

LAKE WOHLFORD RESORT PRIVATE WATER LINE PROJECT

Initial Study

Prepared for:

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Prepared by:



March 2026

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- Appendix C – Phase I Cultural Resources Assessment
- Appendix D - Report for the Archaeological Test Program for the Lake Wohlford Resort Water Line Project

INTRODUCTION

This Initial Study/Mitigated Negative Declaration (IS/MND) addresses the proposed Lake Wohlford Resort Private Water Line Project (Project). The Project site is located from the Lake Wohlford Resort northeast along the north side of Lake Wohlford Road approximately 9,000 linear feet to an existing Valley Center Municipal Water District connection located at the intersection of Lake Wohlford Road and Guejito Road. The Initial Study (IS) has been prepared to satisfy the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Section 21000 et seq.) and the *State CEQA Guidelines* (14 California Code of Regulations [CCR] 15000 et seq.). CEQA requires that all State and local government agencies consider the environmental consequences of projects over which they have discretionary authority before they approve or implement those projects.

The IS is a public document used by the decision-making Lead Agency to determine whether a project may have a significant effect on the environment. The Project is proposed by the Lake Wohlford Resort and has applied for funding with the State Water Resources Control Board (SWRCB) under the State Revolving Fund (SRF) Program. In the case of the proposed Project, the SWRCB is the Lead Agency and will use the IS to determine whether the proposed Project may have a significant effect on the environment.

This IS relies on *State CEQA Guidelines* Section 15064 in its determination of the significance of the environmental impacts. Per Section 15064, the finding as to whether a project may have one or more significant impacts shall be based on substantial evidence in the record. Controversy alone, without substantial evidence of a significant impact, does not trigger the need for an Environmental Impact Report (EIR).

INITIAL STUDY

1. Project title:

Lake Wohlford Resort Private Water Line Project

2. Lead agency name and address:

State Water Resources Control Board
Division of Financial Assistance
1001 I Street, 16th Floor
Sacramento, CA 95814

3. Contact person and phone number:

Abbygayle Guevara
State Water Resources Control Board
Division of Financial Assistance
1001 I Street, 16th Floor
Sacramento, CA 95814
(916) 319-0180

4. Project location:

The proposed water line project would install a new 2.5-inch water line from the Lake Wohlford Resort northeast along the north side of Lake Wohlford Road approximately 9,000 linear feet to an existing Valley Center Municipal Water District connection located at the intersection of Lake Wohlford Road and Guejito Road. Lake Wohlford Resort is located in unincorporated San Diego County at 25484 Lake Wohlford Road, Escondido, California. See Figure 1 – Vicinity Map and Figure 2 – Project Location Map.

5. Project sponsor's name and address:

Lake Wohlford Resort
25484 Lake Wohlford Road
Escondido, CA 92027
(760) 749-2755

6. General Plan designation:

The open space north of Lake Wohlford Road is designated Rural Lands. The Lake Wohlford Resort is designated Semi-Rural Residential (SR-2).



Figure 1—Project Vicinity - Lake Wohlford Resort

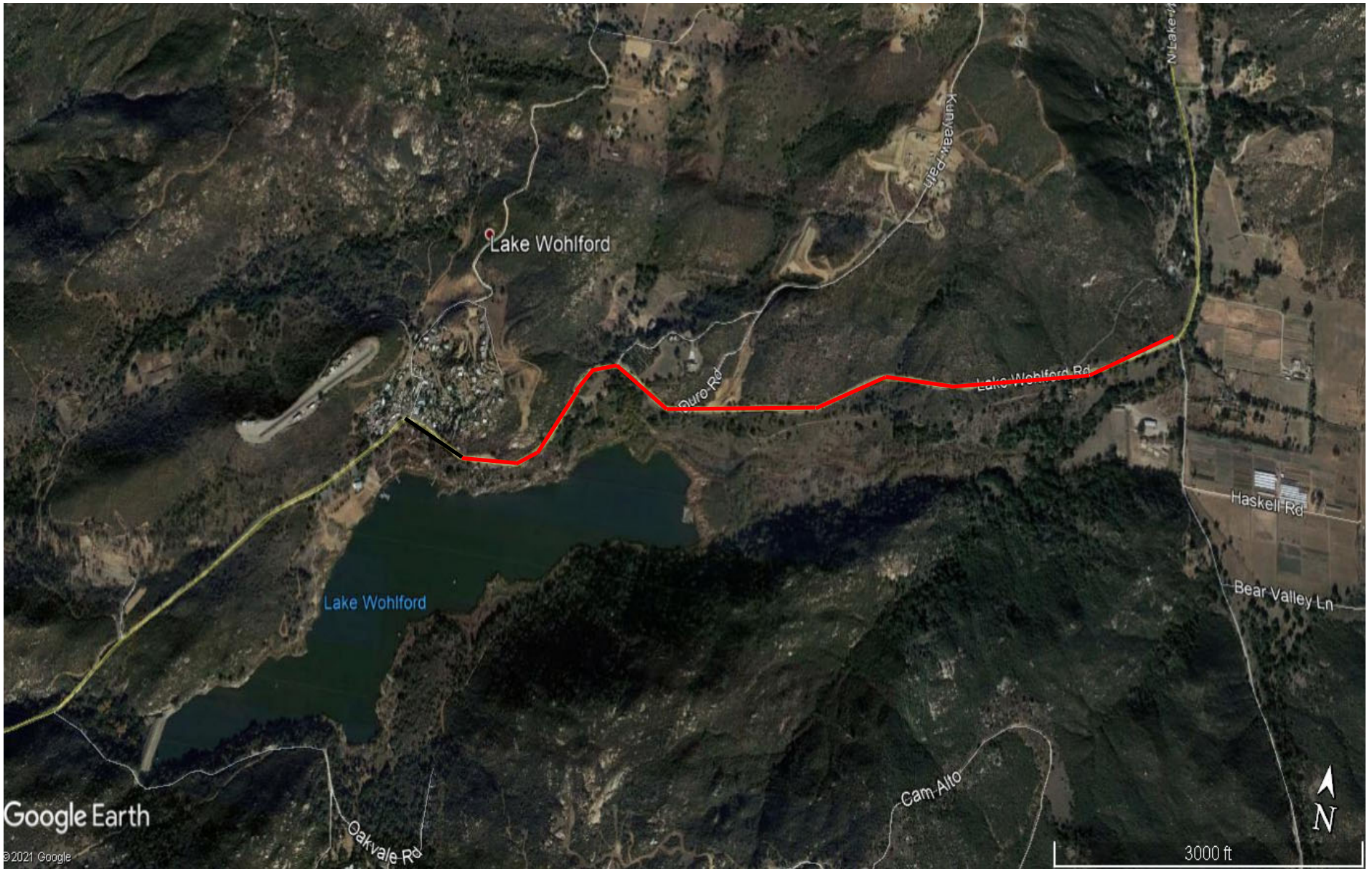


Figure 2—Project Alignment

7. Zoning:

Open Space/Rural Mobile Home (RMH)-4/public roadway corridor

8. Description of project:

Lake Wohlford Resort is a small resort/mobile home community located at 25484 Lake Wohlford Road in the County of San Diego. The on-site water system serves a population of approximately 250 people via 140 connections. Lake Wohlford Resort has received a citation from the State Water Resources Control Board, Division of Drinking Water for failure to comply with the California Code of Regulations (CCR) requirements for operating the water system. The CCR requires water systems to meet certain criteria to filter and disinfect surface water sources, which for Lake Wohlford Resort includes having an operator on site at all times, using specific filtration technologies, developing and conducting a disinfection monitoring program, and other requirements which are not currently being met. Due to the Division of Drinking Water citation and no longer being able to provide safe drinking water to residents and guests, the Lake Wohlford Resort is proposing to annex into an adjacent water district, Valley Center Municipal Water District (VCMWD).

The project includes the extension of a new pipeline from the Lake Wohlford Resort entrance to an existing VCMWD water main. As proposed, the water line would be 2.5 inches in diameter and made from C900 PVC (plastic). The line would be installed in a trench on the north side of Lake Wohlford Road from the Lake Wohlford Resort entrance to the intersection of Lake Wohlford Road and Duro Road where the line will intersect with a new line to be installed on the San Pasqual Reservation. From Duro Road, the line will continue to the Guejito Road intersection. The total distance is approximately 9,000 linear feet. There will be two water meters installed, one at the VCMWD connection point at Guejito Road and one at Duro Road. The trench would be 4-5 feet in depth and constructed within County of San Diego right of way along Lake Wohlford Road. After installation of the water line, the trench would be backfilled and the surface returned to preconstruction conditions.

The exact construction date is unknown as it is predicated on completion of the funding process. Construction should take about 3 or 4 months. All construction would occur Monday-Friday from 7:00 a.m. to 5:00 p.m. No holiday or weekend work would occur.

9. Surrounding Land Uses and Setting

The Lake Wohlford Resort and project corridor are shown in Figure 2, and are primarily surrounded by undeveloped open space with large single-family lots located along Lake Wohlford Road east of the connection at Guejito Road. All work would occur within the existing and disturbed Lake Wohlford Road corridor.

10. Other public agencies whose approval is required:

- State Water Resources Control Board, Division of Drinking Water – Water Supply Permit
- Valley Center Municipal Water District - project design and Maintenance Agreement;
- San Diego County – Encroachment Permit,

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1?
Yes.

The results are summarized in Section XVIII, Tribal Cultural Resources.

ENVIRONMENTAL FACTORS AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is “Potentially Significant Unless Mitigation Incorporated” as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forest Resources | <input type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology/Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION:

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- 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 in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that 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 the 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.
- I find that although the proposed project could have a significant effect on the environment, because all potential 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.

Signature

Date

Bridget Binning, Senior Environmental Scientist

ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
I. <u>AESTHETICS</u> – would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 existing visual character or quality of public view of the site 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 type="checkbox"/>	<input checked="" type="checkbox"/>
<p>a) The project site is located within proximity to but outside the Valley Center Community Planning Area as defined in the 2020 San Diego County General Plan. However, policy guidance included in the General Plan references preservation of environmentally significant and/or sensitive resources such as undisturbed steep canyons/slopes, oak woodlands, archaeological sites, and ecologically sensitive areas. Views throughout the project area are dominated by natural undeveloped open space to the north and Lake Wohlford to the south. No scenic vistas are present in the project area that would be affected by the project. The water line would be located below ground within the existing Lake Wohlford Road corridor. The presence of construction equipment would temporarily change views during construction activities. Post-construction, existing views would be unchanged. No impact to scenic vistas would occur.</p>				

b) There are two designated scenic highways in San Diego County as defined in the Scenic Highway Element of the San Diego General Plan (2020). The nearest state-designated scenic highway to the study area is the segment of State Route 78 (SR-78) within the Anza-Borrego Desert Park approximately 26 miles southeast of Valley Center. Lake Wohlford Road between Valley Center Road west and Valley Center Road east is a San Diego County designated scenic highway. The new water line would be installed underground and would not be visible post-construction. The project corridor is not located in proximity to historic structures, rock outcroppings or other visually prominent features. **No impact** to state or county designated scenic highways or adjacent features would occur as a result of the proposed project.

c) As referenced, the project location is within an area dominated by open space and native vegetation. The presence of construction equipment and materials would temporarily change views; however, as discussed, the corridor does not have any distinctive visual characteristics and the new water line would not be visible after construction is complete. Thus, implementation of the project would not substantially degrade the visual character of the site or surrounding areas. At completion, the existing views would be restored to preexisting conditions. Impacts would be **less than significant**.

d) The proposed project would install a water line within the existing Lake Wohlford Road corridor. No sources of light and glare are associated with the project. **No impacts** would occur under this threshold.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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II. AGRICULTURE AND FOREST RESOURCES -- Would the project:

a) Convert Prime Farmland, Unique Farmland, 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 non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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II. AGRICULTURE AND FOREST RESOURCES -- Would the project:

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))?

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a) The project area is designated in the San Diego County General Plan as open space and rural residential. The nearest Prime Farmland is located to the east of the intersection of Lake Wohlford Road and Guejito Road and would not be impacted by the project. No work would occur in proximity to Unique Farmland or Farmland of Statewide Importance, and the project would not convert farmland to non-agricultural use. **No impact** would occur under this threshold.

b) Implementation of the proposed project would have no effect on existing or future land use. No lands affected by the project are used for agricultural purposes or are covered by a Williamson Act designation. Agricultural use would not change with implementation of the project. **No impact** would occur under this threshold.

c-e) No land within the project area is zoned as forest land or timberland or is used for timber production. The project would not conflict with any zoning designations designed to preserve forest land or timberland, and would not convert forest or farmland to other non-agricultural uses. **No impact** would occur under this threshold.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
III. <u>AIR QUALITY</u> -- Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<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"/>

Information within this section was obtained from the *Lake Wohlford Resort Water Line Project Air Quality Study* (Birdseye Planning Group, LLC, March 2021) (Appendix A).

a) According to South Coast Air Quality Management District (SCAQMD) Guidelines, to be consistent with the Air Quality Management Plan (AQMP), a project must conform to the local General Plan and must not result in or contribute to an exceedance of the County’s projected population growth forecast. The proposed project does not include residential development that would result in population growth in excess of forecasts for San Diego County. The project would not conflict with the San Diego General Plan or Valley Center Community Plan.

The Regional Air Quality Strategy (RAQS) is based on information from the California Air Resources Board and San Diego Association of Governments, including projected growth in the County as well as mobile, area and all other source emissions, which is used to project future emissions and determine the strategies necessary for the reduction of stationary source emissions through regulatory controls. Projects that propose development that is consistent with the growth anticipated by the General Plan are consistent with the AQMP and RAQS. The proposed project would not add housing, increase employment, or increase traffic after construction is complete. Construction emissions would be temporary and below the daily

emission standards referenced herein. Thus, the proposed project would be consistent with the AQMP and RAQS. **No impact** would occur under this threshold.

b) A significant adverse air quality impact may occur when a project individually or cumulatively generates emissions that equal or exceed the established long-term quantitative thresholds for pollutants or exceeds a state or federal ambient air quality standard for any criteria pollutant. The San Diego Air Basin is designated non-attainment for ozone, Particulate Matter 10 (PM₁₀) and Particulate Matter 2.5 (PM_{2.5}).

The San Diego Air Pollution Control District (SDAPCD) does not provide quantitative thresholds for determining the significance of construction or mobile source-related impacts. However, the SDAPCD does specify Air Quality Impact Analysis trigger levels for new or modified stationary sources (SDAPCD Rules 20.2 and 20.3). If these incremental levels for stationary sources are exceeded, an impact analysis must be performed for the proposed new or modified source. Although these trigger levels do not generally apply to mobile sources or general land development projects, for comparative purposes, these levels may be used to evaluate the increased emissions which would be discharged to the San Diego Air Basin from proposed land development projects. The thresholds shown in Table 1 are recommended for projects occurring within unincorporated San Diego County (County of San Diego, March 2007).

Table 1
Daily Emission Thresholds

Pollutant	Daily Emission Thresholds (lbs/day)
Carbon Monoxide (CO)	550
Nitrogen Oxides (NO _x)	250
Particulate Matter 10 (PM ₁₀)	100
Particulate Matter 2.5 (PM _{2.5})	55*
Sulfur Oxides (SO _x)	250
Volatile Organic Compounds/Reactive Organic Gases	75**

* EPA "Proposed Rule to Implement the Fine Particle National Ambient Air Quality Standards" published September 8, 2005. Also used by the SCAQMD.

** Threshold for VOCs based on the threshold of significance for VOCs from the South Coast Air Quality Management District for the Coachella Valley.

Construction Emissions

Project construction would generate temporary air pollutant emissions. These impacts are associated with fugitive dust (PM₁₀ and PM_{2.5}) from soil disturbance and exhaust emissions (NO_x and CO) from heavy construction vehicles. For the purpose of estimating emissions, daily emissions were quantified based on the use of standard construction equipment assuming that 0.5 acres would be disturbed daily, and a total of 11 worker and haul trips would occur daily. As noted, construction would generally consist of excavation of a trench, installation of the new waterline, and placement of backfill and asphalt concrete where needed to restore paved road surfaces. This scenario was modeled as the worst case and is intended to represent a typical construction scenario.

Site preparation and excavation would involve the greatest concentration of heavy equipment use and the highest potential for fugitive dust emissions. The project would be required to comply with SDAPCD Rules 52 and 54 which identify measures to reduce fugitive dust and are required to be implemented at all construction sites located within the San Diego Air Basin (SDAB). Therefore, the following conditions, which are required to reduce fugitive dust in compliance with SDAPCD Rules 52 and 54, were included in CalEEMod for site preparation and grading phases of construction.

- 1. Minimization of Disturbance.** Construction contractors should minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.
- 2. Soil Treatment.** Construction contractors should treat all graded and excavated material, exposed soil areas and active portions of the construction site, including unpaved on-site roadways to minimize fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll compaction as appropriate. Watering shall be done as often as necessary, and at least twice daily, preferably in the late morning and after work is done for the day.
- 3. Soil Stabilization.** Construction contractors should monitor all graded and/or excavated inactive areas of the construction site at least weekly for dust stabilization. Soil stabilization methods, such as water and roll compaction, and environmentally safe dust control materials shall be applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area shall be seeded and watered until landscape growth is evident, or periodically treated with environmentally safe dust suppressants, to prevent excessive fugitive dust.
- 4. No Grading During High Winds.** Construction contractors should stop all clearing, grading, earth moving, and excavation operations during periods of high winds (20 miles per hour or greater, as measured continuously over a one-hour period).
- 5. Street Sweeping.** Construction contractors should sweep all on-site driveways and adjacent streets and roads at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.

The construction period is unknown; however, it is expected to continue over a 3-4 month period. Estimated daily emissions are shown in Table 2 during a typical construction scenario. These are estimates based on an assumption that approximately 0.5 acres would be disturbed on any given day for demolition, site preparation, grading, trenching, backfilling and paving activities. Construction of the proposed project would not exceed the SDAPCD regional construction emission thresholds for daily emissions. The project would not generate trips at completion. Thus, the project construction would not conflict with the State Implementation Plan, RAQS or AQMP, violate an air quality standard, result in a cumulatively considerable net

increase to an existing or projected violation, of the National and State Ambient Air Quality Standards or result in a cumulatively considerable increase in ozone or particulate matter emissions. This impact would be **less than significant**.

Table 2
Estimated Maximum Daily Construction Emissions

Construction Phase	Maximum Emissions (lbs/day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
2021 Maximum lbs/day	0.8	7.8	7.8	0.01	1.2	0.8
SDAPCD/County of San Diego Thresholds	75	250	550	250	100	55
Threshold Exceeded	No	No	No	No	No	No

See Appendix for CalEEMod ver. 2016.3.2 computer model output. Summer emissions shown.

Operational Emissions

Upon completion, the new infrastructure would convey potable water to the Lake Wohlford Resort. No operational emissions would be associated with the proposed project. There would be **no impact**.

c) Sensitive receptors within the project area are comprised of the Lake Wohlford Road Resort residents and guests. The nearest receivers are approximately 50 feet from the road. As shown in Table 2, project construction would not exceed SDAPCD pollutant thresholds. Further, project operation would not generate pollutants. The project would operate unsupervised; however, periodic site visits for inspection and maintenance by VCMWD personnel would occur. The Lake Wohlford Resort and San Pasqual tribe will own and financially responsible for the pipeline and appurtenances downstream of Guejito Road. VCMWD will repair and maintain the infrastructure at the expense of the resort and San Pasqual tribe per a maintenance agreement.

Construction Related Toxic Air Contaminants. 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 SCAQMD methodology, health effects from carcinogenic air toxins are usually described in terms of “individual cancer risk.” The California Office of Environmental Health Hazard Assessment (OEHHA) health risk guidance states that a residential receptor should be evaluated based on a 30-year exposure period. “Individual Cancer Risk” is the likelihood that a person exposed to concentrations of toxic air contaminants over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. Given the short-term construction schedule, the proposed project would not result in a long-term (i.e., 30 or 70 year) exposure to a substantial source of toxic air contaminant emissions. Thus, people would not be exposed to the related individual cancer risk. No significant short-term toxic air contaminant impacts would occur during construction of the proposed project.

Carbon Monoxide – CO Hotspots. Carbon monoxide (CO) is a colorless, odorless, poisonous gas that may be found in high concentrations near areas of high traffic volumes. CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. The SDAB is in attainment of state and federal CO standards. The 1110 Beardsley Street monitoring site in the City of San Diego is the closest station to the project site that provides CO data. The maximum 8-hour average CO level recorded in 2012 (the last year data were recorded) was 1.81 parts per million (ppm). Concentrations are below the 9-ppm state and federal 8-hour standard.

Although CO is not a regional air quality concern in the SDAB, elevated CO levels can occur at or near intersections that experience severe traffic congestion. A localized air quality impact is considered significant if the additional CO emissions resulting from the project create a “hot spot” where the California 1-hour standard of 20.0-ppm or the 8-hour standard of 9-ppm is exceeded. This can occur at severely congested intersections during cold winter temperatures. Screening for possible elevated CO levels is recommended for severely congested intersections experiencing levels of service (LOS) E or F with project traffic where a significant project traffic impact may occur.

The proposed project may require a temporary lane closure during construction. This may delay traffic or increase idling while vehicles are queued. This is not expected to result in conditions that could cause CO hotspots or otherwise impact air quality. Post-construction, the project would not affect traffic flow on affected corridors. The project is not expected to cause or contribute to operating conditions that would generate CO levels exceeding state or federal standards. Based on these findings, receptors would not be exposed to substantial pollutant concentrations related to CO hotspots. No further evaluation with respect to CO hotspots is required. Impacts under this threshold would be **less than significant**.

d) The proposed project would generate odors from construction (e.g., diesel exhaust, asphalt paving). The project would not construct uses that generate odors. Construction odors would be temporary and would not exceed SDAPCD impact thresholds; thus, short-term odors are not expected to be significant. Impacts related to odors would be **less than significant**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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IV. BIOLOGICAL RESOURCES --

Would the project:

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IV. <u>BIOLOGICAL RESOURCES</u> --				
Would the project:				
regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified 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 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 type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local,	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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IV. BIOLOGICAL RESOURCES --

Would the project:

regional, or state habitat conservation
 plan?

Information provided herein was obtained from the *Biological Resources Report for the Lake Wohlford Road Water Line Installation Project*, May 2021 (updated February 2026), prepared by ELMT Consulting, Inc., and provided herein as Appendix B.

ELMT Consulting, Inc. (ELMT) conducted a literature review, records search, and field investigation for special-status plant and wildlife species potentially occurring on or within the vicinity of the project site. “Special-status” refers to plant and wildlife species that are federally, State, and Multispecies Habitat Conservation Plan (MSHCP) listed, proposed, or candidates; plant species that have been designated with a California Native Plant Society Rare Plant Rank; wildlife species that are designated by the California Department of Fish and Wildlife (CDFW) as fully protected, species of special concern, or watch list species; and specially protected natural vegetation communities as designated by the CDFW.

Previously recorded occurrences of sensitive plant and wildlife species and their proximity to the project site were determined through a query of the CDFW’s QuickView Tool in the Biogeographic Information and Observation System (BIOS), California Natural Diversity Database (CNDDDB) Rarefind 5, the California Native Plant Society’s (CNPS) Electronic Inventory of Rare and Endangered Vascular Plants of California, Calflora Database, compendia of sensitive species published by CDFW, the United States Fish and Wildlife Service (USFWS) species listings, and species covered within the MSHCP and associated technical documents. The County of San Diego’s *Guidelines for Determining Significance for Biological Resources* was also reviewed for all applicable regulatory policy and potential mitigation requirements for the project.

ELMT evaluated the extent and conditions of the plant communities found within the boundaries of the project site during a site visit on March 16, 2021. Plant communities identified on aerial photographs during the literature review were verified by walking meandering transects through the plant communities and along boundaries between plant communities. The plant communities were evaluated for their potential to support special-status plant and wildlife species. In addition, field staff identified any natural corridors and linkages that may support the movement of wildlife through the area. Special attention was given to special-status

habitats and/or undeveloped areas, which have higher potentials to support special-status plant and wildlife species.

All plant and wildlife species observed, as well as dominant plant species within each plant community, were recorded. Wildlife detections were made through observation of scat, trails, tracks, burrows, nests, and/or visual and aural observation. In addition, site characteristics such as soil condition, topography, hydrology, anthropogenic disturbances, indicator species, condition of on-site plant communities, and presence of potential jurisdictional drainage and/or wetland features were noted.

Special attention was paid to any special-status habitats and/or undeveloped, natural areas, which have a moderate or higher potential to support special-status plant and wildlife species. Areas determined to provide suitable habitat for special-status plant and wildlife species were closely surveyed for signs of presence during the habitat assessment. Attention was given to the suitability of habitats on the project site to support special-status species.

Under the federal Endangered Species Act, “Critical Habitat” is designated at the time of listing of a species or within one year of listing. Critical Habitat refers to specific areas within the geographical range of a species at the time it is listed that include the physical or biological features that are essential to the survival and eventual recovery of that species. Maintenance of these physical and biological features requires special management considerations or protection, regardless of whether individuals or the species are present or not. All federal agencies are required to consult with the USFWS regarding activities they authorize, fund, or permit which may affect a federally listed species or its designated Critical Habitat. The purpose of the consultation is to ensure that projects will not jeopardize the continued existence of the listed species or adversely modify or destroy its designated Critical Habitat. The designation of Critical Habitat does not affect private landowners, unless a project they are proposing is on federal lands, uses federal funds, or requires federal authorization or permits (e.g., funding from the Federal Highways Administration or a Clean Water Act Permit from the United States Army Corps of Engineers).

The purpose of the site analyses and visits were to determine if any sensitive biological resources, including sensitive vegetation communities, species, or regulated wetlands, would be affected by the proposed project. Biological characteristics of the project area is summarized below:

The Lake Wohlford Resort occurs immediately north of the western limits of the site. The eastern limits of the site are bounded by the intersection of North Lake Wohlford Road and Guejito Road. The site is primarily bounded by undeveloped, vacant land to the north and south, with the exception of small residential developments and parcels of agricultural land use.

The proposed project site consists of developed land within the existing paved road right-of-way of Lake Wohlford Road. Portions of the project site that occur within easements are composed of vacant, undeveloped land that have been subject to a variety of anthropogenic disturbances (i.e., loose gravel, vehicle parking, weed abatement). These disturbances have

eliminated and/or greatly disturbed the natural plant communities that historically occurred on-site. As a result, no undisturbed native plant communities will be impacted from development of the proposed project.

a) The following is a description of the direct and indirect effects of the project on biological resources, including species identified as candidate, sensitive, or special status species.

Direct Effects

Vegetation Communities. The proposed project footprint is expected to be confined to the existing paved road right-of-way. Because of existing land use, no native, undisturbed plant communities or natural communities of special concern were observed within the proposed limits of disturbance. However, areas immediately adjacent to the project footprint (within 500 feet of the project site, but outside of the existing paved street right-of-way), support broadleaf-dominated non-native grassland, Diegan Sage Scrub, and Coast Live Oak Woodland plant communities. The proposed limits of disturbance support two (2) land cover types that would be classified as disturbed and developed.

Sensitive Plants. Twenty-five (25) sensitive plant species have been recorded in the CNDDDB and CNPS as having the potential to occur within the Rodriguez Mountain and Valley Center 7.5-minute quadrangles (refer to Appendix D of Appendix B). The proposed project footprint consists entirely of existing development and disturbed land within the existing road right-of-way. While the area surrounding the project site supports Diegan sage scrub and coast live oak woodland habitats, no natural habitats occur within the proposed limits of disturbance. No sensitive plant species were observed during the field investigation, which was conducted during the blooming season for some of the sensitive plant species known to occur in the general vicinity of the site. Based on habitat requirements for specific sensitive plant species and the availability and quality of habitats needed by each species, it was determined that the project site does not provide suitable habitat for any of the sensitive plant species known to occur in the area and all are presumed to be absent from the project site. No direct impacts to sensitive plant species will occur from implementation of the proposed project.

Sensitive Animals. Sixty-three (63) special-status wildlife species have been reported by the CNDDDB in the Rodriguez Mountain and Valley Center USGS 7.5-minute quadrangle (refer to Appendix D). Based on habitat requirements for specific species and the availability and quality of on-site habitats, it was determined that the proposed project site does not provide suitable habitat for any of the special-status wildlife species known to occur in the area and all are presumed to be absent from the proposed limits of disturbance. In addition, Lake Wohlford Road is the main thoroughfare for the surrounding community, and supports constant vehicular traffic, including Class-A vehicles, which is likely to preclude sensitive wildlife from the site.

However, the Diegan Sage Scrub and Coast Live Oak Woodland habitats, outside of the project footprint within the survey area (within 500 feet of the project site) have a high potential to provide suitable habitat for Cooper's hawk (*Astur cooperii*), and a moderate potential to support

southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*), great egret (*Ardea alba*), great blue heron (*Ardea herodias*), orangethroat whiptail (*Aspidoscelis hyperthra*), coastal whiptail (*Aspidoscelis tigris stejnegeri*), Costa's hummingbird (*Calypte coastae*), northwestern San Diego pocket mouse (*Chaetodipus fallax fallax*), red-diamond rattlesnake (*Crotalus ruber*), snowy egret (*Egretta thula*), white-tailed kite (*Elanus leucurus*), California horned lark (*Eremophila alpestris actia*), San Diego black-tailed jackrabbit (*Lepus californicus bennettii*), western small-footed myotis (*Myotis ciliolabrum*), San Diego desert woodrat (*Neotoma lepida intermedia*), coast horned lizard (*Phrynosoma blainvillii*), Coronado skink (*Pleistodon skiltonianus interparietalis*), coastal California gnatcatcher (*Poliophtila californica californica*), rufous hummingbird (*Selasphorus rufus*), western spadefoot (*Spea hammondi*), Lawrence's goldfinch (*Spinus lawrencei*). Further, it was determined that the Diegan Sage Scrub and Coast Live Oak Woodland habitats, outside of the project footprint, do not provide suitable habitat for any of the other special-status wildlife species known to occur in the vicinity of the project site. No direct impacts are expected to occur to the special-status wildlife species listed above from project development since the proposed project footprint does not provide suitable habitat for any of these species.

Bald eagle

The bald eagle is a large raptor distinguished by its dark brown body, white head and tail (in adults), yellow hooked bill, and broad wings. Juveniles are mottled brown and lack the white head and tail until approximately four to five years of age. Bald eagles are closely associated with large water bodies, including lakes, reservoirs, rivers, estuaries, and coastal shorelines that support abundant fish populations. Nesting habitat typically consists of large, mature trees or cliffs that provide expansive views and proximity to open water. In Southern California, bald eagles are most commonly observed during the winter months around large reservoirs and inland lakes, although nesting has increased in recent decades.

Although delisted from the federal Endangered Species Act in 2007, the bald eagle remains protected under the Bald and Golden Eagle Protection Act and the Migratory Bird Treaty Act. The Bald and Golden Eagle Protection Act prohibits the take, possession, sale, purchase, barter, transport, export, or import of bald eagles, including their parts, nests, and eggs, without authorization from the U.S. Fish and Wildlife Service (USFWS). "Take" under the Act includes disturbance that may cause injury, decreased productivity, or nest abandonment. The species is also designated as Fully Protected under the California Fish and Game Code Section 3511, prohibiting take or possession at the state level except as authorized by the California Department of Fish and Wildlife.

Two bald eagles were observed during the field investigation tending to a nest approximately 300-feet from Project Site boundaries. Project activities within a 500-foot buffer of the nest must be conducted outside of nesting season. If project activities will occur during nesting season, a 500-foot buffer around the nest must be avoided and a biological monitor must be present to ensure no indirect impacts to bald eagle occur. No direct impacts are expected to occur.

Indirect Effects

No direct impacts to adjacent Diegan Sage Scrub and Coast Live Oak Woodland plant communities would occur from development of the proposed project. As stated, during the field investigation, two bald eagles were observed tending to a nest approximately 300-feet from Project Site boundary. Noise resulting from project construction has the potential to indirectly impact special-status species found within the adjacent Diegan Sage Scrub and Coast Live Oak Woodland plant communities as well as nesting birds, including the bald eagle pair. Any impact would be temporary and could last through project construction depending on the location of sensitive species. As stated, Lake Wohlford Road is the main thoroughfare for vehicular traffic throughout the Lake Wohlford community and supports high traffic volumes. Wildlife species in the vicinity of the project site are expected to be acclimated to regular noise; thus, construction noise is not expected to significantly effect species in the area. Further, no direct impacts to the adjacent Diegan Sage Scrub and Coast Live Oak Woodland plant communities will occur from development of the proposed project.

Construction noise levels are required to comply with the County of San Diego's 75 A-weighted decibel (dBA) standard per Section 36.409 of the Noise Ordinance at all residential property lines (see Section XIII, *Noise*). It is understood that land adjacent to the construction area is vacant and/or designated for agricultural purposes, the residential standard is used for the purpose of addressing potential noise impacts to wildlife species. Additionally, no blasting or rock crushing is anticipated during project implementation. Therefore, no impulsive noise would result and the project will comply with Section 36.410 of the County Noise Ordinance. While impacts will cease once construction is complete, temporary and indirect noise impacts to species inhabiting the adjacent Diegan Sage Scrub and Coast Live Oak Woodland plant communities as well as nesting bald eagles and other bird species, may occur depending on the type of equipment being used, the duration of construction activities and when construction occurs. Potential impacts will be reduced to less than significant with implementation of Mitigation Measures BIO-1 and BIO-2, as outlined below.

BIO-1: To minimize indirect construction noise impacts to species that may occur in the adjacent Diegan Sage Scrub and Coast Live Oak Woodland plant communities the following measures shall be implemented:

1. All construction equipment fixed or mobile, shall be fitted with properly operating and maintained mufflers, consistent with manufacturer standards.
2. The contractor shall place all stationary construction equipment so that emitted noise is directed away from the adjacent Diegan Sage Scrub and Coast Live Oak Woodland plant communities.
3. Equipment shall be shut off and not left to idle when not in use.
4. The contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and the adjacent Diegan Sage Scrub and Coast Live Oak Woodland plant communities during all project construction.

5. The construction contractor shall limit haul truck deliveries to daytime hours.
6. The contractor shall limit the use of heavy equipment or vibratory rollers and soil compressors along the project boundaries to the greatest extent possible.
7. Any jackhammers, pneumatic equipment and all other portable stationary noise sources shall be shielded, and noise shall be directed away from the adjacent Diegan Sage Scrub and Coast Live Oak Woodland plant communities.

In addition, a pre-construction nesting bird avoidance survey shall be conducted prior to ground disturbance as defined below in Mitigation Measure BIO-2.

BIO-2: Pursuant to the MBTA and Fish and Game Code, removal of any trees, shrubs, or any other potential nesting habitat for all birds, including raptors, should be conducted outside the avian nesting season. The nesting season generally extends from February 1 through August 31, beginning as early as January 1 for raptor species, but can vary slightly from year to year based upon seasonal weather conditions. If ground disturbance and vegetation removal cannot occur outside of the nesting season (September 1 through January 31), a pre-construction clearance survey for nesting birds should be conducted within three (3) days of the start of any ground disturbing activities to ensure that no nesting birds will be disturbed during construction.

If the Biologist finds an active nest on the project site and determines that the nest may be impacted, the Biologist shall delineate an appropriate buffer zone around the nest. The size of the buffer shall be determined by the Biologist and shall be based on the nesting species, its sensitivity to disturbance, expected types of disturbance, and location in relation to the construction activities. These buffers are typically 300 feet from the nests of non-listed species and 500 feet from the nests of raptors and listed species. Any active nests observed during the survey shall be mapped on an aerial photograph. Only construction activities (if any) that have been approved by a Biological Monitor shall take place within the buffer zone until the nest is vacated. The Biologist shall serve as a Construction Monitor when construction activities take place near active nest areas to ensure that no inadvertent impacts on these nests occur. Results of the pre-construction survey and any subsequent monitoring shall be provided to the Property Owner/Developer and the County. The monitoring report shall summarize the results of the nest monitoring, describe construction restrictions currently in place, and confirm that construction activities can proceed within the buffer area without jeopardizing the survival of the young birds.

With implementation of Mitigation Measures BIO-1 and BIO-2, impacts of the project on candidate, sensitive, or special status species would be reduced to **less than significant**.

b-c) The project site does not support any riparian habitat, sensitive natural communities, discernible drainage courses, inundated areas, wetland vegetation, or hydric soils that would be considered jurisdictional. No jurisdictional drainage and/or wetland features were observed within the proposed limits of disturbance during the habitat assessment that would be considered jurisdictional by the U.S. Army Corps of Engineers, San Diego Regional Water

Quality Control Board, or CDFW. Therefore, no regulatory approvals from these agencies would be required for implementation of the project.

Further, a review of recent and historic aerial photographs (1985-2020) of the project site and its immediate vicinity did not provide visual evidence of an astatic or vernal pool conditions on or in the immediate vicinity of the project site. Clay soils are not mapped on site. No natural ponding was observed on-site, further supporting the fact that the drainage patterns currently occurring on and around the project site do not follow hydrologic regimes needed for vernal pools, or astatic ponds. From this review of historic aerial photographs and observations during the field investigations, it can be concluded that there is no indication of vernal pools or suitable fairy shrimp habitat occurring on the project site. The site lacks the water retention capabilities necessary to support vernal pools. **No impact** would occur under thresholds b-c.

d) Habitat linkages provide links 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, inadequate for others. Wildlife corridors are significant features for dispersal, seasonal migration, breeding, and foraging. Additionally, open space can provide a buffer against both human disturbance and natural fluctuations in resources.

The project occurs near Escondido Creek and Lake Wohlford, which are expected to be utilized by local wildlife species as migratory corridors and linkages. Since, the proposed project will be limited to the existing paved road right-of-way of Lake Wohlford Road, implementation of the proposed project is not expected to have any direct or indirect impacts to Lake Wohlford or Escondido Creek, and no impacts to migratory corridors or linkages are expected. **No impact** would occur under threshold d.

e-f) The North County Multiple Habitat Conservation Plan (Plan) is one of several large habitat conservation planning efforts in San Diego County (County). The Plan expands the San Diego County Multiple Species Conservation Program (MSCP) into the northwestern unincorporated areas of the County. The area included in the Plan encompasses approximately 489 square miles in and around the unincorporated communities of Bonsall, De Luz, Fallbrook, Harmony Grove, Lilac, Pala, Pauma Valley, Rainbow, Ramona, Rincon Springs, Twin Oaks Valley, and Valley Center, helping conserve habitat that benefits numerous species, including the 63 species covered under the Plan.

Water supply infrastructure is managed by 12 independent "Special Districts" within the Plan area. As designated in the Plan, "Special Districts" include those entities not normally subject to the land use jurisdiction of the County, such as school districts, water districts, and utility purveyors. Special districts are neither required nor expected to participate in this Plan. However, in the event that their projects will result in Incidental Take of species covered by this

Plan they can utilize this Plan in their application for an Incidental Take permit through a consultation with USFWS and/or CDFW, as appropriate.

The project site is entirely located within paved street right-of-way and will not impact any native habitats within MSCP designated areas. Based on the results of the analysis provided in Appendix B, the proposed project is not expected to have significant impacts to federally or state listed species and would not need coverage under the Plan. Further, the project would not require the removal of trees or otherwise require a tree removal permit issued by the County of San Diego. **No impact** would occur under thresholds e or f.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
V. <u>CULTURAL RESOURCES</u> --				
would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §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"/>

Two cultural resources studies were completed for the Project, an archaeological survey report *Phase I Cultural Resource Assessment for the Lake Wohlford Resort Water Line Project* (May 2021) prepared by Anza Resource Consultants, Inc., (Anza) (Appendix C), and an archaeological test excavation performed by RECON (2025) (Appendix D). The archaeological survey report includes a records search of files at the South Coastal Information Center (SCIC) located at San Diego State University, a Sacred Lands File (SLF) search at the Native American Heritage Commission (NAHC), Native American outreach letters, and field inspection. An archaeological literature and records search was conducted at the SCIC, of the California Historical Resources Information System (CHRIS), on February 25, 2021. The CHRIS search also included searching the lists of resources on or determined eligible for the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), California State Historical Landmarks, and California State Points of Historical Interest. The results of this search indicated that five cultural resource studies were completed within or near the area of direct impact (ADI). Four recorded Native American archaeological sites are adjacent to the Project,

having been bisected by the construction of Lake Wohlford Road and one historic-era canal that is part of Escondido Canal Historic District is present passing under the Project ADI in Lake Wohlford Road. The historic district is listed on the CRHR and the NRHP. The canal, which is still in service, crosses under Lake Wohlford Road near the eastern limit of the Project alignment and will not be impacted by the Project. The archaeological test results showed that none of the sites occur adjacent to the pipeline alignment and none of the sites had any subsurface deposits near the road.

The archaeological sites (P-37-013415, CA-SDI-758/H, P-37-013421, and P-37-013422) all have Native American artifacts and/or bedrock milling features and two of the sites also have historic-era artifacts and/or features. Site P-37-013415 has two bedrock milling features, one on either side of the road and no artifacts or archaeological deposit. As agreed upon with the consulting tribes, no testing was needed at this site. None of the sites have been evaluated for their eligibility for listing on the California Register of Historical Resources as they are not in the ADI. However, they will be treated herein as historical resources for the purposes of Project impact analysis and because they are contributors to the tribal cultural landscape discussed in Section XVIII.

RECON was contacted to perform an archaeological test excavation of the road and road shoulder within the boundaries at three of the sites (CA-SDI-758/H, P-37-013421, and P-37-013422) at the level of the ADI to confirm that the archaeological sites and materials are not present in the ADI. The four archaeological sites identified in the May 2021 Cultural Resources Report (Section 6, Discussion), are bisected by Lake Wohlford Road. The portions of the sites on either side of the road are intact and in the case of CA-SDI-758/H, P-37-013421, and P-37-013422, the sites are above the level of the road. The original road construction cut down into the slope, cutting out a portion of the sites and the landform under the sites, thus completely removing the portions of those sites where the road crossed the sites. In 2017, San Diego Gas and Electric replaced power poles and lines in the Project vicinity and the excavation was monitored by ICF archaeologists and tribal monitors from the San Pasqual Band of Mission Indians (San Pasqual Band). The work was reported in a detailed letter report including monitoring logs and photographs (Cox 2017). Nineteen power poles were replaced along both sides of Lake Wohlford Road within or directly adjacent to the four sites on either side of the ADI. No artifacts or cultural strata were found during excavation for the utility poles. Further, excavation by RINCON in 2024 for this project showed that the sites have no depth north of the road and are not present in the road shoulder. Upon the recommendation of two consulting tribes, the Rincon Band of Luiseño Indians, and the San Pasqual Band, six archaeological test excavation units were placed in the north shoulder of Lake Wohlford Road within three of the four recorded archaeological sites and excavated to depth ranging from 30 centimeters to 40 centimeters. Excavation was carried out on January 25, 26, and 29, 2024 by RECON Environmental, Inc. and was observed by two monitors from the San Pasqual Band. All excavation units were negative for archaeological material. Thus, it is highly unlikely that intact remnants of these sites are present under the road or in the right-of-way on either side.

a & b) As stated above, the Escondido Canal Historic District is eligible for listing on the NRHP and is listed on the CRHR. The canal is piped where it crosses the Project alignment below Lake

Wohlford Road. Because the canal is currently in operation and is buried deeper than the proposed water line, impacts to the Escondido Canal are not anticipated. The four archaeological sites are outside the area of direct impacts and do not have any traces in the ADI. It is anticipated that impacts on historical or archaeological resources would be **less than significant**.

c) There are no known sites containing human remains within or near the project area. Further, the NAHC Sacred Lands File search, and tribal consultation did not indicate the presence of known Native American burial sites in the immediate Project area. However, Project excavations have the potential to encounter previously unidentified human remains in the form of burials or isolated bones and bone fragments. If human remains are exposed during construction, California State Health and Safety Code Section 7050.5 stipulates that no further disturbances shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to CEQA regulations and PRC Section 5097.98. With adherence to California law impacts to previously undiscovered human remains would be **less than significant**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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VI. ENERGY – would the project:

a) Result in potentially significant adverse 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"/>
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b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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a) Project construction would utilize common methods for site preparation, grading/trenching and installation of the water line and meter. Techniques are not expected to be wasteful or otherwise result in inefficient use of fuels or other sources of energy. A **less than significant** impact would under this threshold.

b) The project would install a new water line to provide a reliable source of potable water to the Lake Wohlford Resort. Construction would utilize heavy equipment that meets California Air Resources Board requirements for energy efficiency and emission reduction. During operation,

ongoing inspection and maintenance activities would occur. The Lake Wohlford Resort and San Pasqual tribe will own and be financially responsible for the pipeline and appurtenances downstream of Guejito Road. VCMWD will repair and maintain the infrastructure at the expense of the resort and San Pasqual tribe per a separate maintenance agreement. No trips in addition to what occurs as part of VCMWD’s inspection and maintenance program would occur. As discussed in Section VIII, *Greenhouse Gas*, the project would not conflict with a state or local plan regarding renewable energy or energy efficiency. **No impact** would under this threshold.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VII. <u>GEOLOGY AND SOILS</u> –				
would the project:				
a) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable 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 1-B of the Uniform	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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VII. GEOLOGY AND SOILS –

would the project:

Building Code, creating substantial direct or indirect risks to life or property?

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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a (I, ii) The nearest active fault is the Elsinore Fault Zone located north of the VCMWD service area. This fault is part of the San Andreas Fault system that extends approximately 650 miles north from Baja California, and terminates off the Pacific coast north of the San Francisco area (San Diego County General Plan, Safety Element, 2020). The project site is not located within the boundaries of an Earthquake Fault Zone as defined by the Alquist-Priolo Earthquake Fault Zoning Act of 1972 (California Department of Conservation, website visited February 2021, <https://maps.conservation.ca.gov/cgs/EQZApp/app/>). There are no known active or potentially active faults traversing the project site and the risk of ground rupture resulting from fault displacement beneath the site is low.

During the life of the proposed improvements, the property will likely experience moderate to occasionally high ground shaking from known faults, as well as some background shaking from other seismically active areas of the Southern California region. However, the project would be designed and constructed to incorporate methods to address seismic concerns related to pipeline safety per the current California Building Code (CBC). Design and construction methods would address issues related to potential ground shaking. Impacts would be **less than significant**.

a (iii) Liquefaction typically occurs within the upper 50 feet of the surface, when saturated, loose, fine- to medium-grained soils (sand and silt) are present. Earthquake shaking suddenly increases pressure in the water that fills the pores between soil grains, causing the soil to lose

strength and behave as a liquid. When liquefaction occurs, the strength of the soil decreases, reducing the ability of the underlying soil to support foundations for buildings and other structures. The type of geologic process that created a soil deposit has a strong influence on its liquefaction susceptibility. Saturated soils that have been created by sedimentation in rivers and lakes can be very susceptible to liquefaction.

Groundwater levels throughout the project area are unknown; however, it is presumed that groundwater is present below Lake Wohlford. Based on site topography, groundwater levels likely vary based on proximity to natural drainages and Lake Wohlford. The work would occur within compact fill located within or adjacent to roadways. The water line would be installed between 4 and 5 feet in depth. No deep excavation would be required; thus, the potential for encountering groundwater and related impacts associated with liquefaction at the subject site is considered low. Impacts would be **less than significant**.

a (iv) All work would occur in a subsurface trench which would then be restored to existing conditions at completion. Risks related to landslides would be no greater than under existing conditions. No pipeline improvements would affect the occurrence of landslides that may occur in the area, and landslides are not expected to affect the project. Impacts related to landslides would be **less than significant**.

b) The project corridor is comprised of a flat road corridor. Adjacent topography is rolling and generally sloped towards Lake Wohlford. The project is not expected to cumulatively disturb more than one acre. Thus, the project would not be subject to the State Water Resources Control Board General Construction Permit during construction to minimize soil erosion. However, standard Best Management Practices (BMPs) as stipulated in Section IX, *Hydrology and Water Quality* would minimize soil erosion and related impacts. Thus, impacts related to soil erosion would be **less than significant**.

c, d) Land subsidence is defined as the sinking or settling of land to a lower level. Causes can include: (1) earth movements; (2) lowering of ground water level; (3) removal of underlying supporting materials by mining or solution of solids, either artificially or from natural causes; (4) compaction caused by wetting (hydro-compaction); (5) oxidation of organic matter in soils; or (6) added load on the land surface. Subsidence is not common within the project area and has not contributed to the failure of existing pipelines. The actual load on underlying soils is minimal as the weight is distributed along the length of the pipeline rather than at specific points. Construction methods, including the subsurface treatment of the pipeline trench would minimize the potential for subsidence to occur. The potential for subsidence is low. The project is not located on unstable or expansive soil, and would not result in lateral spreading, liquefaction, or collapse. Therefore, impacts would be **less than significant**.

e) The proposed project would not generate wastewater. No connection to a sewer line or septic system would occur with the project. **No impact** would occur under this threshold.

f) Construction of the project would not impact, either directly or indirectly, any known unique paleontological resource or unique geologic features. Construction would occur within a disturbed road corridor. Given the depth of construction required, the potential for locating undiscovered paleontological or geological resources is remote. A **less than significant** impact to paleontological resources would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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VIII. 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 any 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"/>

Gases that trap heat in the atmosphere are often referred to as greenhouse gases (GHGs), analogous to the way in which a greenhouse retains heat. Common GHGs include water vapor, carbon dioxide (CO₂), methane (CH₄), nitrous oxides (N₂O_x), fluorinated gases, and ozone. GHGs are emitted by both natural processes and human activities. Of these gases, CO₂ and CH₄ are emitted in the greatest quantities from human activities. Emissions of CO₂ are largely by-products of fossil fuel combustion, whereas CH₄ results from off-gassing associated with agricultural practices and landfills. Man-made GHGs, many of which have greater heat-absorption potential than CO₂, include fluorinated gases, such as hydrofluorocarbons (HFCs), perfluorocarbons (PFC), and sulfur hexafluoride (SF₆). The accumulation of GHGs in the atmosphere regulates the earth's temperature. Without the natural heat trapping effect of GHGs, Earth's surface would be about 34° C (61° F) cooler. However, it is believed that emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations (Cal EPA, 2006). Since different GHGs trap different amounts of heat in the Earth's atmosphere, GHG measurements are often converted into a common unit so that they can be accurately compared. GHGs are typically reported in units of carbon dioxide equivalent (CO₂E).

Pursuant to the requirements of SB 97, the *CEQA Guidelines* were amended to include feasible mitigation of GHG emissions and analysis of the effects of GHG emissions. The adopted *CEQA Guidelines* provide regulatory guidance on the analysis and mitigation of GHG emissions in

CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts.

Individual projects do not generate sufficient GHG emissions to create a project-specific impact through a direct influence to climate change; therefore, the issue of climate change typically involves an analysis of whether a project's contribution towards an impact is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines, Section 15355).

Potential GHG impacts are evaluated per the County of San Diego recommended/preferred option threshold for all land use types of 900 metric tons CO₂E per year. GHG emissions associated with the project's construction period were estimated using the CalEEMod computer program. CalEEMod input parameters and output files are shown in Appendix A.

a) Construction activities would generate GHG emissions associated with equipment operation. Daily construction emissions are estimated to generate a total of 10.4 metric tons of CO₂E over the course of a 4-week construction duration. Emissions associated with the construction period were estimated based on the projected maximum amount of equipment that would be used onsite at one time. The SCAQMD has recommended amortizing construction-related emissions over a 30-year period. Amortized over 30 years, the project would generate 0.34 metric tons of CO₂E per year as shown in Table 3 below. Post-construction, the project would not generate any operational GHG emissions greater than what is generated by existing Lake Wohlford Resort or VCMWD operations.

Cumulatively, the estimated emissions would not exceed 900 MT CO₂E annually; and thus, would not require mitigation measures to reduce emissions. GHG emissions would be **less than significant**.

b) The proposed project would install a new water line to provide a reliable source of potable water to the Lake Wohlford Resort. As discussed, the project would not exceed the thresholds of significance established for the evaluation of individual projects for GHG emissions. With respect to consistency with plans or policies related to GHG emissions, the County of San Diego does not have an approved Climate Action Plan and the Valley Center Community Plan (amended 2014) does not have specific suggestions for reducing GHG emissions. However, the only GHG emissions associated with the project are related to construction. As noted, the project would not generate post-construction GHG emissions. The project will not impede or delay local or statewide initiatives to reduce GHG emissions. Impacts would be **less than significant**.

**Table 3
 Combined Annual Greenhouse Gas Emissions**

Emission Source	Annual Emissions (CO₂E)
Construction	10.4 metric tons
Operational	
Energy	N/A
Solid Waste	N/A
Water	N/A
Mobile	N/A
30-year Amortized Total	0.34 metric tons

See Appendix A for CalEEMod software program output

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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IX. 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 type="checkbox"/> | <input checked="" 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 type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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IX. HAZARDS AND HAZARDOUS MATERIALS - Would the project:

the public or the environment?

- 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 or excessive noise for people residing or working in the project area?
- f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
- g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-c) The proposed project would not require the use or storage of hazardous materials during construction or operation. The project would install a new water line to provide a reliable source of potable water for the Lake Wohlford Resort. It does not include manufacturing or other activities that would involve the routine use, handling, storage, or transport of hazardous materials in proximity to a school facility or other sensitive properties. Construction would involve the transport of fuels, lubricants, and various other liquids needed for operation of construction equipment at the site via service trucks. These materials—such as fuels, equipment fluids, cleaning solutions, solvents, and lubricants—are hazardous to humans, wildlife, and sensitive environments.

Direct impacts to human health and the environment from accidental spills of small amounts of hazardous materials would be minimized by using a fuel/lubricant vendor and absorptive pads and related materials to absorb fluids during fueling activities. This would avoid the need to store hazardous chemicals on-site. State and local regulations, including those implemented by the California Division of Occupational Safety and Health, San Diego County Department of Public Health and San Diego County Fire Department programs, govern the handling and remediation of hazardous materials and wastes. Compliance with these requirements, along

with spill prevention and response measures, will reduce the risk of accidental releases and avoid potentially significant hazards to public health and the environment during construction. . **No impact** would occur.

d) Based on a review of available databases listing known hazard sites (Geotracker, Envirostor), the Project is not located on a hazardous materials site, and no hazardous materials sites are located in proximity to the project site. **No impact** would occur.

e) Lake Wohlford Resort Airport is a private use airport located adjacent to and northwest of the Lake Wohlford Resort. Project improvements primarily consist of subsurface pipeline. Other than the new water meter, no above-ground improvements would be installed and no above-ground improvements would be located within the Lake Wohlford Airport land use boundary or within 2 miles of a public use airport. The project would not result in a safety hazard or excessive noise for people residing or working in the area. **No impact** would occur.

f) The proposed project may require temporary lane closures during construction along Lake Wohlford Road; however, traffic control plans would be implemented as needed to ensure construction activities would not obstruct emergency vehicle access, evacuation routes or otherwise impair evacuation during emergencies. Further, applicable sections of the San Diego County *Operational Area Emergency Operations Plan* (September 2022) would be incorporated as conditions of a temporary encroachment permit issued by the County of San Diego for construction of the proposed project in County right-of-way. **No impact** would occur.

g) The project site is located in a Very High Fire Hazard Severity Zone as designated by the California Department of Forestry and Fire Protection (<https://egis.fire.ca.gov/FHSZ/>). All improvements would be subsurface; thus, the project does not involve development that would be at risk to wildfire. **No impact** would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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IX. HYDROLOGY AND WATER QUALITY – Would the project:

a) Violate any water quality standards or waste discharge requirements 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 project may impede sustainable	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. <u>HYDROLOGY AND WATER QUALITY</u> – Would the project:				
groundwater management of the basin?				
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:				
(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 water runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(iv) Otherwise impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>

a) Per the San Diego County MS4 Permit (Order No. R9-2013-0001, NPDES CAS0109266), all applicants for development permits must submit a preliminary project-specific Water Quality

Management Plan (WQMP) which identifies the implementation of Best Management Practices (BMPs) to control how the discharge of pollutants into the storm water and/or runoff discharged into the storm drain system would be treated to ensure compliance with the National Pollutant Discharge Elimination System (NPDES) Permit.

In compliance with this permit, the County of San Diego prepared guidelines for the preparation of Stormwater Quality Management Plans (SWQMPs). A SWQMP is required as part of the permit process and commits the developer to the implementation of long-term Best Management Practices (BMPs). The County has prepared standard construction BMPs that are intended to prohibit non-storm water discharges from entering the storm drain system and that would reduce the discharge of pollutants from storm water conveyance systems to the maximum extent possible. Although no project-specific BMPs have been defined, standard BMPs will be implemented as needed. These may include measures such as hay wattles, sandbags, and silt curtains to control erosion and manage stormwater.

The project site is comprised of a road corridor. On-site drainage would be temporarily modified as a result of project construction as referenced. The project would not create new impervious surfaces (i.e., asphalt, concrete). The remaining area (which is focused within the overflow line easement) would remain pervious.

Currently, storm flows sheet flow off Lake Wohlford Road and percolate into the soil or flow into Lake Wohlford. Post-construction drainage patterns will not change with project implementation. The project would not substantially degrade surface or groundwater quality or otherwise violate discharge or water quality standards. Impacts would be **less than significant**.

b) The project site is located within the Carlsbad Watershed which encompasses 135,322 acres and extends from Lake Wohlford on the east to the Pacific Ocean on the west, and from the Cities of Vista and Oceanside on the north to Cardiff-by-the-Sea on the south. Escondido Creek flows through Lake Wohlford and recharges the Escondido Valley Groundwater Basin. Groundwater is generally found at less than 50 feet in depth and the estimated total storage capacity is 24,000 acre-feet.

Lake Wohlford Road is currently paved; however, the shoulders and surrounding area are comprised of disturbed soil. Precipitation percolates into adjacent soils and may contribute to recharge of the Escondido Valley Groundwater Basin. Post-construction, the surfaces would remain as they are under existing conditions. The project would not change how groundwater within the area is recharged. The project would not directly interfere with groundwater recharge or contribute to depletion of the Escondido Valley Groundwater Basin. **No impact** would occur.

c)

i) The project would not permanently modify on-site drainage, nor would it alter the

course of an existing stream or river that would result in on- or off-site erosion or siltation. The project would require preparation of a WQMP and implementation the County's standard construction BMPs to address off-site erosion of disturbed soils during construction. With implementation of construction BMPs, no off-site erosion or siltation would occur. Impacts would be **less than significant**.

ii) The project would not affect drainage volumes or increase the area of impervious surfaces. Therefore, the project will not increase the discharge of stormwater runoff from the project site. The project would temporarily redirect on-site drainage patterns during construction; however, it would not impede or redirect flood flows. The project would not expose people or structures to flood hazard from severe storm events. **No impact** would occur under this threshold.

iii) No additional off-site flows would enter the project site due to project construction or operation. The project would not exceed the capacity of existing or planned stormwater drainage systems. All runoff from the impervious areas on the site would managed using standard construction BMPs. The project would not generate substantial additional sources of polluted runoff. **No impact** would occur under this threshold.

iv) The project will not incorporate features that would impede storm flows or other drainage features such that on- or off-site flooding would occur. As referenced, on-site drainage during construction would be managed using standard construction BMPs. Impacts would be **less than significant** under this threshold.

d) The project site is not located within a 100-year mapped flood zone (Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map No. 06073C0836G, May 16, 2012). Thus, no flooding would occur during a 100-year flood event. The project site is not located in proximity to any open water bodies or reservoirs that would risk causing a seiche or tsunami that would inundate the project. Seiches are oscillations of the surface of inland bodies of water that vary in period from a few minutes to several hours. Seismic excitations can induce such oscillations. Tsunamis are large sea waves produced by submarine earthquakes or volcanic eruptions. The project is located well inland from the Pacific Ocean and is not subject to tsunami hazard. Impacts from a seiche in Lake Wohlford is not an issue of concern for the proposed project as all improvements would be subsurface. The project corridor is a road right-of-way. The proposed improvements would not contribute to an increased risk for mudflow. **No impact** would occur under this threshold.

e) The Escondido Valley Groundwater Basin does not have an overall groundwater basin management plan. This basin is managed as part of the San Diego Basin; thus, this section evaluates project consistency with the Water Quality Control Plan for the San Diego Basin (October 2020).

Water Quality Control Plan for the San Diego Basin

The *Water Quality Control Plan for the San Diego Basin* (Basin Plan, October 2020) is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. Specifically, the Basin Plan: (1) designates beneficial uses for surface and ground waters; (2) sets objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's antidegradation policy; (3) describes implementation programs to protect the beneficial uses of all waters in the San Diego Region; and (4) describes surveillance and monitoring activities to evaluate the effectiveness of the Basin Plan.

Basin Plan implementation occurs primarily through issuance of individual Waste Discharge Requirements (WDRs); discharge prohibitions; water quality certifications; management of non-point source pollution and storm water programs; and monitoring and regulatory enforcement actions, as necessary. As discussed herein, the project would not cause or contribute to the release of polluted stormwater runoff or generate other discharges that could adversely impact water quality within the San Diego River. All storm flows would be managed using temporary construction BMPs. The project would not conflict with water quality goals provided in the San Diego Basin Plan.

Municipal Separate Storm Sewer System (MS4) Permit

On May 8, 2013, the San Diego Regional Water Quality Control Board (RWQCB) amended the National Pollutant Discharge Elimination System (NPDES) Storm Water Permit and WDRs (Order No. R9-2013-0001) under the federal Clean Water Act and the Porter-Cologne Act for discharges of storm water runoff, snowmelt runoff, surface runoff, and drainage within the San Diego Basin watershed. The project area is within the jurisdiction of the San Diego RWQCB and is subject to the waste discharge requirements of the MS4 Permit for San Diego. The County and cities within the County are co-permittees under the MS4 Permit, and have legal authority to enforce the terms of the permit in their jurisdictions.

The ultimate goal of the MS4 Permit and the related urban storm water management program is to protect the beneficial uses of the receiving waters. To implement the requirements of the permit, the County developed guidelines to control and mitigate storm water quality and quantity impacts to receiving waters as a result of new development and redevelopment. The guidelines require the development of a WQMP that identifies post-construction BMPs to reduce discharges of pollutants into storm water. In this case, the project would not release post-construction run-off; rather water quality is managed during construction with implementation of standard BMPs to avoid the release of polluted discharge into the stormwater system or into an off-site surface water resource. The project would not impact water quality goals specified in the WDRs referenced above. The project would be consistent with the County of San Diego MS4 Permit. **No impact** would occur under this threshold.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XI. <u>LAND USE AND PLANNING</u> --				
Would the proposal:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) The proposed project would install a new water line to provide a reliable source of potable water to the Lake Wohlford Resort. As referenced, all improvements would occur within the existing disturbed Lake Wohlford Road corridor. The proposed project would not result in the construction of improvements that would physically divide an existing community or otherwise impact circulation on public roads surrounding the site. **No impact** would occur.

b) With implementation of mitigation measures to address potential impacts to Biological and Resources (BIO-1 and BIO-2), the project would be consistent with state and local regulatory programs in place to avoid or mitigate environmental impacts. There are no federally listed species in the project area that would be affected directly by the project, and indirect effects would be mitigated with implementation of mitigation measures BIO-1 and BIO-2. The County of San Diego zoning code and General Plan are not applicable to the scope of work required. There are no street trees located adjacent to the pipeline route; thus, none would be removed to construct the project. As discussed in Section IV, *Biological Resources*, native trees do occur along the corridor but outside the right-of-way and area of disturbance. These are not considered land use impacts as defined under this threshold. **No impact** would occur under this threshold.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XII. <u>MINERAL RESOURCES</u> --				
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XII. MINERAL RESOURCES --

Would the project:

residents of the state?

- 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"/>
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a, b) The San Diego General Plan Draft EIR (2011) shows the project is not within a mapped Mineral Resource Zone (MRZ). The nearest known mineral resources are located in the San Luis Rey River floodplain, north of the project site. The project area itself is outside this floodplain. Construction of the proposed project would not require excavation of mineral resources, nor would it result in the loss or reduced availability of any known regional or local mineral resources. Therefore, **no impact** to mineral resources would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XIII. NOISE – Would the project result in:

- 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?
- b) Generation of excessive groundborne vibration or groundborne noise levels?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XIII. NOISE – Would the project result in:

- 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"/>
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Noise levels (or volume) are generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels consistent with the human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

Sound pressure level is measured on a logarithmic scale with the 0 dB level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dB, and a sound that is 10 dB less than the ambient sound level has no effect on ambient noise. Because of the nature of the human ear, a sound must be about 10 dB greater than the reference sound to be judged as twice as loud. In general, a 3 dB change in community noise levels is noticeable, while 1-2 dB changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while those along arterial streets are in the 50-60+ dBA range. Normal conversational levels are in the 60-65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations.

In addition to the instantaneous measurement of sound levels, the duration of sound is important since sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress. One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (L_{eq}). The L_{eq} is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). Typically, L_{eq} is summed over a one-hour period.

The time period in which noise occurs is also important since noise that occurs at night tends to be more disturbing than that which occurs during the daytime. Two commonly used noise

metrics – the Day-Night average level (L_{dn}) and the Community Noise Equivalent Level (CNEL) recognize this fact by weighting hourly L_{eq} over a 24-hour period. The L_{dn} is a 24-hour average noise level that adds 10 dB to actual nighttime (10:00 PM to 7:00 AM) noise levels to account for the greater sensitivity to noise during that time period. The CNEL is identical to the L_{dn} , except it also adds a 5-dB penalty for noise occurring during the evening (7:00 PM to 10:00 PM).

Vibration is sound radiated through the ground. The rumbling sound caused by the vibration of room surfaces is called ground borne noise. Ground borne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors. Ground-borne vibration related to human annoyance is generally related to velocity levels expressed in vibration decibels (VdB). However, construction-related groundborne vibration in relation to its potential for building damage can also be measured in inches per second (in/sec) peak particle velocity (PPV) (Federal Transit Administration, September 2018). Based on the FTA's *Transit Noise and Vibration Impact Assessment*, vibration levels decrease by 6 VdB with every doubling of distance.

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Residences, hospitals, schools, guest lodging, libraries, and parks are most sensitive to noise intrusion; and therefore, have more stringent noise exposure standards than commercial or industrial uses that are not subject to impacts such as sleep disturbance. Sensitive land uses generally should not be subjected to noise levels that would be considered intrusive in character. Therefore, the location, hours of operation, type of use, and extent of development warrant close analysis in an effort to ensure that noise sensitive receptors are not substantially affected by noise.

Noise Standards

Federal Noise Policies. There are no federal noise requirements or regulations that apply directly to the project area. However, there are federal regulations that influence the audible landscape, especially for projects where federal funding is involved. For example, the Federal Highway Administration (FHWA) requires abatement of highway traffic noise for highway projects through rules in the Code of Federal Regulations (23 CFR Part 772). The Federal Transit Administration (FTA) and Federal Railroad Administration (FRA) also recommends thorough noise and vibration assessments through comprehensive guidelines for any highway, mass transit, or high-speed railroad projects that would pass by residential areas.

The U.S. Fish and Wildlife Service requires that noise be limited to a level not to exceed an hourly limit of 60 dBA L_{eq} or the average ambient noise, whichever is greater, at the edge of occupied habitat during the breeding season (i.e., February 1 through September 15) for each sensitive species potentially affected by construction and operation of a proposed project.

Federal Vibration Policies. The Federal Transit Administration (FTA) has published guidelines for assessing the impacts of groundborne vibration associated with construction activities, which have been applied by other jurisdictions to other types of projects. The FTA

measure of the threshold of architectural damage for non-engineered timber and mason buildings (e.g., residential units) is 0.2 in/sec PPV. The threshold of perception of vibration is 0.01 in/sec PPV (Federal Transit Administration, Office of Planning and the Environment, 2006).

State Noise Policies. Title 24, Section 3501 et. seq. of the California Code of Regulations codifies California Noise Insulation Standards. This code section uses the Community Noise Equivalency Level (CNEL) as its primary noise evaluation measurement. The CNEL measurement assesses noise variation during different times of the day for the purposes of averaging noise over a 24-hour period. Essentially, CNEL takes average sound levels at an observation point and adds a weighted penalty to those sounds that occur during the evening (+5 dBA) and nighttime hours (+10 dBA). An interior noise level of 45 dBA CNEL is often considered the desirable noise exposure level for single-family residential units. An exterior noise level of 65 dBA is generally considered an acceptable level for residential and other noise-sensitive land uses.

State Vibration Policies. There are no state standards for traffic-related vibrations. California Department of Transportation's (Caltrans) position is that highway traffic and construction vibrations generally pose no threat to buildings and structures. For continuous (or steady-state) vibrations; however, Caltrans considers the architectural damage risk level to be somewhere between 0.2 and 2.0 inches/second (California Department of Transportation, 2002). This equates to approximately 100 VdB which is the threshold where minor damage can occur in fragile buildings. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. The common threshold for residences or buildings where people sleep is 72 VdB.

San Diego County Noise Policies. The San Diego County Regulatory Ordinances Section 36.404 limits noise levels in residential areas of the County to 50 dBA Leq (hourly average) from 7:00 a.m. to 10:00 p.m. and 45 dBA Leq from 10:00 p.m. to 7:00 a.m. Section 36.408 limits the use of construction equipment to between the hours of 7:00 a.m. and 7:00 p.m. Monday through Saturday. No commercial construction is allowed on Sundays or holidays. Per Section 36.409, except for emergency work, construction equipment operation must not exceed an average sound level of 75 decibels for an eight-hour period, between 7 a.m. and 7 p.m., when measured at the boundary line of the property where the noise source is located or on any occupied property where the noise is being received. See also Section 36.410 (a) through (c) of the San Diego County Code of Ordinances.

a) **Construction Noise.** The primary source of noise during construction activities would be comprised of heavy machinery used during trenching and backfilling. As stated, all disturbances are expected to occur within disturbed areas along the roadside. Table 4 shows the typical noise levels associated with heavy construction equipment. As shown in Table 4, average noise levels associated with the use of heavy equipment at construction sites can range from 81 to 91 dBA Lmax at 25 feet from the source, depending upon the types of equipment in operation at any given time and phase of construction (FTA 2018). Noise levels generated by

construction equipment attenuate by approximately 6 dBA per doubling of distance. Thus, at 50 feet, noise can range from 75 dBA to 85 dBA Lmax and 69 dBA to 79 dBA Lmax at 100 feet.

Table 4
Typical Maximum Construction Equipment Noise Levels

Equipment Onsite	Typical Maximum Level (dBA) 25 Feet from the Source	Typical Maximum Level (dBA) 50 Feet from the Source	Typical Maximum Level (dBA) 100 Feet from the Source
Air Compressor	86	80	74
Backhoe	86	80	74
Trencher	86	80	74
Bobcat Tractor	86	80	74
Concrete Mixer	91	85	79
Loader	86	80	74
Bulldozer	91	85	79
Pavement Roller	91	85	79
Street Sweeper	88	82	76
Man Lift	81	75	69
Dump Truck	90	84	78
Mobile Crane	89	83	77
Excavator/Scraper	91	85	79

*Source: FTA Noise and Vibration Impact Assessment Manual (September 2018), Table 7-1.
 Noise levels are based on actual maximum measured noise levels at 50 feet (Lmax).
 Noise levels are based on a noise attenuation rate of 6 dBA per doubling of distance.*

Project construction would occur within a linear corridor; and thus, would move along the corridor of the course of the workday. A typical construction scenario would consist of a trencher used to excavate the waterline trench and a backhoe or loader used to place backfill. As stated, per Section 36.409 of the San Diego County Code, except for emergency work, construction equipment operation must not exceed an average sound level of 75 decibels for an eight-hour period, between 7 a.m. and 7 p.m., when measured at the boundary line of the property where the noise source is located or on any occupied property where the noise is being received.

For the purpose of this evaluation, the 8-hour Leq was estimated at 25 feet and 50 feet from the construction area during trenching and backfilling. The only receivers adjacent to the corridor are residences located within the Lake Wohlford Resort generally on the north side of Lake Wohlford Road.

The Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM) data were used to estimate construction noise levels at 25 feet and the Lmax was reduced by 6 dBA to approximate sound levels at 50 feet. Although the model was funded by the Federal

Highway Administration, the RCNM data is used for non-roadway projects because the same types of construction equipment used for roadway projects are used for other types of construction. Input variables for the RCNM consist of the receiver/land use types, the equipment type and number of each, the duty cycle for each piece of equipment (e.g., percentage of hours the equipment typically works per day), and the distance from the noise-sensitive receiver. The calculations do not account for the fact that not all equipment would operate at the same time or at the same location. Rather, operation and distance from the equipment would vary over the workday. The estimated 8-hour Leq for simultaneous operation of a trencher and backhoe/loader would be approximately 76.2 dBA at 25 feet and 70.2 dBA at 50 feet. Based on the anticipated 8-hour Leq, residents within the Lake Wohlford Resort could be exposed to noise levels exceeding 75 dBA when construction equipment is operating simultaneously at 25 feet from the nearest residence. Because neither piece of equipment would exceed 75 dBA over an 8-hour period, implementation of Condition of Approval (COA)-1 would ensure construction noise does not exceed the 75 dBA County of San Diego standard over the course of a workday.

COA-1. Construction contractor shall ensure that only piece of equipment is operational at one time when within 25 feet of adjacent properties.

With respect to potential construction noise impacts to nesting birds, noise levels generated by equipment operating approximately 300 feet of active nest can exceed 60 dBA. Mitigation Measure BIO-2 requires a preconstruction nesting bird survey be performed within 500 feet of the corridor three days prior to beginning construction. If nests are located within 300 feet of the construction area for nesting birds and 500 feet of raptor nests, then the construction would be directed away from that area until the young have fledged. With implementation of MM BIO-2, potential noise impacts to nesting birds would be reduced to less than significant.

The proposed project would not generate noise post-construction. Routine maintenance inspections may be necessary; however, that would be consistent with current maintenance activities that occur throughout the VCMWD service area. These inspections would not generate noise in excess of County standards. Impacts would be **less than significant**.

b) Vibration is a unique form of noise because its energy is carried through buildings, structures, and the ground, whereas noise is simply carried through the air. Thus, vibration is generally felt rather than heard. Some vibration effects can be caused by noise; e.g., the rattling of windows from truck pass-bys. This phenomenon is caused by the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. Typically, groundborne vibration generated by manmade activities attenuates rapidly as vibration rapidly diminishes in amplitude with distance from the source. In the U.S., the ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB).

The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and

distinctly perceptible levels for many people. If a roadway is smooth, the groundborne vibration from traffic is barely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings. There are currently no activities observed in the project area that generate perceptible groundborne vibration.

Construction activity would be temporary and any vibration would likely not persist for long periods. Assuming vibration levels would be similar to those associated with a loaded truck, typical groundborne vibration levels would be 86 VdB at 25 feet, 80 VdB at 50 feet, and 74 VdB at 100 feet, based on the Federal Transit Administration's (FTA's) *Transit Noise and Vibration Impact Assessment* (September 2018) as shown in Table 5. Construction activities that typically generate substantial groundborne vibration include deep excavation and pile driving. Based on the proposed scope of improvements, this type of construction activity would not occur. General construction associated with the project would be confined to the project site and consist of trenching and related excavation for installation of the new water line. It would be temporary and occur consistent within a daily 8-hour construction window. The closest single-family residences are approximately 50 feet from construction areas. Based on the information presented in Table 5, vibration levels could be approximately 80 VdB at the nearest receiver during construction assuming a loaded truck is the heaviest piece of equipment operating during grading/trenching or site clearing.

As discussed, 100 VdB is the threshold where minor damage can occur in fragile buildings. There are no known historic or fragile buildings in the project area and vibration levels are projected to be under this threshold. Thus, structural damage is not expected to occur as a result of construction activities associated with the proposed project.

Given the distance between the construction area and the closest residences, vibration levels could exceed the groundborne velocity threshold level of 72 VdB for residences and/or buildings where people sleep as discussed above. Maximum vibration levels could be 81 VdB at 50 feet from the source. However, construction activities and related vibration levels would vary throughout the workday and no construction would occur during nighttime hours or on Sundays or holidays per the San Diego County municipal code. Construction occurring consistent with these provisions is exempt from regulation. Thus, vibration occurring during construction would be **less than significant**.

c) The existing noise environment in the project area consists primarily of noise associated with rural residential areas, traffic on neighboring roadways, aircraft overflights, landscaping equipment, barking dogs and noise from similar sources. Operation of the proposed project would not generate new traffic or require the use of noise-generating equipment. With the completion of construction activities, ambient noise levels would not change as a result of project operation. The project area is located in general proximity to Lake Wohlford Airport; however, all improvements would occur outside the boundaries of any airport land use plan, and none would be sensitive to aircraft noise. **No impact** would occur under this threshold.

Table 5
Typical Vibration Source Levels for Construction Equipment

Equipment	Approximate VdB				
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Large Bulldozer	87	81	79	77	75
Loaded Trucks	86	80	78	76	74
Jackhammer	79	73	71	69	67
Small Bulldozer	58	52	50	48	46

Source: Federal Railroad Administration, 1998

	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	Potentially Significant Impact	No Impact
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XIV. POPULATION AND HOUSING –

Would the project:

- a) Induce substantial unplanned 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)?
- b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

a) The proposed project consists of installing a new water line to provide a reliable source of potable water. The project would serve existing residents and Lake Wohlford Resort guests. It would not induce population growth directly through the development of new residential occupancies or indirectly through the extension of utility infrastructure to a currently unserved area. The project is intended to provide a reliable source of potable water. **No impacts** related to population growth would occur with the project.

b) The project site consists of existing roadway corridors and easements. Project implementation

would not result in the removal of existing housing or the displacement of residents that would require the construction of replacement housing elsewhere. **No impact** would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XV. PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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:

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

a (i-v) The project would provide a reliable source of potable water to existing Lake Wohlford Resort residents and guests but would not induce population growth directly through the development of new residential occupancies or indirectly through the extension of utility infrastructure to a currently unserved area. Demand for public services would not change as a result of project construction and operation. Thus, the project would not require the provision of new or physically altered governmental facilities to maintain acceptable levels of service. **No impact** would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVI. RECREATION --				
a) Would the project 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) Does the project 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"/>

a, b) The project is a new water line installed to provide a reliable source of potable water to the Lake Wohlford Resort. The project would not increase demand for recreational facilities such that the deterioration of such facilities would be accelerated. Further, the project would not require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment. **No impact** would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVII. TRANSPORTATION -- 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XVII. TRANSPORTATION -- Would the project:

curves or dangerous intersections) or incompatible use (e.g., farm equipment)?

- d) Result in inadequate emergency access?

a, b) Project construction would temporarily increase traffic on Lake Wohlford Road and Guejito Road as equipment and materials are delivered. This is not expected to affect roadway operations. Project construction would require trenching within the Wohlford Road right-of-way and may require temporary lane closures. The new water line would be monitored and/or inspected consistent with current VCMWD operations. No additional trips would be required to operate and maintain project improvements; thus, the vehicle miles traveled (VMT) associated with ongoing inspection and maintenance would not change from existing conditions. **No impact** would occur under this threshold.

c) The proposed project would not require any road improvements. Disturbed segments of the Lake Wohlford Road corridor would be restored to preconstruction condition. Thus, it would not result in design features that would increase hazards. **No impact** would occur.

d) The proposed project would not alter emergency access routes. No road improvements or revisions to the existing circulation pattern would occur as a result of the project. The project may require temporary lane closures during construction along Lake Wohlford Road; however, traffic control plans would be implemented as needed to ensure construction activities would not obstruct emergency vehicle access, evacuation routes, or otherwise impair evacuation during emergencies. **No impact** would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XVIII. TRIBAL CULTURAL RESOURCES -- Would the project:

- a) Cause a substantial adverse change

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XVIII. TRIBAL CULTURAL

RESOURCES -- Would the project:

in the significance of a tribal cultural resource, defined in the Public Resource 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 Historic Places, or in the local register of historical resources as defined in Public Resource Code section 5020.1(k), or
- 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 Resource Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

On July 14, 2021, project notification letters with invitations to consult on the project were sent by email to representatives of the eight tribes on the State Water Board’s Assembly Bill (AB) 52 list for the project area within San Diego County: Barona Band of Mission Indians, Fort Yuma

Quechan, Pala Band of Mission Indians, Rincon Band of Luiseno Indians (Rincon Band), San Luis Rey Band of Mission Indians, San Pasqual Band of Diegueno Mission Indians (San Pasqual), Torres Martinez Desert Cahuilla, and the Viejas Band of Kumeyaay.

The Rincon Band and the San Pasqual (Tribes) requested consultation via email on July 14, 2021, in addition to the cultural resources report and project information. The other tribes did not request consultation. The State Water Board sent both Tribes the requested information and consulted with both tribes. An initial meeting was held with the Rincon Tribal Historic Preservation Officer (THPO) on September 10, 2021, and with the San Pasqual on August 12, 2021. Neither Tribe identified tribal cultural resources in the initial meetings, but they indicated they would like to meet with the project applicant at the project site. A meeting was arranged for October 27, 2021, with the Rincon Band, the San Pasqual Band, the State Water Board, and the project engineer. During the site visit, the Rincon Band THPO disclosed that the project was within a traditional cultural property, a National Historic Preservation Act resource type, similar to a tribal cultural resource. Due to this information, the State Water Board considers the Project area to be within a tribal cultural resource for the purposes of CEQA, and the archaeological sites are contributors to that tribal cultural landscape.

The San Pasqual and Rincon Bands requested that additional archaeological testing be done to confirm whether archaeological materials are present in the ADI where it crosses the boundary of three of the archaeological sites to make sure there were no traces of those sites in the ADI. Meetings were held on December 1, 2021, and March 3, 2022, to discuss the proposed scope of work for the additional archaeological testing. The tribes and State Water Board collaborated on a work plan for testing in the ADI. However, during the actual work, the archaeological units were placed as close to the pavement as conditions allowed instead of in the ADI due to safety concerns. Tribal representatives selected the unit locations.

As stated in Section V, *Cultural Resources*, the archaeological testing was conducted on January 25, 26, and 29, 2024 and was observed by two monitors from the San Pasqual Band. No archaeological artifacts or midden were found in any of the units either those within the intact sites or those in the road shoulder. The State Water Board met with the Rincon Band and the San Pasqual Band on February 14, 2025, to discuss the results of the testing. The Rincon Band and the San Pasqual Band requested that during construction, excavation spoils within the recorded site boundaries be examined through selective screening by tribal and archaeological monitors.

i and ii) As discussed in Section V, *Cultural Resources*, there are four archaeological sites in the vicinity of the Project that the Tribes consider contributors to a tribal cultural landscape which encompasses the whole Project area. While no physical traces of the archaeological sites were found during excavations in the sties or near the ADI, the Tribes still have concerns that artifacts could be encountered outside of their primary context in the road fill during Project construction, and believe these artifacts are contributors to the tribal cultural landscape. Potential impacts to tribal cultural resources would be **less than significant with mitigation incorporated**.

TCR-1 Monitoring and Bucket Sampling in the ADI in Mapped Site Locations.

Within the documented boundaries of the four previously identified archaeological sites, tribal and archaeological monitoring shall be conducted during pipe trench excavation. Five, five-gallon bucket samples in each of the four previously identified archaeological sites will be screened through a 1/8-inch screen unless soil composition requires a larger size such as 1/4-inch. Archaeological and tribal monitors will have the discretion to adjust the number of buckets based on the presence of any tangible cultural resources or changes in soil. Bucket screening should be done immediately following the removal of soil to prevent a delay in identifying tangible cultural resources if any are present.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XIX. UTILITIES AND SERVICE SYSTEMS -- Would the project:

a) Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities or expansion of existing facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably 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 type="checkbox"/>	<input checked="" type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure,	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XIX. UTILITIES AND SERVICE SYSTEMS -- Would the project:

or otherwise impair the attainment of solid waste reduction goals?

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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a) The project would install a new water line to provide a reliable supply of potable water to the Lake Wohlford Resort. It would be considered a new water supply. It would not result in the relocation or construction of new or expanded wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities or expansion of existing facilities. All potable water would be provided by the VCMWD and demand would be met with existing supplies. All impacts would be temporary and confined to the disturbed road right-of-way. **No impact** would occur under this threshold.

b) The project would provide a reliable source of potable water to the Lake Wohlford Resort without increasing overall demand. All water needs will continue to be met using existing Valley Center Municipal Water District (VCMWD) supplies as identified in the 2015 Urban Water Management Plan. A **less than significant impact** would occur under this threshold.

c) The project would not generate or discharge wastewater. Thus, the project would not create additional demand on existing facilities such that wastewater treatment standards would be exceeded or new or expanded facilities required. **No impact** would occur.

d) The proposed project would generate some construction/demolition waste (CDW). No waste would be generated post-construction. It is presumed that construction waste would be comprised of concrete, metals, wood, landscape, and related material. The California Integrated Waste Management Act (CIWMA) of 1989 mandates that all cities and counties in California reduce solid waste disposed at landfills generated within their jurisdictions by 50%. AB 341 amended the CIWMA to increase recycling to 75% by 2020. CDW associated with the proposed project will be recycled to the extent practicable with the remainder sent to a landfill. A **less than significant impact** would occur under this threshold.

e) The applicant and project contractor will comply with all local, state, and federal requirements for integrated waste management (e.g., recycling, green waste) and solid waste disposal as required by the CIWMA of 1989 as amended per AB 341. **No impact** would occur under this threshold.

XX. WILDFIRES -- Would the project:

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

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

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?

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?

a) The project would install a new water line as described herein. Construction would be temporary and any traffic control required for work within or along a roadway would maintain access for emergency vehicles as well as evacuation. The project would have no impact on the implementation of an emergency response or evacuation plan; and thus, would have **no impact** under this threshold.

b) Post-construction, all improvements would be subsurface. The improvements would not expose people in the project area to pollutant concentrations associated with wildfires. **No impact** would occur under this threshold.

c) The project would improve the reliability of water service provided to the Lake Wohlford Resort. The project would not require the installation of infrastructure or other improvements that could cause or exacerbate wildfire. **No impact** would occur under this threshold.

d) As discussed, the improvements would occur within or along the Lake Wohlford Road

corridor. The area of disturbance required would be minimal and would not affect the ability of Lake Wohlford Road to provide a firebreak or impede the spread of wildfire should one occur. The area of disturbance required for the project would not be extensive enough to contribute to flooding, erosion, landslides, mudflows or other adverse conditions that may occur after a wildfire event. **No impact** would occur under this threshold.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XVIII. MANDATORY FINDINGS OF SIGNIFICANCE –

- | | | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a) Does the project have the potential to substantially degrade the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self- sustaining levels, 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 will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

a) Construction activities would occur within or adjacent to a disturbed segment of Lake Wohlford Road. While biological resource impacts are anticipated to be less than significant,

temporary and indirect noise impacts to species inhabiting adjacent Diegan Sage Scrub and Coast Live Oak Woodland plant communities may occur depending on the type of equipment being used and duration of construction activities. Potential impacts to species in these communities will be minimized with implementation of Mitigation Measures BIO-1. Potential impacts to migratory and nesting birds will be reduced to less than significant with implementation of Mitigation Measure BIO-2.

No known archaeological or historical resources are located in the area of direct effect; however, as stated above, the State Water Board considers the Project area to be within a tribal cultural resource. Further, the archaeological sites contribute to the tribal cultural landscape. Impacts to tribal cultural resources within the ADI may be significant and adverse without mitigation. Based on information provided in Section XVIII, Tribal Cultural Resources. Mitigation Measure TCR-1 would be implemented to avoid or minimize impacts to known and previously undiscovered tribal cultural resources. With mitigation, potential impacts to tribal cultural resources would be reduced to less than significant.

b) As presented in the discussion of environmental checklist Sections I through XX, the project would have no impact, a less than significant impact, or a potentially significant impact unless mitigation is incorporated with respect to all environmental issues. With mitigation measures, potentially significant biological, and tribal cultural resources impacts would be reduced to **less than significant**. Based on the limited scope of direct physical impacts to the environment associated with the proposed project, the impacts are project-specific in nature. Consequently, the project along with other cumulative projects would result in a **less than significant** cumulative impact with respect to all environmental issues with mitigation incorporated.

c) In general, impacts to human beings are associated with air quality, hazards and hazardous materials and noise. As presented in the environmental checklist discussions, the project would have no impact or a less than significant impact with respect to these environmental issues. Therefore, the project would have a **less than significant** impact on human beings.

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APPENDIX A - AIR QUALITY REPORT

Note: Air Quality Technical Report provided as separate attachment

APPENDIX B – BIOLOGICAL REPORT

Note: Biological Analysis provided as separate attachment

APPENDIX C – PHASE I CULTURAL RESOURCES ASSESSMENT

Note: Phase I Cultural Resource Assessment provided as Separate Attachment

APPENDIX D – REPORT FOR THE ARCHAEOLOGICAL TEST PROGRAM FOR THE LAKE WOHLFORD RESORT WATER LINE PROJECT, SAN DIEGO COUNTY, CALIFORNIA

Note: Report for the Archaeological Test Program for the Lake Wohlford Resort Water Line Project, San Diego, California, provided as Separate Attachment