entitlements in 2024 and record the Final Parcel Map in 2025. Off-site improvements and on-site construction would begin in early 2025. It is anticipated that Certificates of Occupancy would be granted in late-2025. Construction equipment expected to be utilized during site preparation and grading includes tractors, backhoes, haul trucks, graders, pavers, and water trucks. All material and equipment would be staged on-site or through issuance of an encroachment permit, on abutting rights-of-way.

3.5 Operational Characteristics

The Project site is currently accessible exclusively via one shared drive aisle from eastbound W. Mission Avenue (Driveway A). The proposed Project would reconfigure the existing driveway along W. Mission Avenue to be compliant with City code standards and driveway width requirements. Specifically, the Project would construct a new dedicated right-turn lane from eastbound W. Mission Avenue into the Project site that would expand the eastbound roadway width from 32-feet to 45-feet at the centerline of W. Mission Avenue. The existing median which divides east/westbound W. Mission Avenue would remain and prohibit left-hand turns into the site approaching from westbound W. Mission Avenue.

Additionally, the Project would create a new driveway from southbound Centre City Parkway into the center of site (Driveway B), which would include two lanes of site ingress and one lane egress. As part of this design, the Project would construct a new lane on southbound Centre City Parkway that would result in the two existing through lanes and a new right-turn only lane into the Project site.

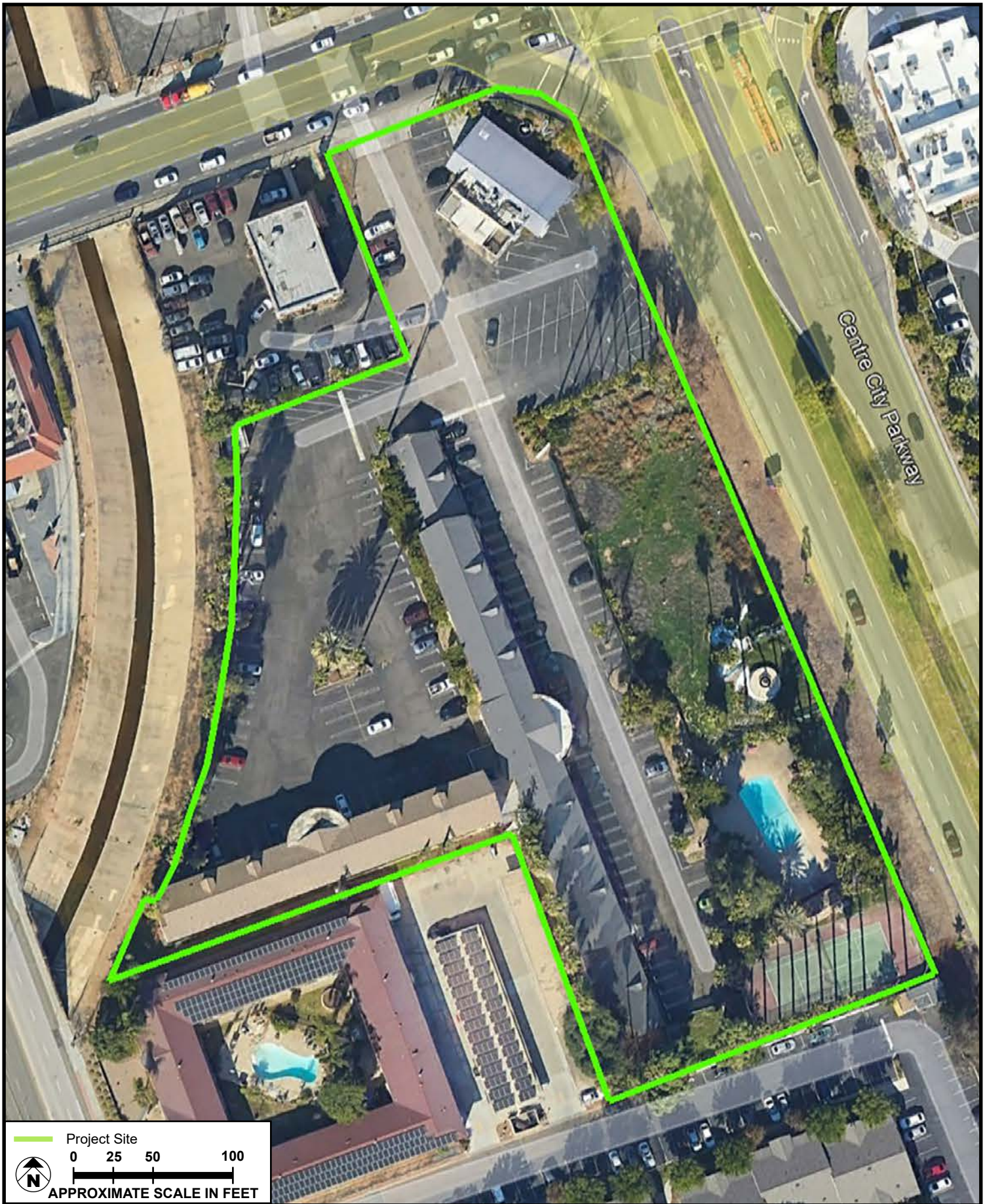
The northernmost ingress lane would be dedicated for southbound right-turns from Centre City Parkway. A new left-turn lane is proposed on Centre City Parkway as part of the project. This new northbound signalized left-turn from Centre City Parkway would access the site in the center ingress lane. The southernmost lane would be right-turn egress-only to accommodate vehicles leaving the site and heading southbound on Centre City Parkway.

Driveway B would be stop-controlled in front of the hotel entrance, where the cross traffic from Parcel 3 and Parcel 4 would converge.

3.6 Discretionary Approvals, Permits, and Studies

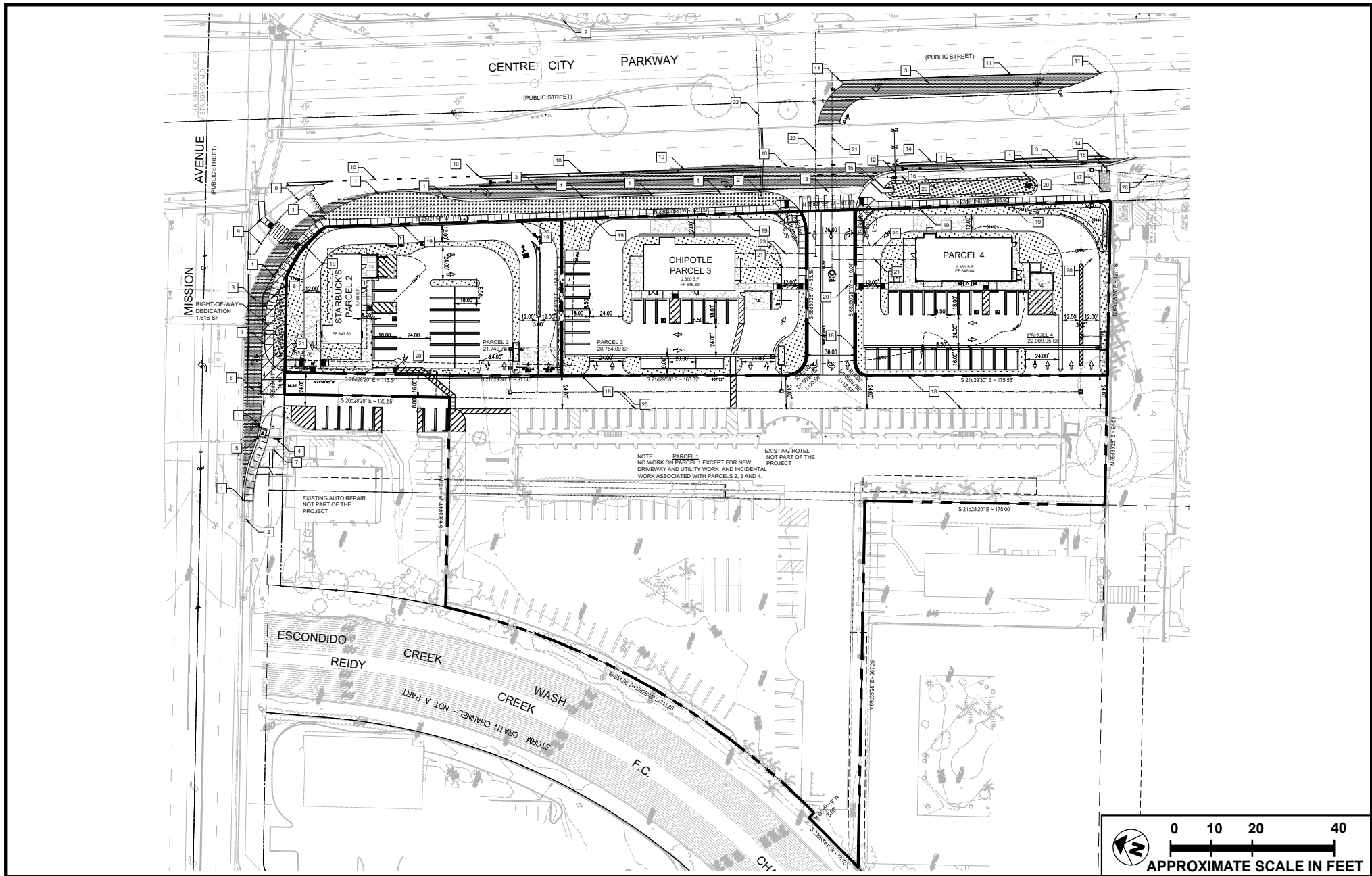
The following discretionary approval, permits, and studies are anticipated to be necessary for implementation of the proposed Project:

- Site Plan/Design Review and associated improvements;
- Subdivision application for consideration by the Planning Commission and approval by City Council to allow the proposed Tentative Parcel Map;
- Conditional Use Permit applications for consideration by the Planning Commission and approval by the City Council to allow the proposed development of the commercial center;
- Design Review Permit for the construction of the proposed drive-through facilities;
- Adoption of this Initial Study/Mitigated Negative Declaration;
- Non-Emergency Demolition Permit for consideration by the Planning Commission and approval by the City Council; and
- Approvals and permits necessary to execute the proposed Project, including but not limited to, demolition permit, grading permit, building permit, etc.



SOURCE: Google Earth - 2024

FIGURE 3.1



SOURCE: Howes Weiler Landy, Planning & Engineering - 2024

FIGURE 3.2

4.0 ENVIRONMENTAL CHECKLIST AND EVALUATION

4.1 AESTHETICS

	Potentially Significant Impact	Less Than Significant with Project Mitigation	Less Than Significant Impact	No Impact
AESTHETICS - Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. In non-urbanized areas, substantially degrade the site's existing visual character or quality of public views and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

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

Less than Significant Impact. A significant impact regarding a scenic vista could occur if the Project were to introduce incompatible visual elements within a field of view containing a scenic vista or substantially blocked views of a scenic vista. Under CEQA, a scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. According to the Escondido General Plan, the geographic setting of the City is characterized by hills and mountains surrounding an open valley bisected by Escondido Creek. Densities and intensities diminish, and streets follow topographic contours in outlying areas as communities transition to higher elevations where agricultural operations remain in many areas. The community's primary employment area parallels Highway 78 located approximately 800 feet to the north of the Project site, and the NCTD rail line located approximately 0.5 miles to the southwest. The City's General Plan requires development proposals within the I-15 corridor (defined as the area within 1,750 feet of the freeway) to include a visual assessment and conform to the community design policies related to viewshed corridors, protection of hillsides and ridgelines, and the need to blend developments with their setting in terms of height and scale. Interstate 15 bisects Escondido in a north-south direction located approximately 3,390 feet to the west of the

Project site, thus would not be required to conform to the community design policies within the I-15 corridor.

As identified in Figure VII-5 of the City's General Plan, the Project site is not located within the immediate vicinity of notable ridgelines, and the majority of slopes greater than 25 percent are focused in the northern and eastern portions of the City. Views from the surrounding roadways adjacent to the Project site do not include any scenic resources that are identified as significant. Based on the project's lack of scenic resources on-site and the lack of visibility from scenic vistas identified in the City's General Plan, impacts related to scenic vistas would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

No Impact. A significant impact would occur only if scenic resources were damaged or removed by a project, such as trees, rock outcropping, or historic building within a designated scenic highway. State scenic highways are those highways that are either officially designated as State Scenic Highways by the California Department of Transportation (Caltrans) or are eligible for such designation. There are no officially designated or eligible highways within the project area and there are no scenic resources on the project site. As mentioned previously, Interstate 15 bisects Escondido in a north-south direction located approximately 3,390 feet to the west of the Project site, thus would not be required to conform to the community design policies within the I-15 corridor.

Therefore, no impacts related to scenic highways would occur and no mitigation measures are required.

Mitigation Measures: No mitigation measures are required.

c. In non-urbanized areas, substantially degrade the site's existing visual character or quality of public views and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less than Significant Impact. A significant impact would occur if the proposed Project would substantially degrade the site's existing visual character or quality of public views and its surroundings. Significant impacts to the visual character of the site and its surroundings are generally based on the removal of features with aesthetic value, the introduction of contrasting urban features into a local area, and the degree to which the elements of the proposed project detract from the visual character of an area. The project will not change the visual character of its surroundings.

The Project site consists of a vacant restaurant, a hotel (Quality Inn) with recreational amenities (i.e., swimming pool and tennis court), localized asphaltic concrete pavement, and localized landscaped areas consisting of signage, shrubs, and a water feature. The Project site and surrounding area is designated

as General Commercial (GC) and zoned General Commercial (C-G). The proposed project would conform to the general plan designation by providing local-serving commercial and eating and drinking establishments as designated for General Commercial uses. Additionally, the Project would not introduce buildings or structures that could block scenic views of hillsides, ridgelines, and hilltops. Therefore, the Project would not conflict with applicable zoning and other regulations governing scenic quality. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. A significant impact would occur if light and glare substantially altered the character of off-site areas surrounding the site or interfered with the performance of an off-site activity. Light impacts are typically associated with the use of artificial light during the evening and night-time hours. Glare may be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. Daytime glare is common in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely comprised of highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point-source lighting that contrasts with existing low ambient light conditions. Due to the urbanized nature of the area, a moderate level of ambient nighttime light already exists. Nighttime lighting sources include streetlights, vehicle headlights, and interior and exterior building illumination. Currently, the Project site consists of a vacant restaurant and a hotel (Quality Inn) with its associated parking.

Any new proposed lighting would be required to comply with the City's Outdoor Lighting Ordinance (Escondido Municipal Code, Chapter 33, Article 35), which is intended to minimize unnecessary nighttime lighting and glare for the benefit of the City. These standards require that new outdoor lighting in non-residential development consist of shielded low-pressure sodium, narrow-spectrum amber LEDs, or other energy efficient outdoor light fixtures. Additionally, lights from drive-through operations would be directed toward Mission Avenue and Centre City Parkway. However, each drive-through use is proposing a 3-foot screen wall along the drive-through lanes to help reduce or eliminate headlight glare spillover to and from W. Mission Avenue and Centre City Parkway. The proposed Project would be constructed to meet the City's development standards and guidelines per the City's General Plan and Development Code. As such, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

4.2 AGRICULTURE AND FORESTRY RESOURCES

	Potentially Significant Impact	Less Than Significant with Project Mitigation	Less Than Significant Impact	No Impact
AGRICULTURE AND FORESTRY RESOURCES - Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forestland or conversion of forestland to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature could result in conversion of Farmland, to nonagricultural use or conversion of forestland to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

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

No Impact. A significant impact would occur if the proposed Project would convert valued farmland to non-agricultural uses. The Project site is located within an urban/commercial area and currently occupied by a restaurant and a hotel (Quality Inn) with its associated parking. The Project site is currently designated as General Commercial (GC) and zoned General Commercial (C-G). The Project site and surrounding area are not located within an area designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.¹ The Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to another use. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

¹ California Department of Conservation. "California Important Farmland Finder." Accessed March 2024. <https://maps.conservation.ca.gov/DLRP/CIFF/>.

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

No Impact. A significant impact would occur if the proposed Project conflicted with existing agricultural zoning or agricultural parcels enrolled under the Williamson Act. As mentioned previously, the Project site is currently designated as General Commercial (GC) and zoned for General Commercial (C-G). No portion of the Project site and surrounding uses includes any agricultural zoning or uses, nor are any proposed for the site. Additionally, the Project site is currently not under a Williamson Act contract. The Project would therefore not conflict with any existing agricultural zoning designations, nor affect any existing Williamson Act Contracts. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. A significant impact would occur if the proposed Project conflicted with existing zoning or caused rezoning of forest land or timberland, or resulted in the loss of forest land, or in the conversion of forest land to non-forest use. As mentioned previously, the Project site is located on a developed parcel designated as General Commercial (GC) and zoned for General Commercial (C-G). The Project site does not include any forest land or timberland. Therefore, the Project would not conflict with the existing zoning of the site for forestland, nor would it cause the rezoning of forest land, timberland, or timberland zoned “Timberland Production.” No impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. A significant impact would occur if the proposed Project resulted in the loss of forest land or in the conversion of forest land to non-forest use. The Project site is located on a previously developed parcel and does not include any forest land or timberland. Therefore, the Project would not result in the loss or conversion of forest land to non-forest use. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. A significant impact would occur if the proposed Project caused the conversion of farmland to non-agricultural use. The Project site is located on a previously developed parcel and no identified agricultural uses, designated Farmland, or forest land uses occur at the Project site or within the

4.0 Environmental Checklist and Evaluation

surrounding area. As such, the Project would not result in the conversion of farmland to nonagricultural uses. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

4.3 AIR QUALITY

	Potentially Significant Impact	Less Than Significant with Project Mitigation	Less Than Significant Impact	No Impact
AIR QUALITY - Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The following section summarizes and incorporates by reference information from the 503 West Mission Commercial Project Air Quality, Global Climate Change, and Energy Impact Analysis prepared by The Ganddini Group dated February 22, 2024, on behalf of the Applicant. The report is included as **Appendix A** of this MND.

Discussion

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

Less than Significant Impact. A significant impact would occur if the proposed Project were deemed inconsistent with air quality plans such as if it would result in population and/or employment growth that exceeds growth estimates in the Air Quality Management Plan (AQMP).

The San Diego Air Pollution Control District (SDAPCD) is the agency responsible for comprehensive air pollution control in the San Diego Air Basin (Air Basin). As a regional agency, the SDAPCD works directly with the San Diego Association Governments (SANDAG), county transportation commissions, and local governments.

The SDAPCD develops rules and regulations, establishes permitted requirements for stationary sources, inspects emission sources, and enforces such measures, through educational programs or fines, when necessary. The SDAPCD is directly responsible for reducing emissions from stationary, mobile, and indirect sources. The SDAPCD developed a Regional Air Quality Strategy (RAQS) to provide control measures to try to achieve attainment status for state ozone standards with control measures focused on Volatile Organic Compounds (VOCs) and oxides of nitrogen (NOx). Currently, San Diego County is in “nonattainment” status for federal and state ozone (O3) and State PM10 and PM2.5. The RAQS is largely

based on population predictions by SANDAG. Projects that produce the same or less growth than predicted by SANDAG would generally conform to the RAQS. Projects that create more growth than projected by SANDAG may create a significant impact if the project produces unmitigable air quality emissions or if the project produces cumulative impacts.

Determining whether a project exceeds SANDAG's growth forecasts involves the evaluation of the following: (1) consistency with applicable population, housing, and employment growth projections; (2) project mitigation measures; and (3) appropriate incorporation of AQMP land use planning strategies.

A project is consistent with the AQMP, in part, if it is consistent with the population, housing and employment assumptions that were used in the development of the AQMP. The SANDAG Fast Facts population forecast for the City of Escondido shows that the City's population is anticipated to increase to approximately 177,559 by the year 2050 with a total citywide population increase of 22,924 persons from 2020 to 2050. Furthermore, 2050 employment projections show an increase of approximately 48 percent from 2020 job availability. Because the project is not residential it would not generate direct population or housing growth and there is a relatively small employment growth associated with the project; therefore, the project would be consistent with SANDAG's employment forecast and the City's General Plan. Furthermore, the proposed project would not permanently change the existing or planned transportation network or traffic patterns anywhere in the Air Basin. As such, the proposed project would be consistent with the local general plan and SANDAG's growth projections. Additionally, as discussed in **Section 4.11: Land Use and Planning**, the Project would conform to objectives outlined in the City of Escondido General Plan.

SDAPCD developed regional emissions thresholds to determine whether a project would contribute to air pollutant violations. If a project exceeds the regional air pollutant thresholds, then it would significantly contribute to air quality violations in the Air Basin. The City of Escondido Zoning Code Article 47 also contains air quality thresholds, which are similar to the SDAPCD thresholds. As discussed further in **Table 4.3-1** below, temporary emissions associated with construction of the Project would not exceed regional construction thresholds. Additionally, as discussed further in **Table 4.3-2** below, long-term emissions associated with operation would not exceed regional operational thresholds. As such, the Project is consistent with the growth assumptions in the regional air plan and would not contribute to air quality violations in the Air Basin. Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard?

Less than Significant Impact. A significant impact could occur if the Project would add a considerable cumulative contribution to federal or State nonattainment pollutants. As discussed previously, the Basin

is currently designated as nonattainment for federal and state O₃ standards and State PM₁₀ and PM_{2.5} standards.

In determining the significance of the Project contribution, the SDAPCD neither recommends quantified analyses of construction and/or operational emissions from multiple related projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the SDAPCD recommends that a project's potential contribution to cumulative impacts be assessed utilizing the same significance criteria as those for project-specific impacts. Therefore, if a project generates less than significant construction or operational emissions, then the project would not generate a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.

Construction

With respect to the Project's construction-period air quality emissions and cumulative Basin-wide conditions, the SDAPCD has developed strategies and rules to reduce criteria pollutant emissions. Rule 52 - Particulate Matter, prohibits a person from discharging into the atmosphere from any source particulate matter in excess of 0.10 grain per dry standard cubic foot (0.23 grams per dry standard cubic meter) of gas. Rule 67.0.1 - Architectural Coatings, requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories. Rule 55 - Fugitive Dust Control, governs emissions of fugitive dust during construction activities and requires the following:

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

According to the SDAPCD, individual construction projects that exceed the recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment. Construction of the Project has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated from construction workers to and from the Project Site. In addition, fugitive dust emissions would result from construction activities. NO_x emissions would result from the use of offroad construction equipment. Paving and the application of architectural coatings (e.g. paints) would potentially release VOCs.

Construction emissions were estimated based on emission factors contained in the California Emissions Estimator Model (CalEEMod). Construction activities for the proposed project are anticipated to include:

demolition of an existing 2,391 square foot restaurant, site preparation of approximately 1.88 acres to remove existing asphalt surfaces, pool, and tennis court; grading of approximately 2.0 acres; construction of a three new commercial food services totaling 6,110 square feet, and landscaping of approximately 12,265 square feet; paving of a parking lot with approximately 64 spaces; and application of architectural coatings.

Table 4.3-1: Maximum Construction Emissions identifies maximum daily emissions that are estimated for peak construction days for each construction year. As shown, construction emissions associated with the Project would not exceed SDAPCD regional thresholds. As such, impacts related construction would be less than significant.

TABLE 4.3-1: MAXIMUM CONSTRUCTION EMISSIONS						
Source	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
pounds/day						
Maximum ^{1,2}	6.59	18.70	23.00	0.04	5.56	2.25
SDAPCD Regional Threshold	75	250	550	250	100	55
Threshold exceeded?	No	No	No	No	No	No

Source: The Ganddini Group, 503 West Mission Commercial Project, Air Quality, Global Climate Change and Energy Impact Analysis, dated February 22, 2024.

Notes:

¹ Represent on-site and off-site emissions. On-site emissions are from equipment operated on-site that are not operated on public roads. On-site demolition, site preparation and grading PM₁₀ and PM_{2.5} emissions show compliance with SDAPCD Rules 52, 54, and 55 to reduce fugitive dust.

² Construction, painting and paving phases may overlap.

Operation

Operational activities associated with the Project would result in long-term emissions from area, energy, and mobile sources. Area-source emissions are based on natural gas (building heating and water heaters), landscaping equipment, and consumer product (including paint) usage rates provided in CalEEMod. Natural gas usage factors in CalEEMod are based on the California Energy Commission (CEC)'s California Commercial End Use Survey data set, which provides energy demand by building type and climate zone. Mobile source emissions are derived primarily from vehicle trips generated by the Project. The Project would generate approximately 1,740 total net drips during weekdays and 2,051 total net trips on Saturdays. Vehicles traveling on paved roads would be a source of fugitive emissions due to the generation of road dust inclusive of tire wear particulates. The emission estimates for travel on paved roads were calculated using the CalEEMod model. The results presented in **Table 4.3-2: Maximum Operational Emissions** are compared to the SDAPCD-established operational significance thresholds. As shown, the operational emissions would not exceed SDAPCD's regional thresholds and would therefore not result in a cumulatively considerable net increase of any criteria pollutant.

As such, operational impacts would be less than significant.

TABLE 4.3-2: MAXIMUM OPERATIONAL EMISSIONS

Activity	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
	pounds/day					
Maximum Daily Emissions	9.72	7.48	68.00	0.16	13.40	3.49
Reduction from Existing Restaurant Use Being Removed	(1.08)	(0.86)	(7.37)	(0.02)	(1.35)	(0.36)
Total Net Emissions	8.64	6.62	60.63	0.14	12.05	3.13
SDAPCD Regional Threshold	75	250	550	250	100	55
Threshold exceeded?	No	No	No	No	No	No

Source: The Ganddini Group, 503 West Mission Commercial Project, Air Quality, Global Climate Change and Energy Impact Analysis, February 22, 2024.

Mitigation Measures: No mitigation measures are required.

c. Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. The SDAPCD considers a sensitive receptor to be a location where a sensitive individual could remain for 24 hours, such as residences, hospitals, or convalescent facilities. Schools and day-care facilities are also considered to be sensitive receptors. Commercial and industrial facilities are not included in the definition because employees do not typically remain on-site for 24 hours. The nearest sensitive receptors include the existing hotel (Quality Inn) on the Project site and the Quince Park and Village Grove Apartments adjacent to the south.

The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the proposed project. According to the Office of Environmental Health Hazard Assessment (OEHHA),² health effects from (TACs) are described in terms of individual cancer risk based on a lifetime (i.e., 30-year) resident exposure duration. Given the temporary and short-term construction schedule (approximately 7 months), the project would not result in a long-term (i.e., lifetime or 30-year) exposure as a result of project construction. Furthermore, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed any regional thresholds.

The project would comply with the California Air Resource Board (CARB) Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than 5 minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation; compliance with these would minimize emissions of TACs during construction. The project would also comply with the requirements of SDAPCD Rule 1206 if asbestos is found during the renovation and construction activities. Therefore, impacts from TACs during construction would be less than significant.

² Office of Environmental Health Hazard Assessment, *Air Toxic Hot Spots Program Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessment*, February 2015, accessed March 2024, <https://oehha.ca.gov/media/downloads/crn/2015guidancemanual.pdf>

Carbon monoxide (CO) is the pollutant of major concern along roadways near sensitive receptors due to motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. The Air Basin is in attainment of State and federal CO standards. Nonetheless, a CO hotspot analysis is required by the County, if a proposed development would cause road intersections to operate at or below a LOS E while exceeding 3,000 peak hour trips.

The Transportation Impact Analysis (TIA) prepared for the project (refer to **Appendix E**) found that the project would generate approximately 1,740 weekday trips per day (with incorporation of pass-by trip reduction) and the existing restaurant use, to be removed, generates 230 weekday trips per day (with incorporation of pass-by trip reduction). Therefore, the addition of project generated peak hour vehicle trips would not be anticipated to cause studied intersection to exceed 3,000 peak hour trips. Furthermore, as discussed in the TIA, under the existing plus project scenario none of the intersections would exceed 3,000 peak-hour trips. Therefore, CO “hot spot” modeling is not required and no significant long-term air quality impact is anticipated to local air quality to sensitive receptors with the on-going use of the proposed project.

Mitigation Measures: No mitigation measures are required.

d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less than Significant Impact. Land uses that are more likely to produce objectionable odors, including agriculture, chemical plants, composting operations, dairies, fiberglass molding, landfills, refineries, rendering plants, rail yards, and wastewater treatment plants. During construction, activities associated with the operation of construction equipment, the application of asphalt, and the application of architectural coatings and other interior and exterior finishes may produce discernible odors typical of most construction sites. Although these odors could be a source of nuisance to adjacent residences, they are temporary and intermittent in nature. As construction-related emissions dissipate, the odors associated with these emissions would also decrease, dilute, and become unnoticeable. Operation of the Project includes commercial retail uses and would not contain any active manufacturing activities. Good housekeeping practices, such as the use of trash receptacles, would be sufficient to prevent nuisance odors. As such, impacts related to construction and operation would be less than significant.

Mitigation Measures: No mitigation measures are required.

4.4 BIOLOGICAL RESOURCES

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

Discussion

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

Less than Significant with Mitigation Incorporated. A project would have a significant biological impact through the loss or destruction of individuals of a species or through the degradation of sensitive habitat. “Special Animals” or “special status species” is a broad term used to refer to all the animal taxa tracked by the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB), regardless of their legal or protection status.³ Special-status species include those listed as endangered

³ California Department of Fish and Wildlife. Special Animals List (January 2024). <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=109406&inline>. Accessed March 2024.

or threatened under the federal Endanger Species Act (ESA) or California ESA, species otherwise given certain designations by the CDFW, and plant species listed as rare by the CNPS.

The project site is located within a developed urban/commercial area and has been previously disturbed with commercial development. The project site does not contain any native or sensitive/protected habitat. A CNDDDB search was conducted to determine if sensitive species have been identified within the Project site. The search determined that the Project is not within the boundaries of any species listed by the CNDDDB which includes those listed as endangered, threatened, or candidate.⁴ Furthermore, there are no protected trees on site. Nesting birds are protected under the Federal Migratory Bird Treaty Act (MBTA) (Title 33, US Code, Section 703 et seq., see also Title 50, Code of Federal Regulation, Part 10) and Section 3503 of the CDFW Code. Consequently, migratory nesting bird species may be present within the Project site during construction. As such, if construction is scheduled during the nesting bird season (February 1 through September 15), implementation of **Mitigation Measure MM BIO-1** would require a preconstruction nesting bird survey to reduce potential impacts. Therefore, the Project would not have any adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the CDFW or U.S. Fish and Wildlife Service (USFWS). As such, impacts would be less than significant with mitigation incorporated.

Mitigation Measures: The following measures would reduce nesting bird impacts to less than significant levels:

MM-BIO-1: If project construction cannot be avoided during the nesting season (February 1 through September 15), a preconstruction nesting bird survey shall be conducted by a qualified biologist hired by the applicant prior to the initiation of work to identify any active nests that may be impacted by construction activities. Surveys shall be conducted at the appropriate time of day, no more than three days prior to vegetation removal and/or disturbance. If no nesting birds are observed, no further action would be necessary. If an active bird nest is observed, the nest site shall be fenced a minimum of 200 feet in all directions, and this area shall not be disturbed until the nest is inactive.

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

No Impact. A significant impact would occur if any riparian habitat or natural community were lost or destroyed as a result of urban development. Riparian habitats line the banks of rivers, streams, creeks, and ponds and consist of a variety of vegetation types. These habitats preserve water quality by filtering

4 California Department of Fish and Wildlife, BIOS Viewer, accessed March 2024, <https://wildlife.ca.gov/Data/BIOS>.

sediment and some pollutants from runoff before it enters the water body, protect stream banks from erosion, provide food and habitat for fish and wildlife, and preserve open space and aesthetic values.

The location of the Project site is within city boundaries, where mainly developed areas exist, and there are no natural lakes or rivers. There are no riparian habitats or corridors within the Project site or in the vicinity. Additionally, the Project site has not been identified as a location within the extent of any species listed as candidate, sensitive, or special status by a local or regional plan, policy, or regulation.⁵ As such, no impacts would occur to any riparian habitat or other sensitive natural community.

Mitigation Measures: No mitigation measures are required.

- c. Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

No Impact. A significant impact would occur if federally protected wetlands were modified or removed by a Project. There are three key agencies that regulate activities within inland streams, wetlands, and riparian areas in California. The Corps Regulatory Branch regulates discharge of dredge or fill materials into “waters of the United States” pursuant to Section 404 of the Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act. Of the State agencies, the CDFW regulates alterations to streambed and bank under Fish and Wildlife Code Sections 1600 et seq., and the Regional Board regulates discharges into surface waters pursuant to Section 401 of the CWA and the California Porter-Cologne Water Quality Control Act.

The USFWS National Wetlands Mapper was reviewed to determine if any blueline streams or riverine resources have been documented within or immediately surrounding the Project site. The Project site is adjacent to a riverine to the west (concrete lined flood-control channel), however, the riverine resource identified does not show any seasonally wet areas, federally protected streams or wetlands or other water bodies adjacent to the Project location.⁶ Furthermore, no drainages, stream courses, or other natural water features occur on the Project Site. As such, no impacts would occur, and no mitigation measures are required.

Mitigation Measures: No mitigation measures are required.

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

No Impact. A significant impact would occur if the proposed Project would interfere with, or remove access to, a migratory wildlife corridor or impede use of native wildlife nursery sites. No surface water

⁵ California Department of Fish and Wildlife, NCCP Plan Summaries, <https://wildlife.ca.gov/Conservation/Planning/NCCP/Plans>. Accessed March 2024.

⁶ US Fish and Wildlife, National Wetlands Inventory, accessed March 2024, <https://www.fws.gov/wetlands/data/mapper.html>.

bodies, streams or waterways occur on the Project site; therefore, no native resident of migratory fish would be impacted by the Project.

Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to disperse or migrate between areas. A corridor can be defined as a linear landscape feature of sufficient width to allow animal movement between two comparatively undisturbed habitat fragments. Adequate cover is essential for a corridor to function as a wildlife movement area. It is possible for a habitat corridor to be adequate for one species yet still inadequate for others. Wildlife corridors are features that allow for the dispersal, seasonal migration, breeding, and foraging of a variety of wildlife species. Additionally, open space can provide a buffer against both human disturbance and natural fluctuations in resources. The California Essential Habitat Connectivity Project identifies remaining intact habitat or natural landscape linkages that must be maintained as wildlife corridors. According to the CNDDDB Bios Viewer, the Project site is not located within a California Essential Connectivity Area.⁷ The project site has been previously developed with commercial uses and is adjacent to urban/commercial uses on all sides, including circulation element roadways on the north and east. Therefore, the proposed Project would not interfere with the movement of any native wildlife species. As such, no impacts would occur, and no mitigation measures are required.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. A significant impact would occur if the proposed Project was inconsistent with local regulations pertaining to biological resources. The City's Municipal Code - Grading and Erosion Control Ordinance (Chapter 33, Article 55, Section 33-1069) includes vegetation and replacement standards for impacts to mature and/or protected trees. However, there are no protected trees located on-site. The Applicant will obtain a Grading Permit from the City of Escondido as part of the site development permitting requirements, as necessary. As such, there would be no conflict with local policies or ordinances regarding tree preservation or the protection of biological resources. Any mature trees removed would be replaced in accordance with the City's Grading Ordinance (Article 55) and Landscape Ordinance (Article 62). No impacts would occur, and no mitigation measures are required.

Mitigation Measures: No mitigation measures are required.

⁷ California Department of Fish and Wildlife, BIOS Viewer, accessed March 2024, <https://wildlife.ca.gov/Data/BIOS>.

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

Less than Significant Impact. Escondido is inside the boundaries of the SANDAG Final Multiple Habitat Conservation Program (MHCP). The MHCP serves as a habitat conservation plan, pursuant to Section (a)(1)(B) of the federal ESA, as well as a natural communities conservation plan under the California Natural Community Conservation Planning Act of 1991. The MHCP is one of three, large multiple-jurisdictional habitat planning efforts in San Diego County that identifies priority areas for conservation and other areas for future development in northwestern San Diego County. The MHCP was approved in 2004 under a 50-year permit with seven participating cities: Carlsbad, Encinitas, Escondido, Oceanside, San Marcos, Solana Beach, and Vista. It covers 111,908 acres with the goal to conserve approximately 19,000 acres of habitat.

The MHCP identifies a series of Focus Planning Areas (FPAs) which will be dedicated for preservation of native habitats. These areas contain both “hard line” areas, which will be preserved as open space, and “soft line” areas, which will include both development and open space to be determined through the planning process. The Project site does not support any native habitat or natural community.⁸

The MHCP identifies Biological Core and Linkage Areas (BCLA) as those areas determined biologically valuable for inclusion in the regional preserve system. BCLAs were designed to conserve sensitive species and corridors between areas of high-quality habitat and to provide avenues for wildlife movement between these areas. The Project site does not occur within a designated BCLA.

The MHCP identifies 77 covered species (29 plants and 48 animals), which are provided take authorization under the MHCP. The federal action addressed in the MHCP is the issuance of incidental take permits for all species on the covered species list whether they currently are listed or are to be listed in the future.

No Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plans apply to the Project site.⁹ The City’s Draft Subarea Habitat Conservation Plan/Natural Communities Conservation Plan (Escondido SHCP) comprehensively addresses how the City will conserve natural biotic communities and sensitive plant and wildlife species. The Escondido SHCP has not been formally approved and adopted, so all projects are required to obtain applicable permits for impacts to listed species as per Section 10 or Section 7 of the federal ESA. The mitigation requirements for impacts to biological resources are based on ratios provided by the approved MHCP (AMEC et al. 2003a, 2003b). Although the Escondido SHCP has not been approved yet, the City has used the plan as a guide for open space design

⁸ U.S. Energy Information Administration, Annual Energy Outlook 2020: Table 11. Petroleum and Other Liquids Supply and Disposition, <https://www.eia.gov/outlooks/aeo/data/browser/#/?id=11-AEO2020&cases=ref2020&sourcekey=0>, accessed March 2024.

⁹ U.S. Energy Information Administration, Annual Energy Outlook 2020: Table 11. Petroleum and Other Liquids Supply and Disposition, <https://www.eia.gov/outlooks/aeo/data/browser/#/?id=11-AEO2020&cases=ref2020&sourcekey=0>, accessed March 2024

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and preservation. The vegetation communities in the project area include urban/developed, eucalyptus woodland, and riparian scrub. Only riparian scrub is protected in accordance with the Escondido SHCP, with no net loss required as part of the larger MHCP's requirements. As no direct impacts to riparian habitat are anticipated, impacts related to consistency with the SANDAG MHCP would be less than significant.

Mitigation Measures: No mitigation measures are required.

4.5 CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Project Mitigation	Less Than Significant Impact	No Impact
CULTURAL RESOURCES - Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The following section summarizes and incorporates by reference information from the Historic Structure Assessment, dated July 7, 2022, and the HABS Survey, dated February 23, 2023, both prepared by Brian F. Smith and Associates, Inc. These reports are included as **Appendix B** of this draft IS/MND.

Discussion

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

Less than Significant with Mitigation Incorporated. A “historical resource” under CEQA, as defined by PRC Part 5020.1(j), is any object, building, site, area, place, record, or manuscript that is historically or archaeologically significant, or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Guidelines for CEQA further define a “historical resource” as any resource listed in or determined eligible for listing in the California Register of Historical Resources, included in a local register of historical resources, or determined to be historically significant by the Lead Agency. Additionally, a resource would be automatically listed in the California Register if it is listed in the National Register of Historic Places or formally determined eligible by an agency for listing in the National Register. CEQA Guidelines section 15064.5(a) defines a “historical resource” as a resource that meets one or more of the following criteria:

- Listed in, or eligible for listing in, the California Register of Historical Resources (California Register)
- Listed in a local register of historical resources (as defined at Cal. Public Res. Code § 5020.1(k))
- Identified as significant in a historical resource survey meeting the requirements of § 5024.1(g) of the Cal. Public Res. Code
- Determined to be a historical resource by a project's Lead Agency (Cal. Code Regs. tit. 14(3), § 15064.5(a))
- The eligibility criteria for the California Register are similar to those of the National Register of Historic Places (National Register), and a resource that meets one of more of the eligibility

criteria of the National Register will be eligible for the California Register. Criteria for Designation:

- Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the U.S.
- Associated with the lives of persons important to local, California or national history.
- Embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of a master or possesses high artistic values.
- Has yielded or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

The 503 W. Mission Avenue building meets the minimum age threshold (50 years old) to be considered a historic structure, and therefore, the building is subject to further evaluation of its integrity and architectural and historic significance. An evaluation of the architectural and historic significance of the historic building in conformance with CEQA and the City of Escondido Municipal Code (Ordinance 87-43: Article 40 Historical Resources, Section 33-794) criteria was conducted in June 2022 (refer to **Appendix B.1**). As a result of the evaluation, City of Escondido Municipal Code and CEQA criteria indicate that the 1962 Googie-style restaurant building is historically and architecturally significant under California Register of Historical Resources (CRHR) Criterion 3 and City of Escondido Local Register of Historic Places (City of Escondido Register) Criteria 2 and 5.

As discussed in the HABS report (refer to **Appendix B.2**), the building was remodeled in 1983, which primarily included replacing existing insulated metal panels. Furthermore, the building was painted blue and white and the signage on the northwest and southwest boomerang ends of the roof was added between 2008 and 2009. The building was painted white and green, and the northwest and southeast signage and free-standing sign were changed between 2012 and 2014. The built-up roof cover was replaced with metal sheets at an unknown date. The condition of the original materials used to construct the building is average to poor, as windowpanes need to be replaced. Implementation of **Mitigation Measure MM CUL-1** would require proof of completion and approval of the HABS survey by the Director of Development Services prior to demolition. Approval shall ensure that documentation of the building and structures proposed for demolition is completed and follows the general guidelines of HABS documentation. Consequently, the HABS documentation fulfills the requirement to achieve mitigation by exhausting the research potential of the resource, after which the building could be demolished. With approval of the HABS survey, impacts would be less than significant with mitigation incorporated.

Mitigation Measures: The following measures would reduce historic resources impacts to less than significant levels:

MM-CUL-1: Prior to issuance of a demolition permit, the project applicant shall ensure a Historic American Buildings Survey documentation (or equivalent) of the structure be conducted by a qualified professional in order to achieve mitigation by exhausting the research potential of the resource. Compliance with this measure and the following items shall be documented

to the satisfaction of the City of Escondido Director of Development Services prior to demolition.

- Documentation shall include digital photographic recordation, a historic native report, and compilation of historic research.
- Documentation shall be completed by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualifications Standards for History and/or Architectural History (36 CFR Part 61).
- The original archival-quality documentation shall be offered as donated material to organizations and repositories that will make it available for local researchers.
- Prior to issuance of building permits for demolition, the Applicant shall provide documentation that the materials have been offered and submitted or declined.

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

Less Than Significant Impact. A significant impact would occur if a known or unknown archaeological resource were removed, altered, or destroyed as a result of the Project. Section 15064.5 of the CEQA Guidelines defines significant archaeological resources as resources that meet the criteria for historical resources or resources that constitute unique archaeological resources. CEQA Guidelines Section 15064.5(a)(3)(D) generally defines archaeological resources as any resource that “has yielded, or may be likely to yield, information important in prehistory or history.” Archaeological resources are features, such as tools, utensils, carvings, fabric, building foundations, etc., that document evidence of past human endeavors and that may be historically or culturally important to a significant earlier community.

The Project site is located within an urbanized area of the City and has been subject to grading and development in the past. Therefore, surficial archaeological resources that may have existed at one time have likely been previously disturbed. The depth and extent of grading and excavation would be minimal as no import or export of soil is anticipated. Although no excavation activities are expected, if an archaeological resource were to be discovered during construction of the Project, work in the area would cease, and deposits would first be evaluated for historic significance in accordance with CEQA Guidelines Section 15064.5. As set forth in CEQA Guidelines Section 15064.5, if the City determines that the archaeological resource is an historical resource, it shall refer to the provisions of Section 21084.1 of the PRC. If an archaeological resource does not meet the criteria for historical resources but does meet the definition of a unique archaeological resource, construction work in the area would cease and the resource would be treated in accordance with the provisions of Section 21083.2 of the PRC.

If tribal resources are discovered during project construction compliance with State laws, which fall within the jurisdiction of the Native American Heritage Commission (NAHC), relating to the disposition of Native American resources will be adhered. As such, with the implementation of regulatory

requirements, impacts to archaeological resources would be less than significant and no mitigation measures would be required.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. A significant impact would occur if previously interred human remains were to be disturbed during excavation of the Project site. As discussed above, the Project site is located within an urbanized area and has been subject to previous grading and development. No excavation activities beyond standard trenching for utilities are expected to occur; thus, the finding of human remains would be minimal. While no formal cemeteries, other places of human interment, or burial grounds or sites are known to occur within the Project area, there is always a possibility that human remains can be encountered during construction. In addition, if human remains were discovered during construction, work in the immediate vicinity would be halted, the County Coroner, construction manager, and other entities would be notified per California Health and Safety Code Section 7050.5, and disposition of the human remains, and any associated grave goods would occur in accordance with PRC Section 5097.91 and 5097.98. If human remains of Native American origin are discovered during project construction, compliance with State laws, which fall within the jurisdiction of the Native American Heritage Commission (NAHC) (PRC Section 5097), relating to the disposition of Native American burials will be adhered. Therefore, impacts related to human remains would be less than significant and no mitigation measures are required.

Mitigation Measures: No mitigation measures are required.

4.6 ENERGY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The following section summarizes and incorporates by reference information from the 503 West Mission Commercial Project Air Quality, Global Climate Change, and Energy Impact Analysis prepared by The Ganddini Group dated February 22, 2024, on behalf of the Applicant. The report is included as **Appendix A** of this draft IS/MND.

Discussion

- a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**

Less than Significant Impact. A significant impact would occur if the project substantially increased demand for energy resources, which exceed the available supply. The Project would be constructed in accordance with all applicable laws and regulations, including applicable State and federal laws, and building regulations that are intended to promote efficient utilization of resources and minimize environmental impacts.

Construction

During construction, energy would be consumed in the form of electricity associated with the conveyance of water used for dust control, and on a limited basis, powering lights, electronic equipment, or other construction activities necessitating electrical power. Construction activities typically do not involve the consumption of natural gas. Construction would also consume energy in the form of petroleum-based fuels associated with the use of off-road construction vehicles and equipment within the Project site, construction worker travel, haul trips, and delivery trips.

As shown in **Table 4.6-1: Summary of Energy Use During Construction** and additionally discussed below, a total of approximately 215 kilowatt-hours (kWh) of electricity, 19,056 gallons of diesel fuel, and 817 gallons of gasoline is estimated to be consumed during construction.

TABLE 4.6-1: SUMMARY OF ENERGY USE DURING CONSTRUCTION

Fuel Type	Quantity
Electricity	
Water Conveyance	215 kWh
Diesel	
Off-Road Construction Equipment	19,056 gallons
Gasoline	
Worker Fuel Consumption	358 gallons
Vendor Fuel Consumption	140 gallons
Hauling Fuel Consumption	319 gallons
Total	817 gallons

Source: The Ganddini Group, 503 West Mission Commercial Project, Air Quality, Global Climate Change and Energy Impact Analysis, dated February 22, 2024.

Electricity Consumption During Construction

Staging of construction vehicles and equipment will occur on-site. Electrical service will be provided by San Diego Gas & Electric (SDG&E). As shown in Table 4.6-1, a total of approximately 215 kWh of electricity is anticipated to be consumed during construction. The electricity demand at any given time would vary throughout the construction period based on the construction activities being performed and would cease upon completion of construction. In 2022, the State consumed 287,220 Gigawatt hours (GWh).¹⁰ Additionally, SDG&E Power Mix has renewable energy at 44.8 percent of the overall energy resources, of which biomass and waste is at 2.9 percent, solar energy is at 28 percent, and wind power is at 13.9 percent; other energy sources include natural gas at 54.4 percent and unspecified sources at 0.8 percent.¹¹ Construction of the Project would account for less than 0.1 percent of the total State consumption. The increase in electricity demand from the Project during construction would represent an insignificant percent increase (i.e., less than a fraction of one percent) compared to overall demand in the State and SDG&E service area. Additionally, Title 24 requirements would apply to construction lighting if duration were to exceed 120 days, which includes limits on the wattage allowed per specified area for energy conservation. As such, the demand for electricity during construction would not cause wasteful, inefficient, or unnecessary use of electricity. As a result, the Project would not result in inefficient, or unnecessary consumption of electricity during construction. Accordingly, electricity demand during construction would be less than significant.

¹⁰ The Ganddini Group, 503 West Mission Commercial Project, Air Quality, Global Climate Change and Energy Impact Analysis, dated February 22, 2024

¹¹ The Ganddini Group, 503 West Mission Commercial Project, Air Quality, Global Climate Change and Energy Impact Analysis, dated February 22, 2024

Transportation Energy Consumption During Construction

Project construction would consume energy in the form of petroleum-based fuels associated with use of off-road construction vehicles and equipment on the Project site, construction worker travel to and from the Project site, and delivery and haul truck trips (e.g., for deliveries of construction supplies and materials).

The petroleum-based fuel use summary provided in **Table 4.6-1** represents the amount of transportation energy that could potentially be consumed during construction based on a conservative set of assumptions. As shown, off-road vehicles would consume an estimated 19,056 gallons of diesel fuel for off-road construction equipment and 817 gallons of fuel for on-road (worker, vendor, and hauling) throughout the Project's construction period. For purposes of comparison, the Energy Information Administration (EIA) forecasts a national oil supply of 17.7 million barrels (mb) per day in 2024, which is the first year of construction for the Project.¹² This equates to approximately 271,648 million gallons (mg) per year. Construction of the Project would account for less than 0.01 percent of the projected annual oil supply in 2024.

Due to the relatively short duration of the construction process, and the fact that the extent of fuel consumption is inherent to construction projects of this size and nature, fuel consumption impacts would not be considered excessive or substantial with respect to regional fuel supplies. The energy demands during construction would be typical of construction projects of this size and would not necessitate additional energy facilities or distribution infrastructure. The Project will also comply with Sections 2485 in Title 13 of the California Code of Regulations, which requires the idling of all diesel-fueled commercial vehicles be limited to five minutes at any location. As a result, the Project would not result in inefficient, or unnecessary consumption of transportation resources during construction. Accordingly, transportation resource demands during construction would be less than significant.

Operation

During operation of the Project, energy would be consumed for multiple purposes associated with the proposed uses, including, but not limited to, heating/ventilating/air conditioning (HVAC); refrigeration; lighting; and the use of electronics, equipment, and machinery. Energy would also be consumed during operation of the Project in the form of water usage, solid waste disposal, and vehicle trips, among others. As shown in **Table 4.6-2: Summary of Annual Energy Use During Operation**, the Project's energy demand would be approximately 173,578 kWh of electricity per year, 418,037 kBtu of natural gas per year, and 129,485 gallons of transportation fuel per year.

12 U.S. Energy Information Administration, Annual Energy Outlook 2020: Table 11. Petroleum and Other Liquids Supply and Disposition, <https://www.eia.gov/outlooks/aeo/data/browser/#/?id=11-AEO2020&cases=ref2020&sourcekey=0>, accessed March 2024.

TABLE 4.6-2: SUMMARY OF ANNUAL ENERGY USE DURING OPERATION

Source	Units	Quantity
Electricity		
Fast-food restaurant with Drive-Through	kWh/yr	165,646
Fast-food restaurant without Drive-Through	kWh/yr	52,009
Parking lot	kWh/yr	41,097
<i>Existing Restaurant to be removed</i>	kWh/yr	(85,174)
Total Electricity	kWh/yr	173,578
Natural Gas		
Fast-food restaurant with Drive-Through	kBTU/yr	522,687
Fast-food restaurant without Drive-Through	kBTU/yr	164,112
<i>Existing Restaurant to be removed</i>	kBTU/yr	(268,762)
Total Natural gas	kBTU/yr	418,037
Transportation Energy		
Proposed Project	Gallons/yr	149,262
<i>Existing Restaurant to be removed</i>	Gallons/yr	(19,778)
Total Fuel	Gallons/yr	129,485

Notes: kWh/yr = kilowatt-hours per year; kBTU/yr = thousand British Thermal Units per year.

Source: The Ganddini Group, 503 West Mission Commercial Project, Air Quality, Global Climate Change and Energy Impact Analysis, dated February 22, 2024.

Electricity Consumption During Operation

As shown in Table 4.6-2, the Project would result in a demand for electricity totaling 173,578 kWh (0.17 GWh) per year. SDG&E estimates that electricity consumption within its planning area will be approximately 120,000 GWh annually by 2025, when the Project is anticipated to be fully built out.¹³ The Project would account for less than 0.01 percent of the 2025 annual consumption in SDG&E's planning area. As such, the Project would account for a negligible portion of the projected annual consumption in SDG&E's planning area.

Natural Gas Consumption During Operation

Natural gas service would be provided to the Project site by SDG&E. As shown in Table 4.6-2 above, buildout of the Project is projected to generate an on-site demand for natural gas totaling 418,037 kBTU per year. Based on the 2020 California Gas Report, the California Energy and Electric Utilities estimates natural gas supply within SDG&E's planning area will be approximately 1,253,775 million cubic feet (MMcf) per year in 2025.¹⁴ The proposed Project would account for less than 0.01 percent of the 2025

¹³ CEC, Demand Analysis Office, California Energy Demand 2018-2030 Revised Forecast, <https://efiling.energy.ca.gov/getdocument.aspx?tn=223244>. Accessed March 2024.

¹⁴ California Gas and Electric Utilities, 2020 California Gas Report, https://www.socalgas.com/sites/default/files/2020-10/2020_California_Gas_Report_Joint_Utility_Biennial_Comprehensive_Filing.pdf. Accessed March 2024.

annual forecasted supply in SDG&E's planning area. Accordingly, natural gas demand during operation would be less than significant.

Transportation Energy Consumption During Operation

The Traffic Impact Assessment (TIA) prepared on behalf of the Applicant (refer to **Appendix E**) concluded the Project would generate approximately 1,740 weekday trips per day (with incorporation of pass-by trip reduction). As shown in **Table 4.6-2**, the buildout of the Project is projected to generate a net demand of 129,485 gallons of transportation fuel. For purposes of comparison, the EIA forecasts a national oil supply of 17.84 million barrels per day in 2025, which is the opening year for the Project.¹⁵ This equates to approximately 273,504 mg per year. Operation of the Project would account for less than 0.01 percent of the projected annual oil supply in 2025. The Project would not result in inefficient, or unnecessary consumption of energy resources for transportation during operation and the impact of the Project would be less than significant.

Based on the analysis presented above and the calculations provided in **Appendix A** of this draft IS/MND, the Project would not result in the wasteful, inefficient, or unnecessary consumption of energy and thus would not generate significant impacts with regard to energy use and consumption.

Mitigation Measures: No mitigation measures are required.

b. *Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?*

Less than Significant Impact. The California Title 24 Building Energy Efficiency Standards are designed to ensure new and existing buildings achieve energy efficiency and preserve outdoor and indoor environmental quality. These measures (Title 24, Part 6) are listed in the California Code of Regulations. The California Energy Commission is responsible for adopting, implementing, and updating building energy efficiency. Local city and county enforcement agencies have the authority to verify compliance with applicable building codes, including energy efficiency. The Project must comply with the California Title 24 Building Energy Efficiency Standards. As such, the Project will not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Mitigation Measures: No mitigation measures are required.

15 U.S. Energy Information Administration, Annual Energy Outlook 2020: Table 11. Petroleum and Other Liquids Supply and Disposition, <https://www.eia.gov/outlooks/aeo/data/browser/#/?id=11-AEO2020&cases=ref2020&sourcekey=0>, Accessed March 2024.

4.7 GEOLOGY AND SOILS

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

The following section summarizes and incorporates by reference information from the Geotechnical Engineering Investigation Report prepared by Krazan & Associates, Inc. dated July 1, 2024. This report is included as **Appendix C** of this draft IS/MND.

Discussion

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

Less than Significant Impact. A significant impact would occur if the proposed Project would cause personal injury or death or result in property damage as a result of a fault rupture occurring on the Project site and if the Project site is located within a State-designated Alquist-Priolo Zone or other designated fault zone. Fault rupture occurs when movement on a fault deep within the earth breaks through to the surface. Based on criteria established by the California Geological Survey (CGS), faults can be classified as active, potentially active, or inactive. Active faults are those having historically produced earthquakes or shown evidence of movement within the past 11,000 years (during the Holocene Epoch). Potentially active faults have demonstrated displacement within the last 1.6 million years (during the Pleistocene Epoch) while not displacing Holocene Strata. Inactive faults do not exhibit displacement younger than 1.6 million years before the present. In addition, there are buried thrust faults, which are faults with no surface exposure. Due to their buried nature, the existence of buried thrust faults is usually not known until they produce an earthquake.

The CGS establishes regulatory zones around active faults, called Alquist-Priolo Earthquake Fault Zones (previously called Special Study Zones). These zones, which extend from 200 to 500 feet on each side of the known fault, identify areas where a potential surface fault rupture could prove hazardous for buildings used for human occupancy. Development projects located within an Alquist-Priolo Earthquake Fault Zone are required to prepare special geotechnical studies to characterize hazards from any potential surface ruptures.

Earthquakes are a common occurrence within the City as with the rest of the State. According to the Geotechnical Engineering Investigation (refer to **Appendix C**), the Project site is not located within an earthquake fault zone. The nearest fault is a portion of the Elsinore Fault Zone located approximately 15.5 miles away from the Project site. The Project site is not located within an Alquist-Priolo Earthquake Fault Rupture Zone, as delineated by the California Geological Survey. Additionally, the Project would not exacerbate or increase the likelihood of rupture of existing faults. As such, impacts would be less than significant, and no mitigation measures are required.

Mitigation Measures: No mitigation measures are required.

- ii. *Strong seismic ground shaking?*

Less than Significant Impact. A significant impact would occur if the proposed Project would cause personal injury or death or resulted in property damage as a result of seismic ground shaking. According to the Geotechnical Engineering Investigation (refer to **Appendix C**), the Project site is in an area of

relatively high seismicity. However, the Project site shows no mapped faults on-site according to maps prepared by the California Geologic Survey and published by the International Conference of Building Officials (ICBO). No evidence of surface faulting was observed on the property during site reconnaissance.

The Project would not involve mining operations, deep excavation into the earth, or boring of large areas, which could create unstable seismic conditions like strong seismic ground shaking. Furthermore, structures built in the City are required to be built in compliance with the California Building Code (CBC [California Code of Regulations, Title 24, Part 2]). Compliance with the CBC would ensure earthquake safety based on factors including occupancy type, the types of soils onsite, and the probable strength of the ground motion. Compliance with the CBC would include the incorporation of 1) seismic safety features to minimize the potential for significant effects as a result of earthquakes; 2) proper building footings and foundations; and 3) construction of the building structures so that it would withstand the effects of strong ground shaking. Therefore, with CBC compliance, the proposed Project would not expose people or structures to potentially substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking more than other developments in Southern California. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

iii. Seismic-related ground failure, including liquefaction?

Less than Significant Impact. A significant impact may occur if a proposed Project site is located within a liquefaction zone. Liquefaction refers to loose, saturated sand or gravel deposits that lose their load-supporting capability when subjected to intense shaking. Liquefaction usually occurs during or shortly after a large earthquake. The movement of saturated soils during seismic events from ground shaking can result in soil instability and possible structural damage.

According to the County of San Diego General Plan (refer to **Appendix C**), the Project site is located within a liquefiable area. The subsurface conditions encountered at the site consist of medium dense to very dense soil. In addition, ground water was encountered at a depth of approximately 32 feet below the existing grades. The potential for soil liquefaction during a seismic event was evaluated using the LiquefyPro computer program (version 5.8h) developed by CivilTech Software (refer to **Appendix C**). The computer analysis indicates that the subsurface soil conditions encountered at the subject size would not be conducive to liquefaction induced settlement and the potential for seismic-induced soil liquefaction within the Project site is low. Additionally, all structures built in the City are required to be developed in compliance with the CBC (California Code of Regulations, Title 24, Part 2). Compliance with the CBC is included as a condition of approval and verified by the City's review process. As such, impacts related to liquefaction would be less than significant.

Mitigation Measures: No mitigation measures are required.

iv. Landslides?

No Impact. Landslides are the downslope movement of geologic materials that occur when the underlying geological support on a hillside can no longer maintain the load of material above it, causing a slope failure. General slope stability is determined by a number of factors including slope, vegetative cover, wildfire, bedrock, soil, precipitation, and human alteration. Slopes may be in temporary equilibrium until one of the above factors is modified resulting in an unstable condition and potential failure.

The Project site is relatively flat, and no slopes are proposed as part of the Project. As such, due to the relatively level terrain of the site and the surrounding area, the Project is not at risk for landslide, collapse, or rockfall hazards. Impacts would be less than significant, and no mitigation measures are required.

Mitigation Measures: No mitigation measures are required.

b. Would the project result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. A significant impact would occur if construction activities or future uses would result in substantial soil erosion or loss of topsoil. Construction of the proposed Project would involve general site clearing including removal of vegetation and existing utilities, structures (footings and slabs); rubbish; and any loose and/or saturated materials. Site stripping would extend to a minimum depth of 2 to 4 inches, or until all organics in excess of 3 percent by volume are removed. Stripped topsoil may be stockpiled and reused in landscape or non-structural areas. Additionally, as discussed in **Section 4.10: Hydrology and Water Quality**, all construction projects which could potentially have an adverse impact on the City's storm water drainage system or waters of the state shall install and/or implement appropriate construction and post-construction BMPs, as listed in their SWQMP or the *California Storm Water Best Management Practice Handbook* to reduce pollutants to the maximum extent practicable or the extent required by law. As such, impacts related to erosion and loss of topsoil would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. A significant impact may occur if a project is built in an unstable area without proper site preparation or design features to provide adequate foundations, thus posing a hazard to life and property. Construction activities associated with the Project must comply with the CBC, which is designed to assure safe construction including building foundation requirements appropriate to site conditions.

As previously discussed, the Project site is in an area that is seismically active, but not located near any identified liquefaction zones. The Project site is not at risk for landslide, collapse, or rockfall due to the relatively flat terrain of the site and surrounding developed properties. The Project site is not located

near slopes or geologic features that would result in on- or off-site landsliding or lateral spreading. As such, the Project would not exacerbate existing conditions, such as unstable geologic units or unstable soil.

Furthermore, there is no evidence of natural or manmade voids or low-density soils that could lead to ground subsidence or collapse. As such, impacts would be less than significant, and no mitigation measures are required.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. A significant impact would occur if the proposed Project were built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus posing a hazard to life and property. Expansive soils contain significant amounts of clay particles that have the ability to give up water (shrink) or take on water (swell). When these soils swell, the change in volume can exert pressures that are placed on them, and structural distress and damage to buildings could occur.

As discussed in **Appendix C**, soils within the Project site have been identified through laboratory testing and field observation as having a low expansion potential. The Project site does not consist of a majority of clay soil which has the potential to expand and contract substantially. Standard procedures used in the construction of concrete footings as required by the CBC to reduce the potential impacts associated with unstable or expansive soils. Therefore, implementation of the proposed Project would have a less than significant impact on the creation of substantial direct or indirect risks to life or property due to construction located on expansive soils and no mitigation measures would be required.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. A Project would cause a significant impact if adequate wastewater disposal were not available. The Project site is located within a community served by existing wastewater infrastructure. The Project's wastewater demand would be accommodated by connections to the existing wastewater infrastructure. The Project would not require the use of septic tanks or alternative wastewater disposal systems. Therefore, the Project would have no impact related to the ability of soils to support septic tanks or alternative wastewater disposal systems, and no mitigation measures are required.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. A significant impact would occur if excavation or construction activities associated with the proposed Project would disturb paleontological or unique geological features. Paleontological resources are the fossilized remains of organisms that have lived in a region in the geologic past and whose remains are found in the accompanying geologic strata. This type of fossil record represents the primary source of information on ancient life forms since the majority of species that have existed on earth from this era are extinct. PRC Section 5097.5 specifies that any unauthorized removal of paleontological remains is a misdemeanor. Furthermore, California Penal Code Section 622.5 includes penalties for damage or removal of paleontological resources.

Considering the Project site as a whole has been previously disturbed, the potential for finding paleontological resources would be low. Pursuant to the California Health and Safety Code Section 7050.5 and PRC Section 5097.98, in the event that any prehistoric subsurface cultural resources are encountered at the Project site during construction or the course of any ground disturbance activities, all such activities shall halt immediately, at which time the Applicant shall notify the City and consult with a qualified paleontologist to assess the significance of the find. In the case of discovery of paleontological resources, the assessment shall be done in accordance with the Society of Vertebrate Paleontology standards. If any find is determined to be significant, appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined to be unnecessary or infeasible by the City. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted.

Therefore, with compliance with the California Health and Safety Code Section 7050.5 and PRC Section 5097.98, the Project's impact on paleontological resources would be less than significant, and no mitigation measures are required.

Mitigation Measures: No mitigation measures are required.

4.8 GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Project Mitigation	Less Than Significant Impact	No Impact
GREENHOUSE GAS EMISSIONS - Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The following section summarizes and incorporates by reference information from the 503 West Mission Commercial Project Air Quality, Global Climate Change, and Energy Impact Analysis prepared by The Ganddini Group dated February 22, 2024, on behalf of the Applicant. The report is included as **Appendix A** of this draft IS/MND.

Discussion

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

Less Than Significant Impact. Greenhouse Gas (GHG) emissions refer to a group of emissions that are believed to affect global climate conditions. These gases trap heat in the atmosphere, and the major concern is that increases in GHG emissions are causing global climate change. Global climate change is a change in the average weather on earth that can be measured by wind patterns, storms, precipitation, and temperature.

There are no federal, State, or local adopted thresholds of significance for addressing an infrastructure project's GHG emissions. Pursuant to CEQA Guidelines Section 15064.4, the methods suitable for analysis of GHG emissions are:

1. Use a model or methodology to quantify greenhouse gas emissions resulting from a project. The Lead Agency has discretion to select the model it considers most appropriate provided it supports its decision with substantial evidence. The Lead Agency should explain the limitation of the particular model or methodology selected for use.
2. Rely on a qualitative analysis or performance-based standards.

The City of Escondido adopted their Climate Action Plan (CAP) in March 2021. The CAP provides a comprehensive roadmap to address the challenges of climate change in the City of Escondido. The city partnered with SANDAG to create the CAP to achieve GHG reductions and address climate change at the local level. In an effort to combat climate change, the CAP sets GHG reduction targets and proposes achievable, locally based strategies to reduce GHG emissions from both municipal and community

activities. The CAP focuses on reducing emissions by 2020 and 2030 to be consistent with the legislative State targets and reducing emissions by 2035 to demonstrate the recommended trajectory to meet the State's 2050 goal. As stated in the CAP, the city includes reduction targets of 4 percent below 2012 levels by 2020, 42 percent below 2012 levels by 2030, and 52 percent below 2012 levels by 2035.

As discussed in Section 4.1.1 of the CAP, the City has established a GHG screening threshold (set at 500 metric tons carbon dioxide equivalent [MTCO₂e] per year) for new development projects to determine if a project would need to demonstrate consistency with the CAP through the CAP Consistency Review Checklist (Checklist). New development projects that are consistent with the General Plan and are expected to generate fewer than 500 MTCO₂e annually would not have a cumulative impact and would not be required to provide additional analysis. Additionally, the Checklist includes a list of the size and types of projects that would be expected to generate fewer than 500 MTCO₂e per year. This includes restaurants under 6,500 square feet. In addition, new development projects that are expected to generate greater than 500 MTCO₂e annually, but are consistent with the General Plan land use designation and zoning, may be determined to have a less than significant cumulative impact if they are determined to be consistent with the CAP. A project's consistency with the CAP will be determined through the Checklist. The Checklist contains GHG reduction measures applicable to development projects that are required to be implemented on a project-by-project basis to ensure that the specific emission targets identified in the CAP are achieved.

As mentioned previously, the proposed Project includes commercial/food service uses totaling 6,110 square feet, including one 1,460 square foot coffee shop with drive through window, one 2,300 square foot fast food restaurant with drive through window (pick up only - no drive through ordering), and one 2,355 square foot fast food restaurant with drive through window. This results in total square footage less than the CAP screening square footage of 6,500 square feet of restaurant uses. Consequently, the project is not subject to the measures contained in the CAP checklist and no quantitative analysis of GHG emissions is required (refer to **Appendix A**). The proposed Project is consistent with the City's CAP and operation of the proposed Project would not create a significant cumulative impact to global climate change. As such, the Project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. A significant impact would occur if the proposed Project conflicted with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of GHGs. As mentioned above, the City has established a GHG screening threshold (set at 500 metric tons carbon dioxide equivalent [MTCO₂e] per year) for new development projects to determine if a project would need to demonstrate consistency with the CAP through the CAP Consistency Review Checklist (Checklist).

4.0 Environmental Checklist and Evaluation

New development projects that are consistent with the General Plan and are expected to generate fewer than 500 MTCO₂e annually would not have a cumulative impact and would not be required to provide additional analysis. Additionally, the Checklist includes a list of the size and types of projects that would be expected to generate fewer than 500 MTCO₂e per year. This includes restaurants under 6,500 square feet. The proposed Project includes commercial/food service uses totaling 6,110 square feet, including one 1,460 square foot coffee shop with drive through window, one 2,300 square foot fast food restaurant with drive through window (pick up only - no drive through ordering), and one 2,355 square foot fast food restaurant with drive through window. This results in total square footage less than the CAP screening square footage of 6,500 square feet of restaurant uses. Consequently, the project is not subject to the measures contained in the CAP checklist (refer to sub-appendix C in **Appendix A**) and no quantitative analysis of GHG emissions is required. The proposed Project is consistent with the City's CAP and operation of the proposed Project would not create a significant cumulative impact to global climate change.

As mentioned previously, a project is consistent with the AQMP, in part, if it is consistent with the population, housing and employment assumptions that were used in the development of the AQMP. The SANDAG Fast Facts population forecast for the City of Escondido shows that the City's population is anticipated to increase to approximately 177,559 by the year 2050 with a total citywide population increase of 22,924 persons from 2020 to 2050. Furthermore, 2050 employment projections show an increase of approximately 48 percent from 2020 job availability. Because the project is not residential it would not generate direct population or housing growth and there is a relatively small employment growth associated with the project; therefore, the project would be consistent with SANDAG's employment forecast and the City's General Plan. Furthermore, the proposed project would not permanently change the existing or planned transportation network or traffic patterns anywhere in the Air Basin. As such, the proposed project would be consistent with the local general plan and SANDAG's growth projections.

For the reasons described above, the Project would not conflict with State-applicable plans, policies, and regulations adopted for the purpose of reducing GHG emissions, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

4.9 HAZARDS AND HAZARDOUS MATERIALS

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

Discussion

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

Less than Significant Impact. A significant impact would occur if the proposed Project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The types and amounts of hazardous materials to be used for the Project would be typical of those used during construction activities and those typically used in the operation of drive-through restaurant uses, as discussed in the following analysis.

Construction

The Project would not involve the routine transport of hazardous materials to and from the Project site during construction. Additionally, hazardous materials such as fuel and oils associated with construction equipment, as well as coatings, paints, adhesives, and caustic or acidic cleaners could be routinely used on the Project site throughout the duration of construction. While some hazardous materials used during construction could require disposal, such activity would occur only for the duration of construction and would cease upon completion of the Project. As such, construction of the Project would not involve the routine disposal of hazardous materials. Notwithstanding, all potentially hazardous materials used during construction of the Project would be used and disposed of in accordance with manufacturers' specifications and instructions, thereby reducing the risk of hazardous materials use. In addition, existing regulations are aimed at establishing specific guidelines regarding risk planning and accident prevention, protection from exposure to specific chemicals, and the proper storage of hazardous materials. Due to the age of the structure, asbestos and/or lead based paint may be present. Therefore, during demolition all potentially hazardous materials (including asbestos-containing materials and lead-based paints) would be required to be handled in accordance with California Occupational Safety and Health Administration requirements for employee safety. Disposal of contaminated materials would be in accordance with state and county regulations. The Project would comply with all applicable federal, State, and local requirements concerning the use, storage, and management of hazardous materials. Consequently, Project construction activities would not create a significant hazard to the public or the environment through the use of hazardous materials during construction, and development of the Project on the Project site would not exacerbate the current environmental conditions so as to create a significant hazard to the public or the environment. Therefore, impacts related to the routine transport, use, or disposal of hazardous materials during construction would be less than significant, and no mitigation measures are required.

Operation

Operation of the Project would involve the routine use of small quantities of potentially hazardous materials typical of those used for commercial uses, including cleaning products, paints, and those used for maintenance of landscaping. Maintenance and upkeep of facilities on-site, including the parking and restaurant areas, would occasionally require the use of various solvents, cleaners, paints, oils/fuels, and pesticides/herbicides. The remnants of these and other products are disposed of as household hazardous waste (HHW) that includes used dead batteries, electronic wastes, and other wastes that are prohibited or discouraged from being disposed of at local landfills. Accidents may occur during the transport, storage, use, or disposal of hazardous materials, including spills or leaks.

These hazardous materials would be used, stored, and disposed of in accordance with applicable regulations and standards (such as CFR, Title 49, Chapter I; CCR, Title 8; CFR, Title 40, Part 263) that are enforced by the USEPA, USDOT, CalEPA, CalOSHA, and DTSC. As such, the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of

hazardous materials. Therefore, significant impacts would not occur during the operation of the proposed Project.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. A project would normally have a significant impact from hazards and hazardous materials if: (a) the project involved a risk of accidental explosion or release of hazardous substances (including, but not limited to oil, pesticides, chemicals, or radiation); or (b) the project is involved in the creation of any health hazard or potential health hazard.

Construction

Accidental conditions during construction of the project could occur as a result of any of the following: direct dermal contact with hazardous materials; incidental ingestion of hazardous materials, or inhalation of airborne dust released from dried hazardous materials. The transportation of hazardous materials could result in accidental spills, leaks, toxic releases, fire, or explosion.

Compliance with federal, state, and local laws, regulations, and Cal/OSHA training programs would minimize or avoid potential impacts associated with the routine transport, use, or disposal of hazardous materials during construction. Appropriate documentation for all hazardous waste that is transported, stored, or used in connection with specific project-site activities would be provided as required for compliance with existing hazardous materials regulations codified in the CCR.

Construction activities on the project site would be required to comply with federal and state laws to eliminate or reduce the consequence of hazardous materials accidents. For example, employees who would work around hazardous materials would be required to wear appropriate protective equipment, and safety equipment is routinely available in all areas where hazardous materials are used. Adherence to the federal, state, and local regulations governing the transportation, use, and disposal of hazardous waste would reduce impacts associated with reasonably foreseeable upset and accident conditions during construction to less than significant.

Operation

As stated previously, maintenance and upkeep of the proposed facilities on the Project site, including the parking and restaurant areas, would occasionally require the use of various solvents, cleaners, paints, oils/fuels, and pesticides/herbicides with the car wash requiring additional use of cleaning solutions for daily operation. The hazardous materials would be used, stored, and disposed of in accordance with applicable regulations and standards (such as CFR, Title 49, Chapter I; CCR, Title 8; CFR, Title 40, Part 263) that are enforced by the USEPA, USDOT, CalEPA, CalOSHA, and DTSC. As such, the Project would not create a significant hazard to the public or the environment through the reasonably foreseeable

upset and accident conditions involving the release of hazardous materials into the environment. Therefore, impacts related to hazardous materials being released into the environment would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. The nearest schools to the Project site include the Classical Academy Middle School located approximately 0.25 miles to the southeast. Construction of the Project would involve the use of those hazardous materials that are typically necessary for construction of a drive-through restaurant use. As such, the transport, use, and disposal of construction-related hazardous materials would occur in conformance with all applicable local, State, and federal regulations governing such activities. The removal of any potential asbestos-containing materials from the existing restaurant would be required to comply with all applicable existing rules and regulations, including SDAPCD Rule 361.145 - Standard for Demolition and Renovation and Cal/OSHA regulations regarding lead-based paint. All lead containing materials would be managed in accordance with applicable regulations including, at a minimum, the hazardous waste disposal requirements (Title 22 California Code of Regulations 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). Thus, construction activities associated with the Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing school. As such, impacts would be less than significant, and no mitigation measures are required.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. A significant impact would occur if the Project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would create a significant hazard to the public or the environment.

California Government Code Section 65962.5 requires the California Environmental Protection Agency (CalEPA) to develop and update annually the Cortese List, which is a “list” of hazardous waste sites and other contaminated sites. While California Government Code Section 65962.5 refers to the preparation of a “list,” many changes have occurred related to web-based information access since 1992 and information regarding the Cortese List is now compiled on the websites of the DTSC, the State Water Board, and CalEPA. Based on a review of these databases, the Project site is not located on a list of hazardous material sites compiled pursuant to Section 65962.5.

A geographical search for hazardous materials sites, as defined in Government Code Section 65962.5, utilizing the online environmental database GeoTracker produced several locations within the vicinity of the site including Ben's Auto Repair (Bud Milner Chevron 515 W. Mission Avenue) to the north. However, this location and other identified areas have been identified as a Leaking Underground Storage Tank (LUST) Cleanup Site. The status history for the site states that the case has been completed and closed as of November 13, 1989.¹⁶ As such, the Project site is not located within an area with existing hazardous materials sites and existing sites in the vicinity would not be affected by the implementation of the Project. Therefore, the Project would not create a significant hazard to the public or environment. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

No Impact. A significant impact may occur if a project is located within a public airport land use plan area, or within two miles of a public airport, and subject to a safety hazard. The closest airport to the Project site is McClellan-Palomar Airport approximately 10.4 miles northwest. Given the distance between the Project site and the Airport, the Project would not have the potential to exacerbate current environmental conditions that would result in a safety hazard or excessive noise. Therefore, no impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. A significant impact may occur if a project were to interfere with roadway operations used in conjunction with an emergency response plan or emergency evacuation plan or would generate traffic congestion that would interfere with the execution of such a plan. The City's General Plan Figure VI-1 illustrates the evacuation routes for the City. In the project vicinity, Center City Parkway, Escondido Avenue, Broadway, Washington Avenue, Lincoln Avenue, Interstate 15, and State Route 78 are identified as evacuation routes (City of Escondido 2012). The General Plan includes an emergency evacuation route to aid in the orderly and rapid movement of people away from a threat or actual occurrence of a hazard. There will be no revisions to the evacuation routes as a result of the proposed Project as the proposed Project does not contain any emergency facilities, nor does it serve as an emergency evacuation route. In the event of an unusual emergency situation, highways and arterial streets that connect to the major freeways would serve as potential evacuation routes. Construction and proposed street improvement activities may temporarily restrict vehicular traffic. Temporary changes to the existing roadway network require the approval of the City of Escondido and notification to all

¹⁶ GeoTracker, State Water Resources Control Board, accessed March 2024, https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0607300159

emergency responders. Work within the public right-of-way requires an encroachment permit and traffic management plan to be approved to ensure temporary traffic impacts from construction will maintain adequate access for emergency vehicles and evacuation procedures during construction. As such, no impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant. A significant impact would occur if the proposed Project exposed people and structures to high risk of wildfire. According to the City's General Plan¹⁷, the Project site is in a moderate fire hazard zone rating area. The area surrounding the Project site is mostly developed and consists of commercial and residential uses. The Project site is not in or near an area classified as high or very high fire hazard zone ratings. As the project would comply with the City Fire Department standards related to exposure of people or structures to wildfire, risk would be less than significant.

Mitigation Measures: No mitigation measures are required.

¹⁷ City of Escondido General Plan, Community Protection, Figure V1-6: Wildfire Risk, accessed March 2024, <https://www.escondido.org/Data/Sites/1/media/PDFs/Planning/GPUUpdate/GeneralPlanChapterVI.pdf>

4.10 HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Project Mitigation	Less Than Significant Impact	No Impact
HYDROLOGY AND WATER QUALITY - Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. Result in substantial erosion or siltation on or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The following section summarizes and incorporates by reference information from the Priority Development Project (PDP) Stormwater Quality Management Plan (SWQMP) dated May 15, 2024. These reports for Parcels 2, 3 and 4 are included as **Appendix D** of this draft IS/MND.

Discussion

a. *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?*

Less than Significant Impact. A significant impact would occur if the proposed Project discharges water that does not meet the quality standards of agencies which regulate surface water quality and water discharge into storm water drainage systems or does not comply with all applicable regulations as governed by the Escondido Water and Wastewater Division (EWWD).

Construction

During Project construction and demolition activities, stormwater runoff from the Project site could cause erosion and/or transport sediment off site and into municipal storm drain systems. Thus, pollutant discharges associated with storage, handling, use, and disposal of chemicals, adhesives, coatings, lubricants, and fuel could result in adverse impacts to water quality. A SWQMP was prepared (refer to **Appendix D**) which sets forth Best Management Practices (BMPs) for stormwater and non-stormwater discharges, including, but not limited to, sandbags, storm drain inlets protection, stabilized construction entrance/exit, wind erosion control, and stockpile management, to minimize the discharge of pollutants in stormwater runoff during construction. The SWQMP would be carried out in compliance with State Water Resources Control Board requirements and would also be subject to review by the City for compliance.

With compliance with these existing regulatory requirements, impacts to water quality and waste discharge requirements during construction would be less than significant, and no mitigation measures would be required.

Operation

Operation of the Project would introduce sources of potential water pollution that are typical of commercial developments (e.g., cleaning solvents, pesticides for landscaping, and petroleum products associated with circulation areas). Stormwater runoff from precipitation events could also potentially carry urban pollutants into municipal storm drains. However, best management practices (BMPs) would be implemented on-site adhering to NPDES and MS4 stormwater runoff requirements to address City and State water quality requirements. Therefore, impacts to surface water quality would be less than significant and no mitigation measures are required.

Mitigation Measures: No mitigation measures are required.

- b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede substantial groundwater management of the basin?***

Less than Significant Impact. A significant impact would occur if the proposed Project would substantially deplete groundwater or interferes with groundwater recharge. The Project site would be served with potable water by the Escondido Water and Wastewater Division (EWWD). Similar to existing conditions, redevelopment of the Project site would result in a negligible amount of on-site groundwater recharge opportunities and would not impact groundwater wells, change the rate or direction of flow of groundwater, impact groundwater recharge areas, or impede sustainable groundwater management of the basin. Additionally, excavation activities (standard trenching for utilities) are not likely to interfere with the groundwater table (approximately 32 feet deep). The proposed Project would install onsite storm drain systems that would convey runoff to a pre-treatment unit then to an underground infiltration/detention system that would capture, filter, and infiltrate runoff. In addition, the Project

includes required landscaping that would infiltrate stormwater onsite. As a result, the proposed Project would not decrease groundwater supplies or interfere substantially with groundwater recharge; and the Project would not impede sustainable groundwater management of the basin. Thus, the proposed Project would have a less than significant impact. As such, impacts would be less than significant, and no mitigation measures are required.

Mitigation Measures: No mitigation measures are required.

- c. ***Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:***

- i. ***Result in substantial erosion or siltation on or off site;***

Less than Significant Impact. A significant impact would occur if the proposed Project would substantially alter the drainage pattern of an existing stream or river such that flooding would result. The Project site is in a highly urbanized area. There are no natural watercourses on the Project site or in the vicinity. As discussed above, the Project is developed with paved surfaces, and current stormwater runoff flows to the local storm drain system. Additionally, Best Management Practices (BMPs) will be implemented and maintained throughout the life of a project to prevent and minimize water pollution that can be caused by storm water or urban runoff. As such, the proposed Project would not result in a substantial alteration to the existing drainage pattern or to any drainage course; no erosion or siltation impacts related to such alteration would occur. Impacts would be less than significant, and no mitigation measures are required.

Mitigation Measures: No mitigation measures are required.

- ii. ***Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;***

Less than Significant Impact. A significant impact would occur if the Project would substantially alter the drainage pattern of an existing stream or river such that flooding would result. There are no streams or rivers within or immediately surrounding the Project site other than Reidy Creek that traverses west of the Project site. However, the Project would alter site drainage through the addition of impervious surfaces, which can increase stormwater runoff volume and flow. Compliance with the City's Jurisdictional Runoff Management Program (JRMP) requires BMPs would slow the velocity of water and allow sediment and debris to settle out of the water column, thereby minimizing the potential for downstream flooding, erosion/siltation, or exceedances of stormwater drainage system capacity. Given that the project would implement BMPs to capture and retain stormwater on-site, as described above for compliance with the City's MS4 permit requirements, potential impacts related to the alteration of the site's drainage pattern would not substantially increase the rate or amount of surface runoff. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;

Less than Significant Impact. A significant impact would occur if runoff water would exceed the capacity of existing or planned storm drain systems serving the Project site, or if the proposed Project would substantially add sources of polluted runoff. As described previously, the Project would be required to implement a SWPPP which provides BMPs that will be implemented and maintained throughout the life of a project to prevent and minimize water pollution that can be caused by storm water or urban runoff. The City's JRMP contain requirements for construction activities and operation of development to integrate low impact development practices and standards for stormwater and other related requirements. Such regulations and practices are designed in consideration of existing and planned stormwater drainage systems. Conformance would be ensured during the permitting process with the Department of Building & Safety and impacts would remain less than significant and no mitigation measures are required.

Mitigation Measures: No mitigation measures are required.

iv. impede or redirect flood flows?

No Impact. A significant impact would occur if the Project were located within a 100-year or 500-year floodplain or would impede or redirect flows. The Project site is not located within a 100-year, or 500-year flood hazard area as mapped by the Federal Emergency Management Agency (FEMA).¹⁸ As such, the Project would not impede or redirect floodwater flows. No impacts would occur, and no mitigation measures would be required.

Mitigation Measures: No mitigation measures are required.

d. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

No Impact. A significant impact would occur if the Project were located within an area susceptible to inundation by flood, tsunami, or seiche and would risk release of pollutants due to project inundation. As discussed above, the Project site is not located within a 100-year, or 500-year flood hazard areas as mapped by FEMA. The Project site is not located near the ocean or any large enclosed or semi-enclosed bodies of water; therefore, the Project would not be located within any designated tsunami or seiche zones. Debris and mudflows are typically a hazard experienced in the floodplains of streams that drain very steep hillsides within the watershed. Since the Project site is located on relatively flat terrain and the surrounding vicinity has a similar grade, debris and mudflows would not be expected. Therefore, no

18 FEMA Flood Map Service Center, accessed March 2024, <https://msc.fema.gov/portal/search?AddressQuery=501%20Mission%20Avenue%2C%20Escondido#searchresultsanchor>

risk of release of pollutants from inundation by flood, tsunami, or seiche would occur. No impacts would occur, and no mitigation measures would be required.

Mitigation Measures: No mitigation measures are required.

e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than Significant Impact. Under the California Water Code, the State of California is divided into nine regional water quality control boards (RWQCBs), which govern the implementation and enforcement of the California Water Code and the Clean Water Act. The Project site is under the jurisdiction of the San Diego RWQCB.

Under the NPDES permit enforced by the San Diego RWQCB, all existing and future municipal and industrial discharges to surface waters within the City are subject to applicable local, State and/or federal regulations. The Project would comply with all provisions of the NPDES program and other applicable waste discharge requirements, as enforced by the San Diego RWQCB. The Project would comply with and not obstruct implementation of the any water quality control plan or sustainable groundwater management plan. As such, impacts would be less than significant, and no mitigation measures would be required.

Mitigation Measures: No mitigation measures are required.

4.11 LAND USE AND PLANNING

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

Discussion

a. *Physically divide an established community?*

Less than Significant Impact. A significant impact would occur if the proposed Project were sufficiently large or configured in such a way so as to create a physical barrier within an established community. The Project site is currently occupied with a vacant restaurant and an existing hotel (Quality Inn) with associated recreational amenities (i.e., swimming pool and tennis court), localized asphaltic concrete pavement, and localized landscaped areas consisting of signage, shrubs, and a water feature. The Project site is in a highly urbanized area surrounded by general commercial uses along Mission Avenue and Centre City Parkway. There is no existing residential use on the Project site or a residential use that would be physically separated or otherwise disrupted by the Project because the proposed development would remain within the boundary of the existing Project site. There are no vacant or undeveloped areas around the Project site, such that development of the Project could possibly divide an established community or result in a separation of uses or disruption of access between land uses around the Project site. Implementation of the Project would result in further infill of an already developed community. The Project would not disrupt, divide, or isolate an existing neighborhood or community directly or indirectly, as all proposed improvements would occur within the limits of the Project site. Lastly, the Project does not propose a freeway or other large infrastructure or barrier that would divide a community. Therefore, the Project would not physically divide, disrupt, or isolate an established community. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

b. *Conflict with applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*

Less than Significant Impact. A significant impact may occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the Project site, and would cause adverse

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environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate. Based on the City's General Plan, the Project site is designated as General Commercial (GC) and zoned General Commercial (C-G). The GC general plan designation accommodates a wide variety of retail and service activities intended to serve a broad customer base, including local-serving commercial, community shopping/office complexes, automobile sales and service, eating and drinking establishments, and entertainment facilities. General Commercial uses are designed to promote pedestrian activity characterized by "store front" window displays and extensive landscaping; located and designed to be compatible and transition with adjacent uses in scale, bulk, and height; designed to orient to primary street frontages, with individual building entries; parking areas heavily landscaped to reduce radiant heat effects; and internal vehicular access between sites to facilitate parking and minimize curb cuts where feasible. Drive-through restaurants are permitted in the C-G zone with the issuance of a Conditional Use Permit (CUP). As such, the Project would be consistent with the City's General Plan because the proposed three new eating and drinking establishments would be located within a General-Commercial designated area, which is suitable for the proposed use. Therefore, implementation of the proposed Project would not result in significant land use impacts due to inconsistency with the City's General Plan. Accordingly, the impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

4.12 MINERAL RESOURCES

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

Discussion

a. Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State?

No Impact. A significant impact would occur if the Project would result in the loss of availability of known mineral resources of future value to the region and the residents of the State. The Project site is located in an urbanized portion of the City and is not used for mineral resource extraction. The Project site has a classification of General Commercial (GC) and zoned General Commercial (C-G) and is planned for commercial retail uses. Furthermore, the Project site is developed with a commercial use and has never been used for mineral extractions. Therefore, the proposed Project would not result in the loss of availability of a known mineral resource of value to the region and State. No impacts would occur, and no mitigation measures are required.

Mitigation Measures: No mitigation measures are required.

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

No Impact. A significant impact would occur if the Project would result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. No mineral extraction operations occur on the Project site. There are no known locally important mineral resource recovery sites identified on the Project site in the City's General Plan or in a specific plan or other land use plan. Therefore, the Project would not result in the loss of availability of a mineral resource or a mineral resource recovery site. No impacts would occur, and no mitigation measures are required.

Mitigation Measures: No mitigation measures are required.

4.13 NOISE

	Potentially Significant Impact	Less Than Significant with Project Mitigation	Less Than Significant Impact	No Impact
NOISE - Would the project:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The following section summarizes and incorporates by reference information from the 503 West Mission Commercial Project Noise Impact Analysis prepared by The Ganddini Group dated June 17, 2024 on behalf of the Applicant. The report is included as **Appendix E** of this draft IS/MND.

Discussion

- a. *Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

Less than Significant Impact. A significant impact would occur if exposure of persons to, or generation of noise levels are in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Short-term noise monitoring was conducted at six (6) locations to measure the ambient sound environment in the Project vicinity. Measurements were taken over 15-minute intervals at each location and provided in **Table 4.13-1: Ambient Noise Measurements**. As shown in **Table 4.13-1**, ambient noise levels ranged from a low 60.5 dBA (Leq-15minute) at the hotel use, located to the west of the boundaries of construction activity, on the Project site (NM1) to a high of 75.9 dBA (Leq-15minute) at the commercial

and private school use located at the eastern side of Centre City Parkway, within the parking lot of the Centre City Shopping Center (NM4).

TABLE 4.13-1: AMBIENT NOISE MEASUREMENTS

Location Number/Description		Address	Time Started	Adjacent Use	dBA Leq-15-minute
NM1	Located to the west of the boundaries of construction activity on the Project site (Quality Inn)	501 Mission Avenue	1:50 PM	Hotel (Quality Inn)	60.5
NM2	Located to the south of the boundaries of construction activity on the Project site	660 N. Quince Street	2:27 PM	Multi-family residential	61.8
NM3	Located east of Centre City Parkway and southeast of the boundaries of the Project site (Alcove 650)	650 Centre City Parkway	3:00 PM	Multi-family residential (Village Grove Apartments)	71.3
NM4	Located east of Centre City Parkway within the Centre City Shopping Center	700 Centre City Parkway and 725 N. Escondido Boulevard	3:22 PM	Commercial and Private School	75.9
NM5	Located at the southeastern corner of the intersection of Centre City Parkway and Mission Avenue	720 Centre City Parkway	3:48 PM	Commercial (Centre City Shopping Center)	69.3
NM6	Located in the northwest of the boundaries of the construction activity on the Project site	515 Mission Avenue	4:15 PM	Vehicle Repair (Ben's Auto Repair)	63.0

Source: The Ganddini Group, 503 West Mission Commercial Noise Impact Analysis, dated June 17, 2024.

Notes: dBA = A-weighted decibels; Leq = average equivalent sound level.

Construction

On-Site Construction

Construction noise sources are regulated within the City of Escondido Municipal Code Section 17-234, which prohibits construction activities except on Monday through Friday between the hours of 7:00 AM and 6:00 PM and on Saturdays between the hours of 9:00 AM and 5:00 PM, construction activities are not permitted on Sundays and on days designated by the president, governor, or city council as public holidays. In addition, no construction equipment or combination of equipment 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.

Construction activities will occur in phases including demolition, site preparation, grading, building construction, paving, and architectural coating. Assumptions for the phasing, duration, and required equipment for the construction of the proposed project were obtained from the project applicant. Construction noise will vary depending on the construction process, type of equipment involved, location of the construction site with respect to sensitive receptors, the schedule proposed to carry out each task (e.g., hours and days of the week) and the duration of the construction work.

Construction noise associated with the proposed project was calculated utilizing methodology presented in the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (2018) together with several key construction parameters including: distance to each sensitive receiver, equipment usage, percent usage factor, and baseline parameters for the project site. Distances to receptors were based on the acoustical center of the proposed construction activity. According to the City's General Plan, a noise sensitive land use (NSLU) includes noise receptors (receivers) where an excessive amount of noise would interfere with normal activities, particularly buildings where people normally sleep, and institutional land uses with primarily daytime and evening uses. NSLU where people usually sleep include residences, hospitals, health care facilities, convalescent homes, and transient lodging (hotels and motels). Daytime and evening NSLU include public and private educational facilities, churches, libraries, museums, cultural facilities, golf courses and passive recreational parks (where a quiet atmosphere is an essential part of the recreational experience). Commercial, general office and industrial land uses are not considered NSLUs.

Construction noise levels at each identified sensitive receptor were calculated for each phase. Anticipated noise levels during each construction phase with and without project Best Management Practices (BMPs) are presented in **Table 4.13-2: Maximum Noise Impacts Associated with On-Site Construction Activities**. As shown, construction noise levels without BMPs would exceed the City's 75 dBA Leq noise standard at the on-site transient lodging use to the west (Quality Inn) by a maximum of 6.2 dBA (Leq-1-hour) above the significance threshold during the site preparation, grading and building construction phase. Construction would adhere to the City's General Plan Noise Policy 5.7, which encourages the use of site and building design, noise barriers, and construction methods to minimize impacts on and from new development. Construction noise levels can be reduced via specific noise control measures including the following: (1) muffler requirements; (2) equipment modifications that reduce noise levels; and (3) maintenance and operational requirements. These noise control measures can be used separately or in combination to reduce the noise levels generated by on-site construction equipment. Most on-site construction-related noise originates from equipment powered by either gasoline or diesel engines. A large part of the noise emitted is due to the intake and exhaust portions of the engine cycle. Reducing noise from this source can be achieved via muffler systems. This noise control strategy would include the replacement of worn mufflers and retrofitting on-site construction equipment where mufflers are not in use. Using muffler systems on on-site construction equipment reduces construction noise levels by up to 10 dBA.¹⁹

Additionally, faulty or damaged mufflers, loose engine parts, rattling screws, bolts, or metal plates all contribute to increasing the noise level of on-site construction equipment. By regularly inspecting on-site construction equipment for these conditions and making adjustments to the equipment as necessary can also reduce noise levels generated by on-site construction equipment.

¹⁹ FHWA, Special Report—Measurement, Prediction, and Mitigation, updated June 2017, accessed March 2024, https://www.fhwa.dot.gov/Environment/noise/construction_noise/special_report/hcn04.cfm.

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As such, implementation of these regulatory compliance practices, construction noise levels resulting in a maximum increase of 6.2 dBA (Leq-1hour) above the significance threshold can be reduced to levels less than significant. As shown in **Table 4.13-2**, construction noise levels with implementation of BMPs are expected to reach up to 75.0 dBA (Leq-1hour) at the nearest hotel property line to the west by utilizing optimal muffler systems with the ability to reduce noise levels by at least 6 dBA. Noise levels due to construction would not exceed the 75 dBA significance threshold. As such, construction noise impacts would be less than significant.

TABLE 4.13-2 : CONSTRUCTION MAXIMUM NOISE ESTIMATES

Noise Monitoring Site	Calculated Noise Level (Leq-1hour) by Construction Phase						Exceeds 75 dBA Leq (Yes/No)	Maximum Construction Noise Levels with BMPs	Exceeds 75 dBA Leq (Yes/No)
	Demolition	Site Preparation	Grading	Building Construction	Paving	Architectural Coating			
Transient lodging to the west (Quality Inn, 501 Mission Ave)	<u>77.9</u>	<u>80.5</u>	<u>81.4</u>	<u>81.2</u>	<u>79.0</u>	69.9	Yes	75.0	No
Multi-family to the south (Village Grove Apartments, 660 N. Quince St)	66.5	68.8	69.6	69.4	67.2	58.2	No	63.2	No
Multi-family to the southeast (Alcove, 650 Centre City Pkwy)	65.8	66.8	67.7	67.4	65.2	56.2	No	61.2	No
School to the east (Epiphany Prep Charter School, 725 N. Escondido Blvd)	68.2	67.0	67.9	67.6	65.5	56.4	No	62.2	No
Commercial to the east (Banfield Pet Hospital / Restaurant, 700 Centre City Pkwy)	73.0	72.0	72.8	72.6	70.4	61.4	No	67.0	No

Source: The Ganddini Group, 503 West Mission Commercial Project Noise Impact Analysis, dated June 17, 2024.

Note: **Bold Underline** symbolizes exceedance.

Off-Site Construction

Construction truck trips would occur throughout the construction period. Given the project site's proximity to State Route 78 and Interstate 15 Freeway, it is anticipated that vendor and/or haul truck traffic would take the most direct route to the appropriate freeway ramps.

According to the FHWA, the traffic volumes need to be doubled in order to increase noise levels by 3 dBA CNEL.²⁰ The estimated existing weekday average daily trips along Centre City Parkway range between 15,200 to 24,200 and the estimated existing weekday average daily trips along Mission Avenue range between 10,600 and 18,000 average daily vehicle trips.²¹ As shown in the CalEEMod output files provided in **Appendix E**, the greatest number of construction-related vehicle trips per day would be during site preparation at up to 40 vehicle trips per day (7.5 for worker trips and 32.5 for vendor trips). Therefore, the addition of project vendor/haul trucks and worker vehicles per day along off-site roadway segments would not be anticipated to result in a doubling of traffic volumes. Off-site project generated construction vehicle trips would result in a negligible noise level increase and would not result in a substantial increase in ambient noise levels. Impacts would be less than significant, and no mitigation measures are required.

Operation

On-Site Noise

Article 12 *Section 17-229 - Sound Level Limits*, of the City's Municipal Code sets forth noise level limits for noise generated from one property to another. Unless a variance has been applied for and granted pursuant to this article, it is unlawful for any person to cause or allow the creation of any noise to the extent that the one-hour average sound level, at any point on or beyond the boundaries of the property on which the sound is produced, exceeds the applicable limits except that construction noise level limits shall be governed by the City's Municipal Code Section 17-234 of Article 12.

Noise-level calculations at the location of noise-sensitive land uses in the Project vicinity were assessed using the SoundPLAN noise model. The SoundPLAN model depicts noise contours at varying distances and accounts for various inputs to analyze topography, vegetation, propagation from buildings, and existing- and proposed-noise sources and barriers. The software uses various inputs to analyze the topography, vegetation, vehicle traffic, existing- and proposed-noise sources, and existing- and proposed-barriers to depict noise contours at varying distances. The software utilizes algorithms (based on the inverse square law) to calculate noise level projections. Accuracy has been validated in published studies to be +/- 2.7 dBA with an 85 percent confidence level. The software allows the user to input specific noise sources, spectral content, sound barriers, building placement, topography, and sensitive receptor locations.

²⁰ Federal Highway Administration, Highway Noise Prediction Model.

²¹ The existing average daily traffic volumes were obtained from the In-N-Out & Coffee Bean (Mission/Centre City) Transportation Impact Analysis (TIA), Ganddini Group, Inc. (October 26, 2022).

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The proposed project would consist of various noise sources generated from parking lots, heating and ventilation systems (HVAC), exterior eating area/conversation noise, and speaker noise.

Parking lot noise was calculated using the SoundPLAN methodology. Specifically, the traffic volume of the parking lot is entered with the number of moves per parking, the hour, and the number of parking bays. The user defines whether the parking lots are for automobiles, motorcycles, or trucks, and the emission level of a parking lot is automatically adjusted accordingly. The values for the number of parking moves for each time slice is the number of parking moves per reference unit (most often per parking bay), averaged for the hour.

A noise reference level of 67.7 dBA at 3 feet (sound power level of 78.7 dB) was utilized to represent rooftop 5 Ton Carrier HVAC units. A rooftop HVAC plan is not available at the time of this analysis so the exact location and number of units per building were estimated. A total of 6 rooftop units were modeled.

The drive-through speakers were modeled as point sources and a SoundPLAN reference level to represent loud human voices of 77 dBA (sound power level) was utilized. A queuing line associated with vehicles waiting in line to order food at the proposed drive-through was modeled utilizing a line noise source with a sound power level of 50 every square meter.

The outdoor eating areas proposed at the project site were modeled by utilizing SoundPLAN noise reference level for a human voice (conversation) at 65 dBA.

Sensitive land uses that may be affected by project noise include the existing hotel use located approximately 60 feet from the center of construction activity, adjacent to the west, and the multi-family residential uses located approximately 165 feet southeast. As shown in **Table 4.13-3: Modeled Operational Noise Levels**, exterior noise levels at the surrounding sensitive uses would range from 42 dBA to 55 dBA. Project generated noise would not violate the daytime standard of 55 dBA Leq or the nighttime standard of 50 dBA Leq at nearby sensitive uses. Additionally, noise levels would not exceed the stationary noise standard of 60 dBA Leq at nearby commercial land uses. The proposed Project does not result in significant impacts to surrounding land uses from noise. As such impacts would be less than significant.

TABLE 4.13-3: MODELED OPERATIONAL NOISE LEVELS

Location Number/Description	Measured Noise Level	Project Operational Noise	Combined Existing and Project Noise	Increase due to Project
NM1	61	53	62	1
NM2	62	51	62	0
NM3	71	43	71	0
NM4	76	42	76	0
NM5	69	46	69	0
NM6	63	55	64	1

Source: *The Ganddini Group*, 503 West Commercial Project Noise Impact Analysis, dated June 17, 2024.

Off-Site Roadway Noise

The process of assessing potential road traffic noise impacts that would be generated by implementation of the Project requires that estimates of current road traffic noise levels be prepared to establish existing conditions as a baseline for noise impact analyses. The traffic turning movement counts during the AM and PM peak hours collected by Ganddini Group were used to calculate estimates of average daily trip (ADT) volumes on the studied roadway segments. The ADT volume was used to calculate for 24-hour CNEL.

Traffic noise levels were modeled using the Federal Highway Administration Traffic Noise Prediction Model (FHWA-RD-77-108). Traffic noise levels were calculated at the right of way from the centerline of the analyzed roadway. The modeling is theoretical and does not consider any existing barriers, structures, and/or topographical features that may further reduce noise levels. Therefore, the levels are shown for comparative purposes to only to show the difference in with and without project conditions. The traffic noise impact analysis incorporates traffic volumes, vehicle mix and posted speed limits. The modeled noise levels for each of the scenarios listed below is the maximum CNEL²² calculated for the PM peak periods by the model for sensitive receptors assumed to be located adjacent to the street. These values represent the maximum potential noise levels to which sensitive receptors could be exposed to from roadway traffic.

Noise impacts due to off-site motor vehicle travel were analyzed by comparing the projected increase in traffic noise levels from Existing without Project conditions to Existing plus proposed Project to the applicable significance criteria.

According to the City's General Plan Community Protection element, noise impacts of proposed projects on existing land uses should be evaluated in terms of potential for adverse community response, based

²² Community Noise Equivalent Level (CNEL) is a weighted average of noise level over time. It is used to compare the noisiness of neighborhoods. CNEL is frequently used in regulations of airport noise impact on the surrounding community. A CNEL exceeding 65db is generally considered unacceptable for a residential neighborhood.

on a significant increase in existing noise levels. Generally, if an area currently is below the maximum normally acceptable level, an increase in noise up to the maximum should not necessarily be allowed. Additionally, an increase in noise level of 3 dBA is generally regarded as an increase in noise that is barely perceivable and an increase in noise level of 5 dBA is generally regarded as an increase in noise that is readily perceptible.²³ For this reason, increases of less than 3 dBA would have no physical effect on the environment and would not be considered significant. As such, for purposes of this analysis, if the proposed Project causes the ambient noise level measured at the property line of affected uses to increase by 3 dBA in CNEL to or within the “normally unacceptable” or “clearly unacceptable” category, or any 5 dBA CNEL or greater noise increase would be considered significant.

The proposed project is expected to generate approximately 1,740 total net trips during weekdays and 2,051 total net trips on Saturdays. **Table 4.13-4: Existing plus Project Roadway Noise Levels** illustrates the change in noise levels from traffic volumes and from traffic generated by the Project. The difference in traffic noise between existing conditions and existing plus Project conditions represents the increase in noise attributable to Project-related traffic. As shown in **Table 4.13-4**, the maximum noise level increase along the analyzed roadways would be 0.50 dBA CNEL along Centre City Parkway at the Project site to Washington Avenue. Accordingly, Project-related traffic would not cause noise levels along the analyzed roadways to increase by more than 3.0 dBA. Thus, the proposed Project would not result in a permanent increase in noise levels above ambient levels in the vicinity of the Project Site. Vehicular related noise impacts under the Existing plus Project scenario would be less than significant.

²³ California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013, accessed March 2024, <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf>

TABLE 4.13-4: EXISTING PLUS PROJECT ROADWAY NOISE LEVELS

Roadway	Segment	Existing	Existing plus Project	Difference
		dBA CNEL		
Rock Spring Road	North of Mission Avenue	67.25	67.30	0.05
	Mission Avenue to Washington Avenue	66.74	66.80	0.06
Quince Street	Mission Avenue to Washington Avenue	65.55	65.66	0.11
Centre City Parkway	North of Mission Avenue	77.35	77.47	0.12
	Mission Avenue to Project Site	75.07	75.42	0.35
	Project Site to Washington Avenue	75.20	75.70	0.50
	South of Washington Avenue	74.63	74.69	0.06
Escondido Boulevard	North of Mission Avenue	67.09	67.15	0.06
Broadway	North of Lincoln Parkway	72.71	72.74	0.03
	Lincoln Parkway to Mission Avenue	73.57	73.65	0.08
	Mission Avenue to Washington Avenue	73.12	73.15	0.03
Lincoln Parkway	East of Broadway	74.53	74.57	0.04
Mission Avenue	West of Rock Spring Road	72.35	72.43	0.08
	Rock Spring Road to Quince Street	73.69	73.75	0.06
	Quince Street to Project Site	74.63	74.73	0.10
	Project Site to Centre City Parkway	74.67	74.81	0.14
	Centre City Parkway to Escondido Boulevard	74.34	74.54	0.20
	Escondido Boulevard to Broadway	73.00	73.22	0.22
	East of Broadway	72.73	72.81	0.08
Washington Avenue	West of Rock Spring Road	68.83	68.93	0.10
	Rock Spring to Quince Street	69.56	69.71	0.15
	Quince Street to Centre City Parkway	68.73	68.82	0.09
	Centre City Parkway to Escondido Boulevard	69.41	69.59	0.18

Source: The Ganddini Group, 503 West Commercial Project Noise Impact Analysis, dated June 17, 2024.

Mitigation Measures: No mitigation measures are required.

b. Generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact. Ground-borne noise that accompanies the building vibration is usually perceptible only inside buildings and typically is only an issue at locations within subway or tunnel operations where there is no airborne noise path or for buildings with substantial sound insulation such as a recording studio. The City has not adopted a significance threshold to assess vibration impacts during construction. Thus, the Caltrans *Transportation and Construction Vibration Guidance Manual*²⁴ is used as a screening tool to assess the potential for adverse vibration effects related to structural damage. As such, impacts related to vibration would be considered significant if construction activities cause ground-borne vibration levels to exceed 0.5 peak particle velocity (PPV) for reinforced-concrete, steel, or timber (no plaster) buildings, 0.3 PPV for engineered concrete and masonry (no plaster) buildings, 0.2 PPV for

24 Caltrans, *Transportation and Construction Vibration Guidance Manual* (September 2018) accessed March 2024, http://www.dot.ca.gov/hq/env/noise/pub/TCVGM_Sep13_FINAL.pdf.

non-engineered timber and masonry buildings and 0.1 PPV for buildings extremely susceptible to vibration damage.

The FTA has also adopted standards associated with human annoyance for ground-borne vibration impacts for the following three land-use categories:

- Vibration Category 1: High Sensitivity;
- Vibration Category 2: Residential; and
- Vibration Category 3: Institutional.

The FTA defines Category 1 as buildings where vibration would interfere with operations within the building, including vibration-sensitive research and manufacturing facilities, hospitals with vibration-sensitive equipment, and university research operations. Vibration-sensitive equipment includes, but is not limited to, electron microscopes, high-resolution lithographic equipment, and normal optical microscopes. Category 2 refers to all residential land uses and any buildings where people sleep, such as hotels and hospitals. Category 3 refers to institutional land uses such as schools, churches, other institutions, and quiet offices that do not have vibration-sensitive equipment, but still have the potential for activity interference. Impacts related to human annoyance would be significant if they result in ground-borne vibration levels that exceed 80 VdB at sensitive receptor locations.

Construction

Table 4.13-5: On-Site Construction Vibration Impacts - Building Damage presents the construction vibration impacts associated with on-site construction in terms of building damage. The nearest structures include the hotel to the west, with associated structures located as close as approximately 30 feet from the Project's boundary of construction, the commercial uses to the west, northwest, north, northeast, and east of the Project site, with structures located between 50 to 300 feet from the nearest Project property lines, and the multi-family residential uses to the south and southeast, with structures located as close as approximately 175 feet to the southeast and 62 feet to the south of the Project's southern property line. As shown in **Table 4.13-5**, the forecasted vibration levels due to on-site construction activities would not exceed the building damage significance threshold of 0.2 PPV in/sec or higher at residential structures and/or 0.3 PPV in/sec or higher and commercial structures. The Project does not propose any non-construction related sources of ground-borne vibration. Due to the distance of the Project-identified sensitive receptors, changes in elevations, and intervening structures, such as buildings and walls, on-site construction vibration would not result in a significant vibration impact with regard to building damage. Impacts related to building damage from on-site construction vibration would be less than significant.

Table 4.13-5 also presents the construction vibration impacts associated with on-site construction in terms of human annoyance. As shown, project construction the forecasted vibration levels due to on-site construction activities would not exceed the human annoyance threshold of 80 VdB. Impacts related to human annoyance from on-site construction vibration would be less than significant.

Operation

Operation of the proposed project would involve the movement of passenger vehicles and trucks. Driving surfaces associated with the project will be paved and will generally be smooth. Loaded trucks generally have a PPV of 0.076 at a distance of 25 feet. Groundborne vibration levels associated with passenger vehicles are much lower. The movement of vehicles on the Project site would not result in the generation of excessive groundborne vibration or groundborne noise. As such, operational impacts related to groundborne vibration or noise would be less than significant.

TABLE 4.13-5: ON-SITE CONSTRUCTION VIBRATION IMPACTS				
Receptor Location	Distance from Property Line to Nearest Structure (feet)	Equipment	Vibration Level	Threshold Exceeded?
Architectural Damage Analysis (in PPV)				
Motel to West (Quality Inc Escondido Downtown, 501 W. Missions Avenue)	30	Small Bulldozer	0.002	No
Commercial to West (Ben's Auto Repair, 515 W. Missions Avenue)	50	Small Bulldozer	0.001	No
Commercial to Northwest (Denny's, 510 W. Missions Avenue)	158	Small Bulldozer	0.000	No
Commercial to North (Karz Plus, 506 W. Missions Avenue)	155	Small Bulldozer	0.000	No
Commercial to Northeast (McDonald's, 340 W. Missions Avenue)	300	Small Bulldozer	0.000	No
Commercial to East (The Habit Burger, 720 Centre City Parkway)	176	Small Bulldozer	0.000	No
Commercial to East (Yoshinoya, 700 Centre City Parkway)	179	Small Bulldozer	0.000	No
Commercial to East (Super Star Car Wash Express, 680 Centre City Parkway)	171	Small Bulldozer	0.000	No
Multi-Family Residential to Southeast (Alcove, 650 Centre City Parkway)	175	Small Bulldozer	0.000	No
Multi-Family Residential to South (Village Grove Apartments, 660 N. Quince Street)	62	Small Bulldozer	0.001	No
Annoyance Analysis (in VdB)				
Motel to West (Quality Inn Escondido Downtown, 501 W. Missions Avenue)	30	Small Bulldozer	56	No

TABLE 4.13-5: ON-SITE CONSTRUCTION VIBRATION IMPACTS				
Receptor Location	Distance from Property Line to Nearest Structure (feet)	Equipment	Vibration Level	Threshold Exceeded?
Multi-Family Residential to Southeast (Alcove, 650 Centre City Parkway)	175	Small Bulldozer	33	No
Multi-Family Residential to South (Village Grove Apartments, 660 N. Quince Street)	62	Small Bulldozer	46	No
Source: The Ganddini Group, 503 West Commercial Project Noise Impact Analysis, dated June 17 2024.				

Mitigation Measures: No mitigation measures are required.

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

No Impact. The nearest airport is the McClellan-Palomar Airport, with associated airport runways located as close as approximately 10.4 miles to the northwest of the Project site. As shown in the City’s General Plan, Downtown Specific Plan and Climate Action Plan EIR (April 2012), the Project site is not located within the 60 dBA CNEL noise contour of the McClellan-Palomar Airport. Therefore, the proposed Project would not expose people residing or working in the Project area to excessive noise levels from airports. No impact would occur.

Mitigation Measures: No mitigation measures are required.

4.14 POPULATION AND HOUSING

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

Discussion

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

No Impact. A significant impact may occur if a project would locate new development such as homes, businesses, or infrastructure, with the effect of substantially inducing growth in the proposed area that would otherwise not have occurred as rapidly or in as great a magnitude. The proposed Project involves construction of eating and drinking establishments and related improvements on a previously developed site.

The State of California requires that cities plan for changes in population and attend to housing and employment needs; if growth is projected, each city must accommodate a share of the region's anticipated growth. These projections are provided to the City by SANDAG. The City must then demonstrate that it has accommodated, or created the "capacity" for, these projected levels of population, housing, and employment through its Community Plans. SANDAG forecasts population and job growth of the city and counties in the San Diego Region. SANDAG estimates an employment growth of 18,415 between the years 2016 and 2025.²⁵

The Project would include approximately 6,110 square feet of commercial space generating on-site employment of approximately 72 total staff which represents less than 0.1 percent of the estimated

²⁵ SANDAG, Series 14 Regional Growth Forecast and Baseline, accessed March 2024, https://gis.sandag.org/docs/Series%2014_Regional_Growth_Forecast_and_Baseline_Subregional_Allocation.pdf.

employment growth between 2016 and 2045.²⁶ As such, no additional housing would be required as a result of the proposed Project. No impact would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. A significant impact would occur if the Project would displace a substantial quantity of existing residences or a substantial number of people. The proposed Project involves construction of three drive-through restaurants and related improvements on a previously developed site. Therefore, the proposed Project would not displace any existing housing, necessitating the construction or replacement housing elsewhere. No impact would occur.

Mitigation Measures: No mitigation measures are required.

26 City of Davis, Building Area Per Employee by Business Type (May 2008) accessed March 2024, <https://www.cityofdavis.org/home/showpublisheddocument?id=4579>

4.15 PUBLIC SERVICES

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

Discussion

- a. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*

a. **Fire Protection?**

Less than Significant Impact. A significant impact would occur if the local fire department could not adequately serve the proposed Project, necessitating a new or physically altered station. The Escondido Fire Department is designated within the City and would be the first responder in the event of an emergency to the Project site. The nearest fire station to the Project site is Fire Department Station No. 1, located approximately 0.45 miles south at 310 N. Quince Street. The proposed Project includes construction of three drive-through restaurants and other related improvements. To offset the increased demand due to the proposed uses for fire protection services, the Project would be conditioned by the City to provide a minimum of fire safety and support fire suppression activities, including compliance with State and local fire codes, fire sprinklers, a fire hydrant system, paved access, and secondary access routes.

As part of the permitting process, the Project plans are reviewed by the City's Fire Department and the Building Department to ensure that the Project plans meet the fire protection requirements. Additionally, the proposed facility would be required to comply with City fire suppression standards including current CBC and would provide adequate fire access. The increase in fire service demands from the Project would not require construction of a new or physically altered fire station that could cause environmental

impacts. Additionally, the City of Escondido, requires a fee payment that the City applies to the funding of public facilities, including law enforcement facilities, vehicles, and equipment, to offset the incremental increase in the demand for fire protection services that the Project would create. As such, the development of the Project site would not adversely increase demand on the existing fire protection services. Therefore, impacts would be less than significant, and no mitigation measures are required.

Mitigation Measures: No mitigation measures are required.

b. Police Protection?

Less than Significant Impact. A significant impact would occur if the local police department could not adequately serve the proposed Project, necessitating a new or physically altered station. The nearest police station to the Project site is the Escondido Police Department located 0.5 miles to the north at 1163 Centre City Parkway. Construction sites, if not properly managed, have the potential to attract criminal activity (such as trespassing, theft, and vandalism) and can become a distraction for local law enforcement from more pressing matters that require their attention. Consistent with existing operations, the Project site would be secured when not in use during both construction and operation of the proposed Project. Thus, the proposed Project would not need permanent security or additional measures to minimize local law enforcement services to the Project site. Additionally, the City of Escondido, requires a fee payment that the City applies to the funding of public facilities, including law enforcement facilities, vehicles, and equipment, to offset the incremental increase in the demand for police protection services that the Project would create. The Project is not expected to result in the need for new or physically altered police facilities to maintain acceptable service ratios, response times, or other performance objectives. Impacts would be less than significant, and no mitigation measures are required.

Mitigation Measures: No mitigation measures are required.

c. Schools?

No Impact. A significant impact would occur if the proposed Project would include substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the school district. The Project does not propose construction of new residential uses. As such, no housing would be constructed or replaced due to the Project. The Project would not directly or indirectly induce population which would also directly or indirectly induce school enrollment. Additionally, pursuant to Government Code Section 65995 et seq., the need for additional school facilities is addressed through compliance with school impact fee assessment. SB 50 (Chapter 407 of Statutes of 1998) sets forth a state school facilities construction program that includes restrictions on a local jurisdiction's ability to condition a project on mitigation of a project's impacts on school facilities in excess of fees set forth in the Government Code. The Project would be required to contribute fees to the Escondido Union School District in accordance with the Leroy F. Greene School Facilities Act of 1998

(Senate Bill 50). Pursuant to Senate Bill 50, payment of school impact fees constitutes complete mitigation under CEQA for Project-related impacts to school services. As such, no impacts would occur.

Mitigation Measures: No mitigation measures are required.

d. Parks?

No Impact. A significant impact would occur if the proposed Project exceeded the capacity or capability of the local park system to serve the proposed Project. The City of Escondido Park (321 N. Broadway) is located approximately 0.4 miles to the southeast of the Project site. The Project site does not include a park or any recreational facility such as a trail. Implementation of the Project would not impact parks within the vicinity of the Project, as construction and operation would occur within the Project site. Furthermore, the payment of development impact fees per Municipal Code Chapter 6 Article 18B would further reduce any Project impacts related to parks. As such, no impacts would occur.

Mitigation Measures: No mitigation measures are required.

e. Other Public Facilities?

No Impact. A significant impact would occur if the proposed Project would result in substantial employment or population growth that could generate a demand for other public facilities, including libraries, which exceed the capacity available to serve the Project site, necessitating new or physically altered public facilities. As previously discussed, development of the Project would not result in a direct increase in the population of the Project area and would not increase the demand for public services, including public health services and library services which would require the construction of new or expanded public facilities. Employees needed to operate the proposed Project are anticipated to come from the Project region and substantial usage of other public facilities is not anticipated to occur. Therefore, impacts related to other public services would be less than significant. In addition, the Project would be required to comply with the provisions of Municipal Code Chapter 6 Article 18B which requires payment of Development Impact Fees to assist the City in providing public services. No impacts would occur, and no mitigation measures are required.

Mitigation Measures: No mitigation measures are required.

4.16 RECREATION

	Potentially Significant Impact	Less Than Significant with Project Mitigation	Less Than Significant Impact	No Impact
RECREATION - Would the project:				
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

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

No Impact. A significant impact may occur if a project would include substantial employment or population growth which could generate an increased demand for public park facilities that exceeds the capacities of existing parks and causes premature deterioration of the park facilities. The Project proposes construction of three drive-through restaurants and does not propose development of residential uses which could create a demand for nearby parks and/or recreational facilities. As such, the Project would not substantially increase the demand for off-site public parks and recreational facilities, such that substantial physical deterioration of those facilities would occur or be accelerated. No impacts to parks and recreational facilities would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The Project would not include the development of public recreational facilities or require the expansion of recreational facilities. As mentioned previously, the Project includes construction of three drive-through restaurants on a previously developed parcel. The implementation of the proposed

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Project would not directly or indirectly result in growth in the proposed Project area, and therefore would not require the construction or expansion of recreational facilities. Therefore, no growth-related impacts to recreational resources would occur.

Mitigation Measures: No mitigation measures are required.

4.17 TRANSPORTATION AND TRAFFIC

	Potentially Significant Impact	Less Than Significant with Project Mitigation	Less Than Significant Impact	No Impact
TRANSPORTATION/TRAFFIC - Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The following section summarizes and incorporates by reference information from the Transportation Impact Analysis (TIA) report prepared by The Ganddini Group dated February 12, 2024, on behalf of the Applicant. The TIA is included as **Appendix F** of this draft IS/MND.

a. *Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?*

Less than Significant Impact. A significant impact may occur if the Project conflicts with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. The Project proposes the development of three new eating and drinking establishments totaling 6,110 square feet. As shown in **Table 4.17-1: Project Trip Generation**, the Project would generate approximately 1,740 total net trips during weekdays and 2,051 total net trips on Saturday. Regional access to the project area is provided by State Route 78 (SR-78) north of the Project site. Key roadways providing local circulation that are expected to carry most of the project trips include Centre City Parkway, Mission Avenue and Washington Avenue. Class II bike lanes are provided on both sides of Centre City Parkway and would be retained with this project.

TABLE 4.17-1: PROJECT TRIP GENERATION

	AM Peak Hour Total	Mid-Day Peak Hour Total	PM Peak Hour Total	Daily	Mid-Day Peak Hour Total	Total
Land Use	Weekday			Saturday		
Existing Use To be Removed						
High-Turnover (Sit-Down) Restaurant	18	18	18	230	18	230
Proposed Use						
Coffee Donut Shop with Drive-Through Window	25	11	12	156	76	467
Fast-Food Restaurants with Drive-Through Window	128	128	128	1,814	128	1,814
Total Net Trips	153	139	140	1,970	204	2,281
Net New Trips (Proposed - Existing)	+135	+121	+122	+1,740	+186	+2,051

Source: The Ganddini Group, 503 West Mission Commercial Project, Transportation Impact Analysis, dated February 12, 2024.

Internal Circulation

The Project site is currently accessible exclusively via one shared drive aisle from eastbound W. Mission Avenue (Driveway A). The proposed project would reconfigure the existing driveway along W. Mission Avenue to be compliant with City code standards and driveway width requirements. Specifically, the Project would construct a new dedicated right-turn lane from eastbound W. Mission Avenue into the Project site that would expand the eastbound roadway width from 32 feet to 45 feet at the centerline of W. Mission Avenue.

Additionally, the Project would create a new driveway from southbound Centre City Parkway into the center of site, which would include two lanes of site ingress and one lane of egress. As part of this design, the Project would construct a new lane on southbound Centre City Parkway that would temporarily result in two through lanes and an additional right-turn only lane onto the Project site.

The northernmost ingress lane would be dedicated for southbound right-turns from Centre City Parkway. A new unsignalized left-turn lane is proposed on Centre City Parkway as part of the project. This new northbound left-turn from Centre City Parkway would access the site in the center ingress lane. The southernmost lane would be right-turn egress-only to accommodate vehicles leaving the site and heading southbound on Centre City Parkway.

The proposed driveway between would be stop-controlled in front of the hotel entrance, where the cross traffic from Parcels 3 and 4 would converge.

Mitigation Measures: No mitigation measures are required.

b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivisions (b)?

Less than Significant Impact. CEQA Guidelines Section 15064.3, subdivision (b), focuses on newly adopted criteria (VMT) adopted pursuant to SB 743 for determining the significance of transportation impacts. Pursuant to SB743, the focus of transportation analysis changes from vehicle delay to VMT.

The requirements to prepare a detailed transportation VMT analysis apply to all development projects, except those that meet at least one of the screening criteria. A project that meets at least one of the following screening criteria below would be presumed to have a less than significant VMT impact due to project characteristics and/or location:

- Small projects (200 or fewer net new daily trips)
- Projects located in a Transit-Accessible Area
- Projects in a VMT-Efficient Area
- Redevelopment Projects with Lower Total VMT
- Local-Serving Retail Projects
- Local-Serving Public Facilities

Local serving retail projects less than 50,000 square feet that are expected to draw at least 75 percent of customers from the local area (based on market study and/or qualitative information provided by the applicant) may be presumed to have a less than significant impact absent substantial evidence to the contrary. Local serving retail generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel.

The proposed project consists of retail/service uses totaling less than 50,000 square feet and is expected to serve at least 75 percent of customers from the local and/or those already part of the through traffic along Mission Avenue and Centre City Parkway. A cursory review identified at least eight coffee shops within a one-mile radius of the project (refer to **Appendix F**).

Based on review existing comparable businesses in the local area, the proposed project is expected to draw between 40 to 80 percent of customers from the local area since there are other comparable services in the local area that would reduce the likelihood of customers to be drawn from a more regional level. Furthermore, a substantial portion of the customer base is expected to be drawn from vehicles already passing by the site, as evidenced by the approximately 40 percent pass-by rate for the fast-food restaurant with drive through window and approximately 80 percent pass-by rate for the coffee shop with drive through window shown in the trip generation forecast. Therefore, the proposed project is presumed to have a less than significant impact on VMT since it satisfies local-serving retail screening criteria established by the City of Escondido. No additional VMT modeling or mitigation measures are required.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. A significant impact could occur if a project includes a new roadway design or introduces a new land use or features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if Project site access or other features were designed in such a way as to create hazard conditions. The Project would not include unusual or hazardous design features and the proposed Project is compatible with existing uses. More specifically, project site access would be provided by two driveways, one along Mission Avenue and one along Centre City Parkway. The Project's driveways would conform to the City's design standards and would provide adequate sight distance, sidewalks, and pedestrian movement controls meeting the City's requirements to protect pedestrian safety. As such, impacts would be less than significant, and no mitigation would be required.

Mitigation Measures: No mitigation measures are required.

d. *Result in inadequate emergency access?*

Less than Significant Impact. A significant impact could occur if the Project design would not provide emergency access meeting the requirements of the local fire department, or in any other way threatened the ability of emergency vehicles to access and serve the Project site or adjacent uses.

As mentioned previously, the proposed project would reconfigure the existing driveway along W. Mission Avenue to be compliant with City code standards and driveway width requirements. Specifically, the Project would construct a new dedicated right-turn lane from eastbound W. Mission Avenue into the Project site that would expand the eastbound roadway width from 32 feet to 45 feet at the centerline of W. Mission Avenue.

All construction of the Project would be conducted on-site and would be temporary in nature. The operation of the Project would not result in inadequate emergency access because the site would not alter existing roadway alignments nor does the operation take place on existing roadways. Therefore, operation-related impacts would be less than significant, and no mitigation measures are required.

Mitigation Measures: No mitigation measures are required.

4.18 TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Project Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. A resource determined by the Lead Agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision © of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision(c) of Public Resource Code Section 5024.1, the Lead Agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

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

Less than Significant Impact. As discussed in Section 4.5: Cultural Resources, the Project site does not include any identified State historic resources within its boundaries nor does the surrounding vicinity of

the Project site. There are also no identified TCRs on or within one mile of the Project site as delineated by the National Register of Historic Places.²⁷

Conducting consultation early in the CEQA process allows tribal governments, public lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process.

In addition, the City conducted a Historic Resources Reconnaissance Survey in 1991, which is considered a local register of historic resources under state law. A “local register of historic resources” is broadly defined in §5020.1 (k) as “a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution.” Local registers of historic properties come essentially in two forms: (1) surveys of historic resources conducted by a local agency in accordance with Office of Historic Preservation procedures and standards, adopted by the local agency and maintained as current, and (2) landmarks designated under local ordinances or resolutions. (Public Resources Code §§ 5024.1, 21804.1, 15064.5). The Historic Resources Reconnaissance Survey provides for the most complete overview of historically significant properties and neighborhoods within the City that were considered historically sensitive at the time of its adoption. It forms the single most important resource to the City for historic preservation planning. The property is not identified as a historic resource based on the survey.

However, there is the possibility that sub-surface tribal cultural resources listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources as defined in Public Resources Code section 5020.1(k) may be encountered at deeper levels during grading. If such sub-surface tribal cultural resources are encountered during the project's earthmoving operations, implementation of regulatory compliance measures shall apply. As such, impacts to TCRs during the implementation of the proposed Project would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant with Mitigation Incorporated. Assembly Bill (AB) 52 created a process for consultation with California Native American Tribes in the CEQA process. Tribal Governments can request consultation with a lead agency and give input into potential impacts to tribal cultural resources before the agency decides what kind of environmental assessment is appropriate for a proposed project.

²⁷ National Park Service, National Register of Historic Places, <https://www.nps.gov/maps/full.html?mapId=7ad17cc9-b808-4ff8-a2f9-a99909164466>. Accessed March 2024.

Approved by Governor Jerry Brown on September 25, 2014, AB 52 establishes a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in PRC Section 21074, as part of CEQA. Effective July 1, 2015, AB 52 applies to projects that file a Notice of Preparation or Notice of Mitigated Negative Declaration on or after July 1, 2015. As specified in AB 52, lead agencies must provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed Project if the tribe has submitted a written request to be notified. The tribe must respond to the Lead Agency within 30 days of receipt of the notification if it wishes to engage in consultation on the Project, and the Lead Agency must begin the consultation process within 30 days of receiving the request for consultation.

The Native American Heritage Commission (NAHC) provides a list of Native American groups and individuals who might have knowledge of the religious and/or cultural significance of resources that may be in and near the Project site. A notice was sent by the City in March 2024 to five (5) Tribes known to have resources in this area, describing the project and requesting any information regarding resources that may exist on or near the Project site. These Tribes include: 1) San Luis Rey Band of Mission Indians; 2) Rincon Band of Luiseño Indians; 3) Soboba Band of Luiseño Indians; 4) San Pasqual Band of Mission Indians; and 5) Mesa Grande Band of Mission Indians.

The San Luis Rey Band of Mission Indians, Rincon Band of Luiseno Indians, and San Pasqual Band of Mission Indians responded pursuant to AB52. They provided a written request for consultation regarding the project as the project lies within their ancestral tribal territory, meaning belonging to or inherited from, which is a higher degree of kinship than traditional or cultural affiliation. AB 52 mandates that the lead agency begin consultation within thirty days of the formal request to consult.

In compliance with AB 52, the City will notify all applicable tribes and the Project will participate in any requested consultations. Although unlikely, it is possible that unknown tribal cultural resources could exist at the project site that could be encountered. As such, the Project would be required to implement **Mitigation Measures MM-TCR-1 through MM-TCR-10**, to ensure appropriate treatment of potential unknown tribal cultural resources. Compliance with these mitigation measures would ensure that Project impacts related to tribal cultural resources would be less than significant.

Mitigation Measures: The following measures would reduce historic resources impacts to less than significant levels.

MM-TCR-1 Prior to the issuance of a grading permit, the Applicant shall enter into a Tribal Cultural Resource Treatment and Monitoring Agreement (also known as a Pre-Excavation Agreement) with a tribe that is traditionally and culturally affiliated with the Project Location ("TCA Tribe"). The purposes of the agreement are (1) to provide the Applicant with clear expectations regarding tribal cultural resources, and (2) to formalize protocols and procedures between the Applicant/Owner and the TCA Tribe for the protection and

treatment of, including but not limited to, Native American human remains, funerary objects, cultural and religious landscapes, ceremonial items, traditional gathering areas and cultural items, located and/or discovered through a monitoring program in conjunction with the construction of the Project, including additional archaeological surveys and/or studies, excavations, geotechnical investigations, grading, and all other ground-disturbing activities. The agreement shall incorporate, at a minimum, the performance criteria and standards, protocols, and procedures set forth in mitigation measures MM-CR-2 through MM-CR-10, and the following information:

- Parties entering into the agreement and contact information.
- Responsibilities of the Property Owner or their representative, archaeological monitors, and tribal monitors.
- Project grading and development scheduling, including determination of authority to adjust in the event of unexpected discovery, and terms of compensation for the monitors, including overtime and weekend rates, in addition to mileage reimbursement.
- Requirements in the event of unanticipated discoveries, which shall address grading and grubbing requirements including controlled grading and controlled vegetation removal in areas of cultural sensitivity, analysis of identified cultural materials, and on-site storage of cultural materials.
- Treatment of identified Native American cultural materials.
- Treatment of Native American human remains and associated grave goods.
- Confidentiality of cultural information including location and data.
- Negotiation of disagreements should they arise.
- Regulations that apply to cultural resources that have been identified or may be identified during project construction.

MM-TCR-2 Prior to issuance of a grading permit, the Applicant shall provide written verification to the City that a qualified archaeologist and a Native American monitor associated with a TCA Tribe have been retained to implement the monitoring program. The archaeologist shall be responsible for coordinating with the Native American monitor. This verification shall be presented to the City in a letter from the Project archaeologist that confirms the selected Native American monitor is associated with a TCA Tribe. The City, prior to

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any pre-construction meeting, shall approve all persons involved in the monitoring program.

MM-TCR-3 The qualified archaeologist and a Native American monitor shall attend all applicable pre-construction meetings with the General Contractor and/or associated subcontractors to explain and coordinate the requirements of the monitoring program.

MM-TCR-4 During the initial grubbing, site grading, excavation or disturbance of the ground surface (including both on- and off-site improvement areas), the qualified archaeologist and the Native American monitor shall be present full-time. If the full-time monitoring reveals that the topsoil throughout the Project impact area (both on and off-site) has been previously removed during the development of the roads and buildings within the Project area, then a decrease of monitoring to part-time monitoring or the termination of monitoring can be implemented, as deemed appropriate by the qualified archaeologist in consultation with the Native American monitor. The frequency of subsequent monitoring shall depend on the rate of excavation, the materials excavated, and any discoveries of tribal cultural resources as defined in California Public Resources Code Section 21074. The qualified archaeologist, in consultation with the Native American monitor, shall be responsible for determining the duration and frequency of monitoring considering these factors. Archaeological and Native American monitoring will be discontinued when the depth of grading and soil conditions no longer retain the potential to contain cultural deposits (i.e., soil conditions are comprised solely of fill or granitic bedrock).

MM-TCR-5 In the event that previously unidentified tribal cultural resources are discovered, all work must halt within a 100-foot radius of the discovery. The qualified archaeologist and the Native American monitor shall evaluate the significance of the find and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The qualified archaeologist and Native American Monitor shall consider the criteria identified by California Public Resources Code sections 21083.2(g) and 21074, and CEQA Guidelines sections 15064 and 15064.5(c) in determining the significance of a discovered resource. If the professional archaeologist and Native American monitor determine that the find does not represent a culturally significant resource, work may resume immediately, and no agency notifications are required. Isolates and clearly non-significant deposits shall be documented in the field and collected and monitored grading can immediately proceed. All unearthed archaeological resources or tribal cultural resources shall be

collected, temporarily stored in a secure location, and repatriated for later reburial on the project site, pursuant to the terms of the Pre-Excavation Agreement.

MM-TCR-6 If the qualified archaeologist and Native American monitor determine that the find does represent a potentially significant tribal cultural resource, considering the criteria identified by California Public Resources Code sections 21083.2(g) and 21074, and CEQA Guidelines sections 15064 and 15064.5(c), the archaeologist shall immediately notify the City of said discovery. The qualified archaeologist, in consultation with the City, the consulting TCA Tribe(s), and the Native American monitor, shall determine the significance of the discovered resource. A recommendation for the tribal cultural resource's treatment and disposition shall be made by the qualified archaeologist in consultation with the TCA Tribe(s) and be submitted to the City for review and approval. If the find is determined to be a Tribal Cultural Resource under CEQA, as defined in California Public Resources Code Section 21074(a) through (c), appropriate treatment measures will be implemented. Work may not resume within the no-work radius until the City, through consultation as set forth herein, determines either that: 1) the discovery does not constitute a Tribal Cultural Resource under CEQA, as defined in California Public Resources Code Section 21074(a) through (c); or 2) the approved treatment and disposition measures have been completed.

MM-TCR-7 All sacred sites, significant tribal cultural resources, and unique archaeological resources encountered within the Project area shall be avoided and preserved as the preferred mitigation. The avoidance and preservation of the significant tribal cultural resource or unique archaeological resource must first be considered and evaluated in consultation with the TCA Tribe(s) as required by CEQA and in compliance with all relevant mitigation measures for the Project. If any significant tribal cultural resource or unique archaeological resource has been discovered and such avoidance or preservation measure has been deemed to be infeasible by the City's Director of Community Development (after a recommendation is provided by the qualified archaeologist, in consultation with the TCA Tribe(s), making a determination of infeasibility that takes into account the factors listed in California Public Resources Code sections 21061.1, 21081(a)(3), and CEQA Guidelines section 15091, and in accordance with all relevant mitigation measures for the Project), then culturally appropriate treatment of those resources, including but not limited to funding an ethnographic or ethnohistoric study of the resource(s), and/or developing a research design and data recovery program to mitigate impacts shall be prepared by the qualified archaeologist (using professional archaeological methods), in

consultation with the TCA Tribe and the Native American monitor, and shall be subject to approval by the City. No artifact sampling for analysis is allowed, unless requested and approved by the consulting TCA Tribe(s). Before construction activities are allowed to resume in the affected area, the research design and data recovery program activities must be concluded to the satisfaction of the City.

- MM-TCR-8** As specified by California Health and Safety Code section 7050.5, if human remains are found on the Project site during construction or during archaeological work, the person responsible for the excavation, or his or her authorized representative, shall immediately notify the San Diego County Coroner's office. Determination of whether the remains are human shall be conducted on site and in situ where they were discovered by a forensic anthropologist, unless the forensic anthropologist and the Native American monitor agree to remove the remains to a temporary off-site location for examination. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Coroner has made the necessary findings as to origin and disposition. A temporary construction exclusion zone shall be established surrounding the area of the discovery so that the area would be protected, and consultation and treatment could occur as prescribed by law. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the NAHC, which then will designate a Native American Most Likely Descendant (MLD) for the project (California Public Resources Code § 5097.98) for proper treatment and disposition in accordance with California Public Resources Code section 5097.98. The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the City does not agree with the recommendations of the MLD, the NAHC can mediate (California Public Resources Code § 5097.94). If no agreement is reached, the remains shall be kept in situ, or reburied in a secure location in close proximity to where they were found and where they will not be further disturbed (California Public Resources Code § 5097.98). Work may not resume within the no work radius until the lead agency, through consultation as appropriate, determines that the treatment measures have been completed to their satisfaction. The analysis of the remains shall only occur on site in the presence of the MLD, unless the forensic anthropologist and the MLD agree to remove the remains to an off-site location for examination.
- MM-TCR-9** If the qualified archaeologist elects to collect any tribal cultural resources, the Native American monitor must be present during any cataloging of those resources. Moreover,

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if the qualified archaeologist does not collect the cultural resources that are unearthed during the ground-disturbing activities, the Native American monitor may, at their discretion, collect said resources for later reburial on the Project site.. Any tribal cultural resources collected by the qualified archaeologist shall be repatriated to the TCA Tribe for reburial on the Project site. Should the consulting TCA Tribe(s) decline the collection, the collection shall be curated at the San Diego Archaeological Center. All other resources determined by the qualified archaeologist, in consultation with the Native American monitor, to not be tribal cultural resources, shall be curated at the San Diego Archaeological Center.

- MM-TCR-10** Prior to the release of the grading bond, a monitoring report and/or evaluation report, if appropriate, that describes the results, analysis, and conclusions of the archaeological monitoring program and any data recovery program on the Project site, shall be submitted by the qualified archaeologist to the City. The Native American monitor shall be responsible for providing any notes or comments to the qualified archaeologist in a timely manner to be submitted with the report. The report will include California Department of Parks and Recreation Primary and Archaeological Site Forms for any newly discovered resources. A copy of the final report will be submitted to the South Coastal Information Center after approval by the City.

4.19 UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Project Mitigation	Less Than Significant Impact	No Impact
UTILITIES AND SERVICE SYSTEMS - Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water, drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonable foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a. *Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water, drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?***

Less Than Significant Impact. A significant impact may occur if a project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the Project site would be exceeded. The Project applicant would redevelop the Project site, which is currently served by EWWD's water infrastructure and would install new water infrastructure at the Project site that would connect to existing water infrastructure along Mission Avenue and Centre City Parkway. The new onsite water system would convey water supplies to the proposed commercial retail uses and landscaping through plumbing/landscaping fixtures that are compliant with the CalGreen Plumbing Code for efficient use of water. The proposed Project would continue to receive water supplies through the existing water lines located adjacent to Mission Avenue and Centre City Parkway. This connection would have the capacity to provide the increased water supplies needed to serve the proposed Project, and no expansion of the water pipelines that convey water to the Project site would be required.

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The Project includes installation of onsite sewer lines that would connect to the existing sewer lines within Mission Avenue and Centre City Parkway. The existing sewer lines would accommodate development of the Project site and would not require expansion to serve the proposed Project. The necessary onsite installation of wastewater infrastructure is included as part of the proposed Project and would not result in any significant impacts to wastewater.

Electricity for the Project site would be supplied by San Diego Gas & Electric (SDG&E). The Project would not require the construction of new electrical facilities.

The Project would connect to the existing SDG&E natural gas distribution facilities that are adjacent to the Project site. No new or expanded natural gas facilities would be required.

The Project would connect to existing telecommunications facilities within the Project area. Therefore, implementation of the proposed Project would not require the relocation or construction of new or expanded telecommunications facilities.

As such, water consumption on the Project site would not require new or expanded water supply facilities and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

b. Have sufficient water supplies available to serve the project and reasonable foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact. Landscaping would be watered with recycled water produced by the City's Hale Avenue Resource Recovery Facility (HARRF). According to the City's Urban Water Management Plan (UWMP), potable water in Escondido is sourced from reservoirs at Lake Henshaw, Lake Wohlford, and Lake Dixon, and purchased from the San Diego County Water Authority (SDCWA). Neither recycled nor potable for the project would be sourced from groundwater.

The City prepared demand projections using the SANDAG's Series 14 population annual growth rates and recent per capital water use specific to the City's water service area. Between 2010 and 2020, the City's water demand for Fiscal Year 19/20 was 20,627 acre-feet per year (AFY). Additionally, the project demands for water for the year 2025 and 2030 are 25,839 and 26,086 AFY, respectively. Additionally, the City's historical water production for Fiscal Year 19/20 was 20,627 AFY. According to the Air Quality, Global Climate Change, and Energy Impact Analysis (refer to **Appendix A**), the estimated water demand for the proposed uses would account for approximately 5,583 gallons per day (gpd). The Project would account for less than 0.01 percent of City's demand of water for the year 2025 and 2030 and historical water production from Fiscal Year 19/20. The City's water service reliability assessment indicates that no water shortages are anticipated within the next 25 years under normal, single-dry, and multiply dry years conditions, including a five-year drought extending through 2025. If the City's future demands are slightly more or less than currently projected, it is anticipated that the supply portfolio maintained by the SDCWA and Metropolitan will be flexible enough to continue to meet City's demands. As such, the

proposed Project would have sufficient water supplies available to serve the Project site. Impacts to water supplies would be less than significant.

Mitigation Measures: No mitigation measures are required.

- c. ***Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?***

Less Than Significant. The Wastewater Division within the City is responsible for safely collecting and treating wastewater, producing recycled water, and protecting the environment and community health. The City's wastewater infrastructure includes a collection system consisting of approximately 360 miles of pipeline and 11 pump stations that feed into the HARRF. The City owns and operates the HARRF, which has a design flow capacity of 18 million gallons per day (MGD) and the capacity to handle instantaneous flows of up to 36 MGD. Air Quality, Global Climate Change, and Energy Impact Analysis (refer to **Appendix A**), the project would generate an estimated 1,854,591 gallons/year (0.005 MGD) of wastewater, which would contribute nominally to the facility's flow capacity. Therefore, the Project would not exceed the wastewater capacity of the HARRF. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

- d. ***Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?***

Less Than Significant.

Construction

Waste generated during the project's construction phase would primarily consist of discarded materials from the construction of streets, common areas, infrastructure installation, and other Project-related construction activities. The California Green Building Standards Code (CALGreen) requires all newly constructed buildings to prepare a Waste Management Plan and divert construction waste through recycling and source reduction methods. The City reviews and approves all new construction projects required to submit a Waste Management Plan. Mandatory compliance with CALGreen solid waste requirements will ensure that construction waste impacts are less than significant.

Operation

The Project would generate approximately 70.4 tons of solid waste per year (ton/year). Operational waste would be collected by Escondido Disposal, Inc. and disposed of at regional landfills, with a processing and transfer capacity of over 3,000,000 tons per year. This would account for less than 0.01 percent of the transfer capacity. Therefore, Escondido Disposal, Inc. would be able to accommodate

solid waste from the operation of the proposed Project, and impacts related to landfill capacity would be less than significant.

Mitigation Measures: No mitigation measures required.

e. Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. As under current conditions, solid waste generated on site would be disposed of in accordance with all applicable federal, State, and local regulations related to solid waste. In addition, the Project would be required to comply with the California Integrated Waste Management Act of 1989 (AB 939) which was enacted to reduce, recycle, and reuse solid waste generated in the state to the maximum amount feasible. The proposed Project would result in new development that would generate an increased amount of solid waste. All solid waste-generating activities within the City are subject to the requirements set forth in Section 5.408.1 of the California Green Building Standards Code that requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste, and AB 341 that requires diversion of a minimum of 75 percent of operational solid waste.

In addition, the proposed Project would be required comply with San Diego Integrated Waste Management Agreement, which presents strategies to recycle, as well as assist with the siting of solid waste disposal facilities. In addition, the proposed Project would be required to comply with all federal, State, and local regulations related to solid waste. Therefore, the proposed Project is anticipated to result in less than significant impacts related to potential conflicts with federal, State, and local management and reduction statutes and regulations pertaining to solid waste.

Mitigation Measures: No mitigation measures are required.

4.20 WILDFIRE

If located in or near State responsibility areas or lands classified as very high fire hazard zones, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildlife risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. Wildland fire protection in California is the responsibility of either the local government, State, or the federal government. State Responsibility Areas (SRA) are the areas in the State where the State of California has the primary financial responsibility for the prevention and suppression of wildland fires. The SRA forms one large area over 31 million acres to which the California Department of Forestry and Fire Protection (CAL FIRE) provides a basic level of wildland fire prevention and protection services. Local responsibility areas (LRA) include incorporated cities, cultivated agriculture lands, and portions of the desert. LRA fire protection is typically provided by city fire departments, fire protection districts, counties, and by CAL FIRE under contract to local government.

According to the City's General Plan Community Protection Element, the Project site is located within a moderate fire hazard zone rating area. The Project site is not in or near an SRA or LRA or lands classified as high fire hazard severity zones.²⁸ Therefore, no impact would occur, and no mitigation measures are required.

Mitigation Measures: No mitigation measures required.

28 California Fire, State Responsibility Area (SRA) Viewer, <https://bof.fire.ca.gov/projects-and-programs/state-responsibility-area-viewer>. Accessed March 2024.

- b. Due to slope, prevailing winds, and other factors, exacerbate wildlife risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?***

No Impact. As previously stated, the Project site is not in or near an SRA or LRA or lands classified as high fire hazard severity zone. The Project is located on relatively flat land and would not change or exacerbate current risks of wildlife or pollutant concentrations from wildfire to protect occupants. Therefore, no impacts would occur, and no mitigation measures are required.

Mitigation Measures: No mitigation measures are required.

- c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?***

No Impact. As previously stated, the Project site is not in or near an SRA or LRA or lands classified as high fire hazard severity zone. The Project would not require the installation or maintenance of any infrastructure or utility improvements or additions that may exacerbate fire risk. As such, impacts related to infrastructure modifications increasing fire risk would not result in any impacts and no mitigation measures are required.

Mitigation Measures: No mitigation measures are required.

- d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?***

No Impact. As demonstrated above, the Project site is not in or near an SRA or LRA or lands classified as high fire hazard severity zones. Development of the Project site would not exacerbate wildfire hazards that would expose people or structures to significant risks. The Project is not located near a potential flooding or landslide area, nor would result in potential drainage changes. No impacts would occur, and no mitigation measures are required.

Mitigation Measures: No mitigation measures are required.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

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

Discussion

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

Less than Significant with Mitigation Incorporated. A significant impact could occur only if the Project would have an identified potentially significant impact for any of the environmental topics addressed in this Initial Study; however, as described above, the Project would not result in any significant impacts. The Project is in an urban area and would have no significant impact with respect to biological and historical resources. As discussed in **Section 4.4: Biological Resources** of this draft IS/MND, implementation of **Mitigation Measure MM BIO-1** would require a preconstruction nesting bird survey if construction activities were scheduled during the nesting bird season (February 1 through September 15). Additionally, as discussed in **Section 4.5: Cultural Resources** of this draft IS/MND, the 503 W. Mission Avenue building meets the minimum age threshold (50 years old) to be considered a historic structure, and therefore, the building is subject to further evaluation of its integrity and architectural and historic significance. However, the condition of the original material used to construct the existing building is average to poor. Implementation of **Mitigation Measure MM CUL-1** would require proof of completion and approval of the HABS survey by the City prior to demolition. Approval shall ensure that

documentation of the building and structures proposed for demolition is completed which follows the general guidelines of HABS documentation. Consequently, the HABS documentation fulfills the requirement to achieve mitigation by exhausting the research potential of the resource, after which the building could be demolished.

Furthermore, although unlikely, it is possible that unknown tribal cultural resources could exist at the project site that could be encountered. As such, the Project would be required to implement **Mitigation Measures MM-TCR-1 through MM-TCR-10**, to ensure appropriate treatment of potential unknown tribal cultural resources. Compliance with these mitigation measures would ensure that Project impacts related to tribal cultural resources would be less than significant.

The proposed Project does not have the potential to significantly degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, or threaten to eliminate a plant animal community. The Project is in a developed, urbanized area and will not disrupt or hinder any known habitats. With approval of the HABS survey, impacts would be less than significant with mitigation incorporated.

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

Less than Significant Impact. A significant impact may occur if the proposed Project, in conjunction with the related projects, would result in impacts that are less than significant when viewed separately but significant when viewed together. There are no other related projects within the vicinity of the Project site. As such, the cumulative impacts to which the proposed Project would contribute would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. A significant impact may occur if the proposed Project has the potential to result in significant impacts, as discussed in the preceding sections. Based on the preceding environmental analysis, the Project would not have significant environmental effects on human beings, either directly or indirectly. Upon implementation of the Regulatory Compliance Measures applicable and compliance with existing regulations, any potentially significant impacts would be reduced to less than significant levels.

Mitigation Measures: No mitigation measures are required.

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