

# WAL-MART/ESCONDIDO UNION SCHOOL DISTRICT PLANNED DEVELOPMENT PROJECT

## Final Environmental Impact Report

SCH # 20033091029

Case No. ER 2003-01

February 2005

**FINAL  
ENVIRONMENTAL IMPACT REPORT  
FOR THE  
WAL-MART/ESCONDIDO UNION SCHOOL DISTRICT  
PLANNED DEVELOPMENT PROJECT**

**SCH # 2003091029  
City Case No. ER 2003-01**

Prepared for

CITY OF ESCONDIDO  
201 N. BROADWAY  
ESCONDIDO, CA 92025

Prepared by

RECON NUMBER 3859E  
FEBRUARY 16, 2005

1927 Fifth Avenue  
San Diego, CA 92101-2358  
619 / 308-9333 fax 308-9334

RECON

## **Final Environmental Impact Report Wal-Mart/Escondido Union School District Planned Development Project**

This document, the Final Environmental Impact Report (FEIR) for the Wal-Mart/Escondido Union School District Planned Development Project, discusses the potentially significant issues involved with the project. Following the issuance of the Notice of Completion (NOC), the Draft EIR was made available to the public and public agencies for a 45-day public review period (September 7, 2004 to October 21, 2004) to comment. During the public review period for the Wal-Mart/Escondido Union School District Planned Development Project EIR (SCH # 20033091029), letters of comment were received from several agencies and one group. This FEIR contains these letters reproduced in full with a document identification number in the upper right-hand corner of the comment letter. Individual comments within each of the letters are separately noted in the margin. In addition, the need for board approval of the proposed action by the EUSD school board is also added. Any corrections, deletions, or revisions to the Draft EIR discussed in the responses or otherwise noted have been incorporated into this Final EIR. These changes to the text are indicated by ~~strikeout~~ (deleted) and underline (inserted) markings. These changes do not substantially alter the analysis or conclusions presented in the EIR and supporting documentation for implementation of the project. The following summarizes the changes:

- FEIR (page S-5, 4<sup>th</sup> bullet), Discretionary approvals for construction of the EUSD Administration Building. The text has been revised to note that a separate discretionary approval is required by the EUSD School Board prior to project implementation.
- Final EIR (page 58, Mitigation Measure 4B-2) provides a minor clarification for implementation of street tree planting.
- Final EIR (Tables 4C-5 and 4C-14, page 72, number 6, and page 104, last bullet) provides clarification that the traffic study considered operations on East Valley Parkway on the segment north of Lake Wohlford Road.
- Final EIR (page 91), Intersection Lane Vehicle Operations Analysis – although the discussion described impacts on these intersections as a direct impact based on the ILV table, that conclusion is inconsistent with the analysis presented in the traffic study prepared for the project and has been amended to achieve consistency with the impact summary. The ILV operations are provided in the technical study (Appendix B) of the EIR and the ILV operations analysis discussion in the EIR has been corrected to reflect the information in the technical study.

- Final EIR (pages 107-109 mitigation measures 4C-3, 4C-7, 4C-11 and 4C-12). Mitigation measures 4C-3, 4C-11, and 4C-12 incorporate additional design measures suggested by Caltrans to improve safety at Ash Street and Pennsylvania Avenue (Wal-Mart site) and at Ash Street/Washington Avenue for Driveways 1 and 2 (EUSD site). Mitigation Measure 4C-7 incorporates additional measures to ensure that adequate parking and safety measures are in place during construction of new Wal-Mart facilities and prior to vacation of the existing EUSD administration building.

The proposed project results in no significant unmitigated impacts. Candidate Findings have been prepared and a Mitigation Monitoring and Reporting Program has been included as required by the California Environmental Quality Act (Sec. 21081.6). The Candidate Findings and Mitigation Monitoring and Reporting Program are bound under separate cover.

# Wal-Mart/Escondido Union School District

## Planned Development Project

### Responses to Letters of Comment

During the public review period for the Draft Wal-Mart/Escondido Union School District Planned Development Project EIR (SCH # 20033091029), letters of comment were received from several agencies, groups, and individuals. This Final EIR (FEIR) contains these letters reproduced in full with a document identification number in the upper right-hand corner of the comment letter. Individual comments within each are identified by marginal numbers indicating each specific comment. Any corrections, deletions, or revisions to the Draft EIR discussed in the responses have been incorporated into this FEIR. Any changes to the text are indicated in the FEIR by ~~strikeout~~ (deleted) and underline (inserted) markings.

The following index to the responses to the comment letters includes the document letter, the person or agency authoring the comment letter, and the date of the letter.

Letter ID	Comment Numbers	Letter from	Date of Letter
<b>Agencies</b>			
<b>A</b>		Governor's Office of Planning and Research State Clearinghouse	October 19, 2004
<b>B</b>	1-7	California Department of Transportation (Caltrans)	October 13, 2004
<b>C</b>	1-2	Cal/EPA Department of Toxic Substance Control	September 29, 2004
<b>D</b>	1-15	Cal/EPA Department of Toxic Substance Control	October 6, 2004
<b>E</b>	1-10	County of San Diego Department of Public Works	October 11, 2004
<b>F</b>	1-6	North County Transit District (NCTD)	October 20, 2004
<b>Conservation/Neighborhood Groups and Individuals</b>			
<b>G</b>	1-6	San Diego Archaeological Society, Inc.	October 13, 2004



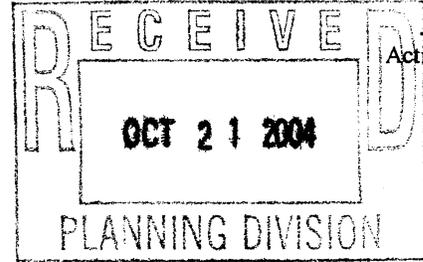
Arnold  
Schwarzenegger  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Jan Boel  
Acting Director

October 19, 2004



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

Subject: Proposed Wal-Mart/Escondido Union School District (ER 2003-01)  
SCH#: 2003091029

Dear Jon Brindle:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on October 18, 2004, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

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

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

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

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

Sincerely,

Terry Roberts  
Director, State Clearinghouse

Enclosures  
cc: Resources Agency

Document Details Report  
State Clearinghouse Data Base

Letter A

**SCH#** 2003091029  
**Project Title** Proposed Wal-Mart/Escondido Union School District (ER 2003-01)  
**Lead Agency** Escondido, City of

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**Type** EIR Draft EIR  
**Description** Construction of a commercial retail facility with up to 150,000 square feet of office space and road improvements to Harding Avenue on 11.47 acres located northwest of the intersection of Grand Avenue and Harding Street in the City of Escondido, California south of the existing Escondido Village Mall Shopping Center. The proposed project requires removal of existing administration and parking facilities for the Escondido Union School District (EUSD) that currently occupy the site. The existing school administration facilities would be relocated to the southeast corner of Ash Street and Washington Avenue. The project therefore considers a site plan.

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**Lead Agency Contact**

**Name** Jon Brindle  
**Agency** City of Escondido  
**Phone** 760-839-4543 **Fax**  
**email**  
**Address** Planning Division  
201 North Broadway  
**City** Escondido **State** CA **Zip** 92025

---

**Project Location**

**County** San Diego  
**City** Escondido  
**Region**  
**Cross Streets** Grand Ave/Harding St. & Ash St./Washington Ave  
**Parcel No.** various  
**Township** 12S **Range** 2W **Section** Unsect **Base** Valley C

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**Proximity to:**

**Highways** 78  
**Airports**  
**Railways**  
**Waterways** Escondido Creek Flood Control Channel  
**Schools** various  
**Land Use** Existing land use: commercial/office (Wal-Mart)/commercial (EUSD). Zoning: General Commercial.

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**Project Issues** Aesthetic/Visual; Air Quality; Archaeologic-Historic; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Noise; Toxic/Hazardous; Public Services; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Traffic/Circulation; Water Quality; Water Supply; Landuse; Cumulative Effects

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**Reviewing Agencies** Resources Agency; Department of Fish and Game, Region 5; Department of Conservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 11; Integrated Waste Management Board; Regional Water Quality Control Board, Region 9; Department of Toxic Substances Control; Native American Heritage Commission

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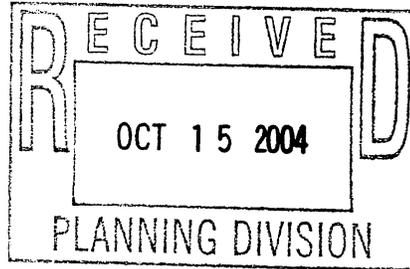
**Date Received** 09/03/2004 **Start of Review** 09/03/2004 **End of Review** 10/18/2004

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 11  
 P. O. BOX 85406, MS 50  
 SAN DIEGO, CA 92186-5406  
 PHONE (619) 688-6954  
 FAX (619) 688-4299  
 TTY (619) 688-6670



*Flex your power!  
 Be energy efficient!*



October 13, 2004

11-SD-78  
 PM 19.38 (KP 31.2)  
 SCH 2003091029

RECEIVED

Mr. Jay Paul  
 City of Escondido  
 Planning Division  
 201 North Broadway  
 Escondido, CA 92025

JAN 19 2005

RECON

Dear Mr. Paul:

The California Department of Transportation (Department) has reviewed the Draft Environmental Impact Report (DEIR) for the proposed **Wal-Mart/Escondido Union School District** Planned Development Project located on the northeast side of State Route 78 (SR 78) between Grand and Washington Avenues. We have the following comments:

**Regarding Wal-Mart:**

- B-1 • Appendix B, page 25 states that the intersections of SR 78 at East Washington Avenue and at East Mission Avenue are already over capacity without project traffic. Therefore, direct-impact mitigation measures should be proposed at these intersections.
- B-2 • Page 91, first paragraph of the DEIR, states that the capacity the SR 78 (North Ash Street) and East Valley Parkway is "calculated to deteriorate to over capacity and would be considered a significant direct project impact", however only cumulative-impact mitigation is proposed.
- B-3 • Appendix B, page 61 and page 64, states that access at the SR 78 (North Ash Street)/Pennsylvania Avenue "should therefore be restricted to right-in/right-out only". The Department agrees with this approach and requests that the Traffic Impact Analysis elaborate on how this would be accomplished. An encroachment permit will be required for any work within the Department's right-of-way.
- B-4 • At the SR 78 / Pennsylvania Avenue intersection, signage alone won't be sufficient in ensuring right-in/right-out moves. A raised island on the northerly leg (the Wal-Mart side) will be required. Also, Figure 6, p. 13 of the TIS, shows existing traffic coming out of only one leg of Pennsylvania Avenue. The TIS needs to show existing volumes for all moves at this intersection, including the eastbound U-turns (from Valley Parkway) and analyze for further channelization, possibly in the median, as needed.

- Mr. Jay Paul  
October 13, 2004  
Page 2

**Regarding the School District office:**

- B-5 • Appendix C, page 4, states that "two driveways are planned on Washington Avenue- one full access driveway (driveway 3) and one right turn only driveway. A right-in/right-out only access will also be available at an existing driveway on Ash Street, south of Washington Avenue". Due to the close proximity of driveway 1 and 2 to the SR 78 and East Washington Avenue intersection, the Department will require raised islands in the driveways, in addition to proper signing and pavement markings, to ensure limited access usage.
- B-6 • Any work performed within The Department's right of way will require an encroachment permit. For those portions of the project within the right of way the permit application must be stated in both Metric and English units (Metric first, with English in parentheses). If work is anticipated in the right of way, the applicant's environmental document must include such work in their project description and indicate that an encroachment permit will be needed. Information regarding encroachment permits may be obtained by contacting our Permits Office at 619-688-6158. Early coordination with our agency is strongly advised for all encroachment permits.
- B-7 As part of the encroachment permit process, the developer must provide appropriate environmental approval (CEQA) for potential environmental impacts to the Department right of way. The developer is responsible for quantifying the environmental impacts of the improvements (project level analysis) and completing all appropriate mitigation measures for the impacts. The developer will also be responsible for procuring any necessary permits or approvals from the regulatory and resource agencies for the improvements.

Close coordination with the Department is encouraged. If you have any questions, please contact Vann Hurst, Development Review Branch, at 619-688-6976.

Sincerely,



MARIO H. ORSO, Chief  
Development Review Branch

cc: HBui (MS 55)  
BFIGge (MS 50)  
VHurst (MS 50)  
KPloettner (MS 55)  
Wal-Mart/Escondido Union School District



**B. Response to California Department of Transportation, District 11, October 13, 2004**

- B-1 It is acknowledged that the Ash/East Mission and Ash/Washington intersections are currently impacted. However, the project traffic studies do not support the imposition of mitigation requirements since project traffic accounts for less than a two second delay to these intersections, and levels of service do not change. Table 10 of Appendix B depicts the ILV analysis, which was included at the request of Caltrans in their Notice of Preparation comment. The ILV analysis is not commonly prepared and would not have been included had it not been requested by Caltrans. Although the ILV analysis categorizes the PM peaks at Mission/Ash, Washington/Ash, and East Valley/Ash as “over” the City’s traffic engineering consultant concluded the ILV study does not supercede the EIR conclusions which were based on SANTEC standards. The EIR language on page 91 explains the conclusions of the ILV analysis. The conclusions of the ILV analysis were not directly translated into the impact summary since the impact summary is based on widely accepted methodology dealing with level of service/seconds of delay. The Final EIR has been modified to clarify that the conclusions of the ILV table do not rise to a level of significance given the magnitude of the trips, the extent of the delay, and lack of change to the LOS.
- B-2 The EIR appropriately requires payment of a proportionate share for cumulative impacts to the Ash/East Valley intersection since project traffic results in delays of 4.4 seconds in the AM peak and 8.4 seconds in the PM peak. However, neither the project nor cumulative traffic results in a reduction in the level of service. Consistent with CEQA section 15130 (3), fair share contribution is considered an appropriate mitigation since the project would not degrade the existing level of service. This policy is consistent with the widely used SANTEC thresholds. As noted in the previous response, the project traffic engineer does not believe the ILV methodology should be utilized as a CEQA mitigation threshold given the conclusions of the SANTEC analysis.
- B-3 The City concurs. Mitigation Measure 4C-3 requires that the intersection of Ash and Pennsylvania should be limited to right turns in and out. Additional measures have been added to reinforce the previously required signage. These measures include the elimination of the existing left-turn pocket on Ash and construction of a narrow median up to the Pennsylvania driveway, and raised elements in the driveway design to prevent movements other than rights in and rights out. No additional analysis of turning movements is necessary since the limited median in Ash will preclude U-turns at the Ash/Pennsylvania intersection. The design will be to the satisfaction of the Director of Public Works and will be coordinated with Caltrans staff as part of the encroachment permit.

- B-4 A raised median with no openings will be provided to limit movements to right-in/right-out only. The requirement for a raised median with no openings negates the need to analyze U-turn movements at this intersections. Figure 6 in the traffic study has been revised to reflect this requirement.
- B-5 The City concurs with this comment. Appropriate treatment at the driveways will be provided to ensure right-in/right-out only access including a raised median in the driveway. Mitigation measures 4C-11 and 4C-12 in the EIR were revised to add requirements for installation of a raised island, proper signage, and pavement markings on Driveways 1 and 2. The change does not result in a substantial change to the conclusions of the EIR and impacts continue to be reduced to below a level of significant.
- B-6 Comment noted. This comment deals with submittal requirements and does not address the findings of the traffic study. However, a sentence has been added to Mitigation Measure 4C-3 to identify the need to obtain an encroachment permit prior to completion of work within Caltrans' right-of-way. The change does not result in a substantial change to the conclusions of the EIR and impacts continue to be reduced to below a level of significant.
- B-7 Comment noted. This comment does not address the findings of the traffic study.



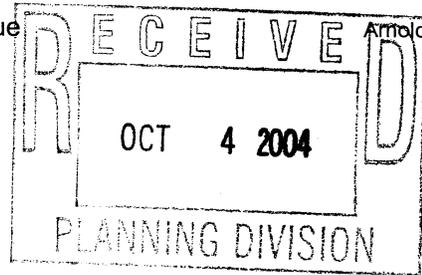
Department of Toxic Substances Control



Terry Tamminen  
Agency Secretary  
Cal/EPA

1011 North Grandview Avenue  
Glendale, California 91201

Arnold Schwarzenegger  
Governor



September 29, 2004

Mr. Jay Paul  
City of Escondido  
201 North Broadway  
Escondido, California 92025-2798

DRAFT ENVIRONMENTAL IMPACT REPORT FOR WALMART/ESCONDIDO UNION SCHOOL DISTRICT, ASH STREET AND WASHINGTON AVENUE, ESCONDIDO, SAN DIEGO COUNTY, CALIFORNIA (SCH 2003091029)

Dear Mr. Paul:

The Department of Toxic Substances Control (DTSC) has reviewed the draft Environmental Impact Report (EIR), dated September 2, 2004, for the subject project. The due date to submit comments is October 18, 2004.

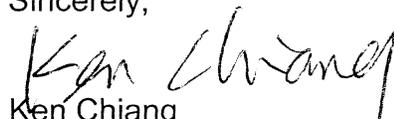
Based on a review of the EIR, DTSC is providing the following comments:

- C-1 1. The project includes construction of a new administration building for the Escondido Union High School District. It will require demolition or alteration of buildings that contain asbestos and lead based paint. DTSC recommends that these environmental concerns be investigated and possibly mitigated, in accordance with DTSC's "Interim Guidance for Evaluating Lead-Based Paint and Asbestos-Containing Materials at Proposed School Sites, dated July 2001."
- C-2 2. Since it is school site related, City of Escondido is invited to participate in DTSC's School Property Evaluation and Cleanup Program authorized by AB 387, SB162, AB 2644 and AB 972. If the City of Escondido elects to proceed to conduct a preliminary endangerment assessment (PEA) at the site, it shall enter into an Environmental Oversight Agreement (EOA) with DTSC to oversee the preparation of the PEA.

Mr. Jay Paul  
September 29, 2004  
Page 2

For additional information on the EOA Program, please visit DTSC's web site at [www.dtsc.ca.gov](http://www.dtsc.ca.gov). If you would like to discuss this matter further, please contact me at (818) 551-2860.

Sincerely,



Ken Chiang  
Senior Hazardous Substances Scientist  
School Property Evaluation and Cleanup Division

cc: Mr. Michael O'Neill  
California Department of Education  
1430 N Street, Suite 3207  
Sacramento, California 95814

Mr. Scott Morgan  
State Clearinghouse  
1400 Tenth Street  
P.O. Box 3044  
Sacramento, California 95812-3044

Department of Toxic Substances Control  
CEQA Tracking Center  
1001 I Street, 22<sup>nd</sup> Floor  
P.O. Box 806  
Sacramento, California 95812-0806

SPECD Reading File

CEQA Reading File

**C. Response to California Department of Toxic Substances Control, School Property Evaluation and Cleanup Division-Glendale Office, September 29, 2004**

C-1 The Escondido Union School District will comply with all applicable federal, state, and local regulations for the identification and disposal of hazardous materials on the site.

C-2 See response to comment C-1 above.





Terry Tamminen  
Agency Secretary  
Cal/EPA



## Department of Toxic Substances Control

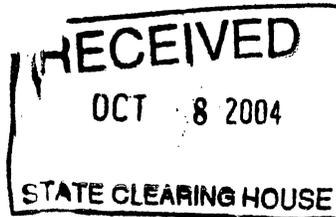
5796 Corporate Avenue  
Cypress, California 90630



Arnold Schwarzenegger  
Governor

October 6, 2004

Mr. Jon Bridle  
Assistant Planning Director  
City of Escondido  
201 North Broadway  
Escondido, California 92025



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10-18-04  
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DRAFT ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE  
WAL-MART/ESCONDIDO UNION SCHOOL DISTRICT PLANNED  
DEVELOPMENT PROJECT (SCH#2003091029)

Dear Mr. Bridle:

The Department of Toxic Substances Control (DTSC) has received your submitted document for the above-mentioned project. As stated in your document: "The proposed project consists of two related development proposals at two separate locations within the city of Escondido. The first is the construction and operation of a 143,183-squarefoot single-story Wal-Mart retail center on 11.47 acres on Grand Avenue within the southern portion of the Escondido Village Mall (WM). The second is construction and operation of a new 60,000-square-foot administration building for the Escondido Union School District (EUSD) on a 4.57-acre City-owned parcel located at the southwest corner of Ash Street and Washington Avenue." Based on the review of the submitted document DTSC has comments as follows:

- D-1 1) The EIR properly identifies and determined that current and/or historic uses at the project site have resulted in releases of hazardous wastes/substances.
- D-2 2) The document states that the EIR would identify any known or potentially contaminated sites within the proposed Project area. For all identified sites, the EIR would evaluate whether conditions at the site may pose a threat to human health or the environment. The Site Assessments may be sufficient to identify these sites. Following are the databases of some of the regulatory agencies:

National Priorities List (NPL): A list maintained by the United States Environmental Protection Agency (U.S.EPA).

Site Mitigation Program Property Database (formerly CalSites):

Mr. Jon Bridle  
 October 6, 2004  
 Page 2

A Database primarily used by the California Department of Toxic Substances Control.

Resource Conservation and Recovery Information System (RCRIS):  
 A database of RCRA facilities that is maintained by U.S. EPA.

Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS): A database of CERCLA sites that is maintained by U.S.EPA.

Solid Waste Information System (SWIS): A database provided by the California Integrated Waste Management Board which consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.

Leaking Underground Storage Tanks (LUST) / Spills, Leaks, Investigations and Cleanups (SLIC): A list that is maintained by Regional Water Quality Control Boards.

Local Counties and Cities maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.

The United States Army Corps of Engineers, 911 Wilshire Boulevard, Los Angeles, California, 90017, (213) 452-3908, maintains a list of Formerly Used Defense Sites (FUDS).

- D-3 3) The EIR does identify the mechanism to initiate any required investigation and/or remediation for any site that may be contaminated, and the government agency to provide appropriate regulatory oversight.
- D-4 4) Your document states that for the WM site: "Current and historic use and storage of pesticides/herbicides, fuel and other chemicals associated with nursery, dry cleaning, or school district activity have resulted in on-site contamination." You state that all environmental investigations, sampling and/or remediation would be conducted under a Workplan approved and overseen by a regulatory agency that has jurisdiction to oversee hazardous waste cleanup.
- D-5 5) Your document states: "As a condition of project approval, and prior to any scraping, equipment removal, or demolition, the City of Escondido/EUSD shall

Mr. Jon Bridle  
 October 6, 2004  
 Page 3

arrange for San Diego Gas & Electric (SDGE) to remove on-site transformers that appear to be from the 1940's era."

- D-6 6) If any property adjacent to the project site is contaminated with hazardous chemicals, and if the proposed project is within 2,000 feet from a contaminated site, then the proposed development may fall within the "Border Zone of a Contaminated Property." Appropriate precautions should be taken prior to construction if the proposed project is within a "Border Zone Property."
- D-7 7) Your site assessments identified potential asbestos-contained materials (ACMs), lead-based paint (LBP) and other contaminants on existing on-site structures, equipment and/or infrastructures due to their age and past uses on both the property sites. Your document states that as a condition of project approval and prior to any demolition, grading, and/or construction, the appropriate ACM, LBP or other contractor(s) will remove the appropriate structures/equipment and or infrastructure from the property in accordance with all applicable federal, state and local regulations, including the San Diego County of Department of Health Services regulations ,
- D-8 8) The project construction may require soil excavation and soil filling in certain areas. Appropriate sampling is required prior to disposal of the excavated soil. If the soil is contaminated, properly dispose of it rather than placing it in another location. Land Disposal Restrictions (LDRs) may be applicable to these soils. Also, if the project proposes to import soil to backfill the areas excavated, proper sampling should be conducted to make sure that the imported soil is free of contamination.
- D-9 9) Your document states that human health and the environment of sensitive receptors would be protected during the construction or demolition activities. Your document states: "Careful planning and implementation of mitigation measures would be required to reduce the potential impact and ensure adequate access and protection for public safety as construction proceeds."
- D-10 10) If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5).
- D-11 11) If it is determined that hazardous wastes are or will be generated and the wastes are (a) stored in tanks or containers for more than ninety days, (b) treated onsite,

Mr. Jon Bridle  
October 6, 2004  
Page 4

or (c) disposed of onsite, then a permit from DTSC may be required. If so, the facility should contact DTSC at (818) 551-2171 to initiate pre application discussions and determine the permitting process applicable to the facility.

- D-12 12) If it is determined that hazardous wastes will be generated, the facility should obtain a United States Environmental Protection Agency Identification Number by contacting (800) 618-6942.
- D-13 13) Certain hazardous waste treatment processes may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA.
- D-14 14) If the project plans include discharging wastewater to storm drain, you may be required to obtain a wastewater discharge permit from the overseeing Regional Water Quality Control Board.
- D-15 15) Since the WM property was used for unauthorized nursery operations, onsite Since the WM site was used for dairy and cattle industry operations from about 1936 to 1951, the soil may contain related dairy, animal, or hazardous waste. If so, activities at the site may have contributed to soil and groundwater contamination. Your document states: "As a condition of project approval, and prior to any site grading or demolition of the existing on-site structures (single-family residential and commercial uses), soil samples shall be collected and analyzed for pesticides, arsenic and copper (fungicides), and nitrates (fertilizers) at the former garden nursery. Remediation shall be implemented as warranted."

DTSC provides guidance for cleanup oversight through Environmental Oversight Agreements (EOA) or through the Voluntary Cleanup Program (VCP). For additional information on the EOA or VCP, please visit DTSC's web site at [www.dtsc.ca.gov](http://www.dtsc.ca.gov).

If you have any questions regarding this letter, please contact Ms. Teresa Hom, Project Manager, at (714) 484-5477 or email at [thom@dtsc.ca.gov](mailto:thom@dtsc.ca.gov).

Sincerely,



Greg Holmes  
Unit Chief  
Southern California Cleanup Operations Branch - Cypress Office

Mr. Jon Bridle  
October 6, 2004  
Page 5

cc: Governor's Office of Planning and Research  
State Clearinghouse  
P.O. Box 3044  
Sacramento, California 95812-3044

Mr. Guenther W. Moskat, Chief  
Planning and Environmental Analysis Section  
CEQA Tracking Center  
Department of Toxic Substances Control  
P.O. Box 806  
Sacramento, California 95812-0806

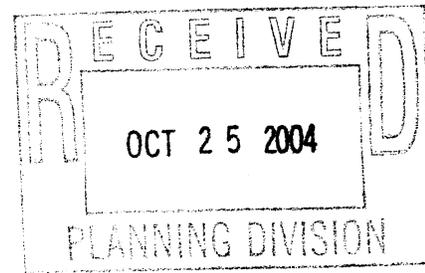
*CEQA # 94B*



**D. Response to California Department of Toxic Substances Control, Southern California Cleanup Operations Branch-Cypress Office, October 6, 2004**

- D-1 Comment noted.
- D-2 Comment noted. The EIR provides information from a data base search conducted for the project and discusses potential effects.
- D-3 Comment noted. The comment restates information included in the EIR.
- D-4 Comment noted. The comment restates information included in the EIR.
- D-5 Comment noted. The comment restates information included in the EIR.
- D-6 Comment noted. See also response to comment C-1 above.
- D-7 Comment noted. The comment restates information included in the EIR.
- D-8 See response to comment C-1 above. Sampling will be conducted in accordance with environmental law prior to disposal. Any contaminated soils or materials, if present, would be disposed in accordance with existing regulations. Similarly, proper sampling would be conducted in accordance with environmental regulations to make sure that imported soil, if required to backfill excavated areas, is free of contamination.
- D-9 Comment noted. The comment restates information included in the EIR.
- D-10 See response to comment C-1 above. Hazardous wastes, if generated, will be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5).
- D-11 See response to comment C-1 above. A permit would be obtained from DTSC if hazardous wastes are or will be generated and the wastes are (a) stored in tanks or containers for more than 90 days, (b) treated on-site, or (c) disposed of on-site.
- D-12 See response to comment C-1. The Escondido Union School District will comply with all regulations.
- D-13 Comment noted. The comment restates information included in the EIR.

- D-14 Comment noted. No wastewater would be discharged without first obtaining a permit from the RWQCB.
- D-15 Comment noted. The comment restates information included in the EIR. See also response to comment C-1.



# County of San Diego

## DEPARTMENT OF PUBLIC WORKS

JOHN L. SNYDER  
DIRECTOR

5555 OVERLAND AVE, SUITE 2188  
SAN DIEGO, CALIFORNIA 92123-1295  
(858) 694-2212 FAX: (858) 268-0461  
Web Site: [sdcdpw.org](http://sdcdpw.org)

October 11, 2004

Mr. Jay Paul  
City of Escondido Planning Division  
201 North Broadway  
Escondido, CA 92025

Dear Mr. Paul:

PROPOSED WALMART/ESCONDIDO UNION SCHOOL DISTRICT DEIR (ER 2003-01)

County staff has reviewed the following documents regarding the proposed Walmart and School District projects:

- 1) Draft Environmental Impact Report (DEIR) prepared by RECON dated September 2004
- 2) Walmart Site traffic study prepared by Linscott, Law, and Greenspan Engineers dated July 7, 2004 (Appendix B)
- 3) Escondido Union School District Office Building traffic study by Linscott, Law, and Greenspan Engineers dated July 7, 2004 (Appendix C)

The following are our comments:

- E-1
- The DEIR/TIA should include a description of the existing roadway conditions/geometrics for the following County Circulation Element roads:
    - San Pasqual Valley Road/SR-78 (SA 603.4)
    - Bear Valley Parkway (SA 590)
    - 17<sup>th</sup> Avenue (SC 1100)
    - Valley Center Road north of city limits (SF 639)

Mr. Paul  
Page 2 of 3  
October 19, 2004

The description of the roadway conditions should include road width, number of lanes, posted and prevailing speed, daily traffic volumes, and shoulder availability.

- E-2 • The County's draft Transportation Guidelines for the Determination of Significance may be used as a guide for the assessment of the project's traffic impacts to County roadway facilities. If an alternate method is used, it must be in conformance with the requirements of CEQA (see Section 15130 of the State CEQA Guidelines).
- E-3 • City of Escondido staff should coordinate with the County's Department of Planning and Use (DPLU) in order to identify other proposed projects that should be included in the near-term cumulative analysis.
- E-4 • At a minimum, an AM and PM Peak-hour LOS analysis should be performed for the following intersections:
  - San Pasqual Valley Road/SR-78 @ 17<sup>th</sup> Avenue
  - San Pasqual Valley Road/SR-78 @ Bear Valley Parkway
- E-5 • The trip distribution information (Fig.8) in Appendix C should be expanded to show if any project-related (school district) trips would distribute onto County roads.
- E-6 • The Walmart project will add over 500 trips (Appendix B, Fig.15) to Valley Center Road north of Lake Wohlford Road. The DEIR/TIA should address the project's potential impacts to Valley Center Road within the unincorporated area and identify recommended mitigation measures. The County is currently in the process of widening Valley Center Road.
- E-7 • Nine percent (Fig.13) of the Walmart-related traffic is assigned to SR-78 south towards Bear Valley Parkway. The TIA should identify the percentage/number of project-related trips assigned to Bear Valley Parkway. It should be noted that Bear Valley Parkway is an alternative commute corridor for the Walmart project. The Walmart project will likely divert trips to/from Bear Valley Parkway and Grand Avenue.
- E-8 • The LOS tables should identify which roadway segments and intersections are located within the County's jurisdiction.
- E-9 • The LOS assessment of roadway segments within the County's jurisdiction should be based on the County's Public Road Standard LOS criteria.

Mr. Paul  
Page 3 of 3  
October 19, 2004

- E-10
- The DEIR/TIA should include a summary table that identifies the roadway segment and intersection LOS for all scenarios. In addition, the LOS summary table should include columns that identify the net increase in traffic volumes or intersection delays due to the project-related traffic, whether the project has a significant direct or cumulative impact, and recommended mitigation measures

The County of San Diego appreciates the opportunity to review and comment on the NOP for the proposed Wal-Mart and School District EIRs. If you have any questions concerning our comments, please call Bob Goralka at (858) 874-4202.

Sincerely,



LAWRENCE A. WATT, Deputy Director  
Department of Public Works

LAW:BG:to

cc: Mike Robinson (MS 0338)  
Bob Goralka (MS 0338)  
Brendan McNabb (MS 0340)  
Nael Areigat (MS 0336)  
Glenn Russell (MS O650)  
Cheryl Monzon (MS O650)



**E. Response to County of San Diego, Department of Public Works, October 11, 2004**

- E-1 The project study area was determined based on SANTEC guidelines. Facilities with 50 or more project peak hour trips in either direction were included in the study area. The facilities mentioned in the comment are located outside the project study area and hence were not included in the analysis.
- E-2 The County's significance criteria are not applicable in this analysis since there are no County intersections within the limits of the study area. The limits were determined using the 50 peak hour trip threshold as criteria.
- E-3 City of Escondido Staff contacted the County of San Diego to determine the latest list of cumulative projects in the project vicinity. No cumulative projects in addition to the list of cumulative projects assumed in the analysis were identified. Subsequent inquiries indicated that the magnitude of subsequent county development activity in the area was insignificant. A copy of the County's development summary follows response E-10.
- E-4 The project study area was determined based on SANTEC/City policies that comply with CEQA guidelines. These intersections are located outside the project study area and hence were not included in the analysis.
- E-5 The Escondido Union School District office is currently located at the proposed Wal-Mart site. The traffic study in Appendix C was conducted to determine the impacts to the area surrounding its proposed new location. The trips generated by the EUSD are not new trips. These trips already exist on the network and are included in the existing traffic volume counts. Hence the trip distribution was confined to the immediate adjacent streets. Again, no new trips will be added to the street network due to the relocation of the EUSD.
- E-6 The segment "Valley Center Road-Lake Wohlford Road to City Limits" has been changed to "Valley Center Road-north of Lake Wohlford Road" thus including the section north of the City limits. The fair-share contribution will include the expanded area. Existing analysis adequately identifies impacts to the entire segment and the conclusions of the EIR are not changed.
- E-7 The project trip generation/assignment was done using the SANDAG Select Zone Assignment (SZA) plot. The SZA indicated that most project traffic will dissipate locally north of Idaho Avenue and minimal traffic (less than 50 peak hour trips) will reach Bear Valley Parkway.

- E-8 The study area determined according to CEQA guidelines does not include any roadway segments or intersections located within the County's jurisdiction.
- E-9 The study area determined according to CEQA guidelines does not include any roadway segments or intersections located within the County's jurisdiction.
- E-10 The EIR Table 4C-6 (Appendix B Table 9) summarizes the intersection operations and the EIR Table 4C-5 (Appendix B Table 11) summarizes the segment operations for all near-term scenarios.

Discretionary Projects 09/30/2004 - Rec# 1 of 3

Id	41
Per_type_d	ADMINISTRATIVE PERMIT
Status	DONE
Per_issue_	03/06/1998
Per_type	3000
Per_num	98-006
Apn	2341511400
Address	919 RANRIDO DR
Project	04-12516
Pa_x	6312992.81874
Pa_y	1988453.0878
Id_1	1372
Project_de	

Discretionary Projects 09/30/2004 - Rec# 2 of 3

Id	1099
Per_type_d	CERTIFICATE OF COMPLIANCE
Status	DONE
Per_issue_	09/16/1998
Per_type	3720
Per_num	98-0179
Apn	2305207600
Address	924 BIRCH AV
Project	04-12774
Pa_x	6313856.28269
Pa_y	1988656.22277
Id_1	1702
Project_de	CP#1467

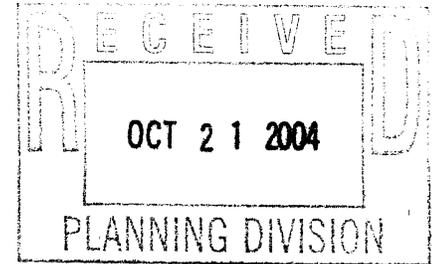
Discretionary Projects 09/30/2004 - Rec# 3 of 3

Id	8028
Per_type_d	MINOR USE PERMIT
Status	DONE
Per_issue_	11/21/2001
Per_type	3400
Per_num	01-118
Apn	2342100700
Address	1322 SAN PASQUAL VALLEY RD
Project	04-15170
Pa_x	6313960.0105
Pa_y	1987028.78997
Id_1	3640
Project_de	CP#12160





October 20, 2004



Mr. Jay Paul  
 Planning Division  
 City of Escondido  
 201 North Broadway  
 Escondido, CA 92025-2798

RE: Wal-mart/Escondido Union School District DEIR (Case #: ER 2003-01)

Dear Mr. Paul:

Thank you for the opportunity to review the Draft EIR for the Wal-mart/Escondido Union School District Planned Development project, which includes a new administrative building for the school district on the southeast corner of Washington Avenue and Ash Street and a new 143,183 square foot Wal-mart retail center on Grand Avenue, just east of Ohio Avenue in the old Escondido Village Mall shopping center.

The North County Transit District (NCTD) currently operates fixed route bus service past the proposed Wal-mart site (Routes 351/352 & 451 on Grand Avenue and Routes 386 & 388 on Valley Parkway) and the EUSD site (Routes 351/352 on Washington Avenue). All of these buses connect to other regional and local buses at the Escondido Transit Center. And in 2007, connections will also be available to the new Sprinter light rail station at the Escondido Transit Center.

F-1 **REQUESTED BUS STOP & OTHER IMPROVEMENTS**

After reviewing the Draft EIR, NCTD takes exception to the comments on both page 92 and 103 that state the "proposed development would not result in a significant impact to the bus service in the area." Quite to the contrary, these two developments will result in significant increases in ridership on all of the above mentioned bus routes as employees, shoppers, and visitors travel to these redeveloped sites. This is a direct result of this project's dramatic increase in the intensity of use that will occur at both locations. To help mitigate these impacts, NCTD requests that the developer make infrastructure improvements at one existing bus stop location and one new bus stop location. These locations are at:

- **Eastbound Washington Avenue @ 225-feet east of Ash Street.** Specific improvements that should be designed and built at this existing bus stop location include:
  1. ADA-Compliant Boarding Pad – At approximately 225-feet east of the end of the curb radius of the Washington Avenue and Ash Street intersection, an ADA-compliant concrete boarding pad should be constructed so that wheelchair passengers can load and unload safely. This concrete pad should measure 10-

feet deep from the face of the curb by 24-feet long. If the proposed (or existing) sidewalk is 5-feet deep, all that is needed is a concrete pad extension of 5-feet behind the proposed sidewalk, for a length of 24-feet. This concrete boarding pad should also be sloped slightly toward the street for drainage purposes, but should not exceed the standard 2% cross-slope for sidewalks. Information on typical pad dimensions has been included with this letter.

2. Passenger Waiting Shelter – Due to the higher passenger demand that this development is likely to generate, the developer should install a 13-foot long, blue Tolar non-advertising shelter with the matching anti-vagrant bar bench at the very rear of the above mentioned ADA-compliant boarding pad. If the area around this new bus stop is not well lit, then NCTD requests that the installed shelter have a solar light manufactured by National Solar Technologies in it. Information of the Tolar shelter, with or without a solar light, and where it should be installed on the concrete boarding pad has also been included with this letter.
  3. Trash Can – To keep the bus stop area free of litter and debris, the developer should install a trash can. Please check with the City of Escondido's Public Works Department to determine which trash can they feel is appropriate at this location.
- **Eastbound Grand Avenue @ 85-feet east of new Harding Street intersection.** Specific improvements that should be designed and built at this new bus stop location include:
4. ADA-Compliant Boarding Pad – At approximately 85-feet east of the end of the curb radius of the new Grand Avenue and Harding Street intersection, an ADA-compliant concrete boarding pad should be constructed so that wheelchair passengers can load and unload safely. This concrete pad should measure 10-feet deep from the face of the curb by 24-feet long. If the proposed (or existing) sidewalk is 5-feet deep, all that is needed is a concrete pad extension of 5-feet behind the proposed sidewalk, for a length of 24-feet. This concrete boarding pad should also be sloped slightly toward the street for drainage purposes, but should not exceed the standard 2% cross-slope for sidewalks. Information on typical pad dimensions has been included with this letter.
  5. Passenger Waiting Shelter – Due to the higher passenger demand that this development is likely to generate, the developer should install a 13-foot long, blue Tolar non-advertising shelter with the matching anti-vagrant bar bench at the very rear of the above mentioned ADA-compliant boarding pad. If the area around this new bus stop is not well lit, then NCTD requests that the installed shelter have a solar light manufactured by National Solar Technologies in it. Information of the Tolar shelter, with or without a solar light, and where it should be installed on the concrete boarding pad has also been included with this letter.

Mr. Jay Paul  
October 20, 2004  
Page 3

6. Trash Can – To keep the bus stop area free of litter and debris, the developer should install a trash can. Please check with the City of Escondido's Public Works Department to determine which trash can they feel is appropriate at this location.

Once the City's review of this development application has been completed, please send a list of the conditions of approval (which are sent to the developer) to NCTD for our files. And once the developer is ready to install these facilities, please have them contact me so our transportation services staff can review the siting of the improvements to ensure compliance with the ADA.

Thank you again for the opportunity to review the Draft EIR for this project. If you have any questions regarding my comments, please contact me at (760) 966-6546 or email me at [kluhrsen@nctd.org](mailto:kluhrsen@nctd.org).

Sincerely,

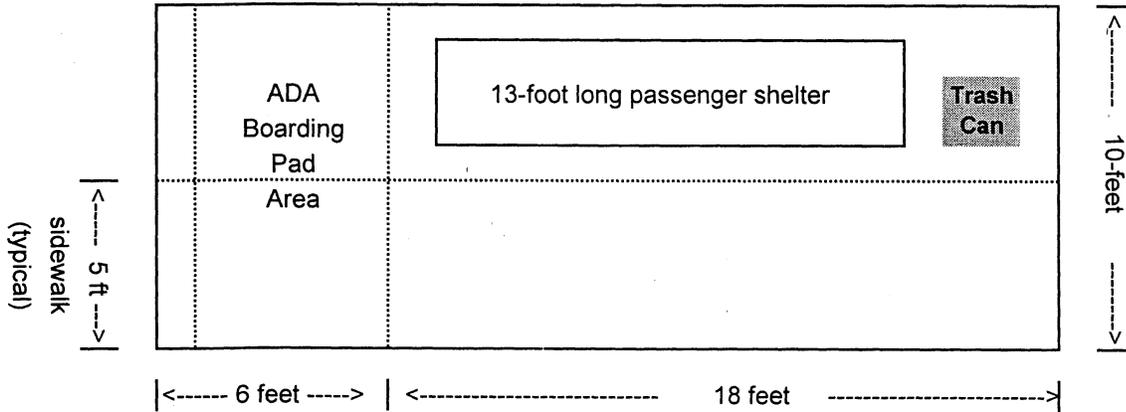


Kurt Luhrsen  
Principal Planner

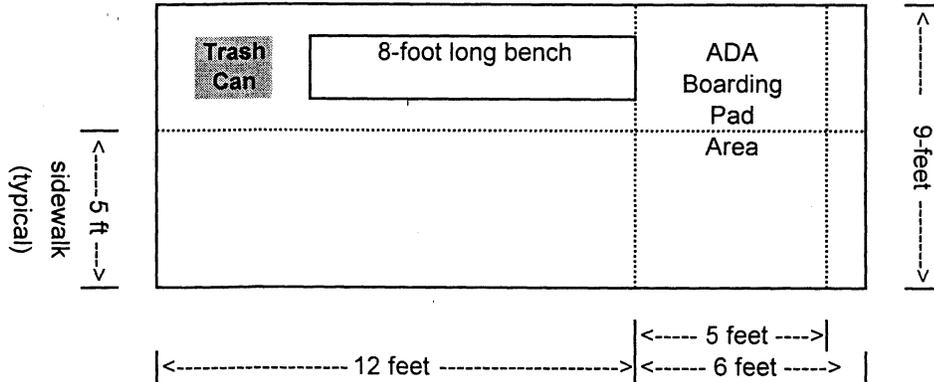
Attachments

# NCTD's Bus Stop Pad Dimensions

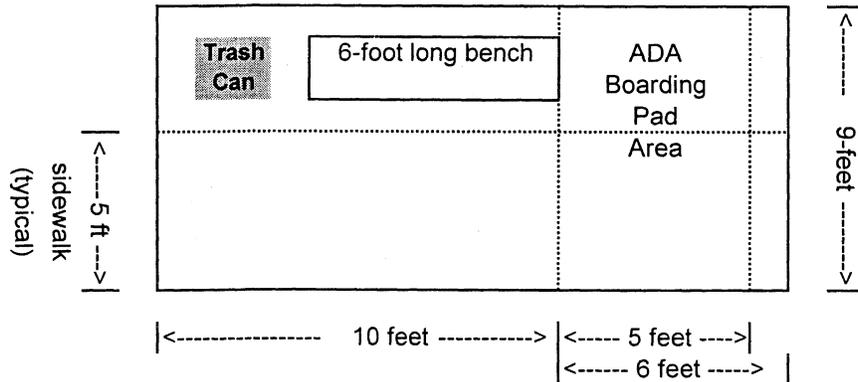
## OPTION 1: Desired Shelter Pad Dimension for a 13-foot Shelter



## OPTION 2: Desired Bench Pad Dimension for an 8-foot Bench



## OPTION 3: Desired Bench Pad Dimension for a 6-foot Bench



NOTE 1: The minimum pad depth (from face of curb) to be compliant with the Americans with Disabilities Act (1990) is 8-feet.

NOTE 2: No street furniture (benches, shelters, or trash cans) should be installed within 2 1/2 feet of the curb to avoid being hit by passing buses or trucks.

## Street Furniture

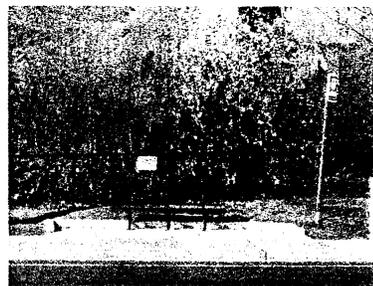
In attempts to standardize the look of street furniture, we have chosen specific benches and shelters to be installed at NCTD bus stops. All new stops should incorporate 13-foot Tolar non-advertising shelters with a dome roof, or Wabash Valley metal benches. If the requested bus stop locations are not currently lit (i.e. located under or near a streetlight) we would also request that a solar panel be installed on the bus shelter to light the structure at night.

Developers are required to purchase, install and clean all bus benches and shelters. NCTD recommends that developers and the eventual owner/operator are required to clean all bus benches and shelters installed as part of their development. These bus stop facilities typically are dedicated to the Jurisdiction. Replacement of bus stop facilities are typically the responsibility of NCTD and the Jurisdiction though this varies with each Jurisdiction.

NCTD understands that in some cases the installation of a custom bench or shelter is desirable. District staff does not discourage the use of custom facilities, although all designs MUST be approved by NCTD staff prior to installation.

### Bus Stops with Benches

- Wabash Valley 8-foot metal bench with back & 3rd center leg
- Model number PP307D (surface mounted legs)
- Royal Blue in color\*
- Wabash Valley Manufacturing, Inc.  
P.O. Box 5, 505 E. Main Street  
Silver Lake, IN 46982  
1-800-253-8619  
[www.wabashvalley.com](http://www.wabashvalley.com)



### Bus Stops with Shelters

- Tolar 9-foot, 13-foot or 17-foot dome roof non-advertising shelter (size to be specified by NCTD)\*\*
- Model 9NALD-PM NCTD Drawing Number 3345
- Model 13NALD-PM NCTD Drawing Number 3343
- Model 17NALD-PM NCTD Drawing Number 3346
- Solar panels for lighting
- Wire grill bench with vagrant bars
- Signal Blue in color (RAL 5005)\*
- Tolar Manufacturing Company, Inc.  
730 Monroe Way  
Placentia, CA 92870  
1-800-339-6165  
[www.tolarmfg.com](http://www.tolarmfg.com)



\* Check with City staff, as some jurisdictions prefer the use of other colors.

\*\* In some cases, the Tolar shelter is not preferred. Check with City staff, as some jurisdictions prefer that shelters be designed to meet neighborhood or community architectural themes.

**F. Response to North County Transit District (NCTD), October 20, 2004**

- F-1 The City has a long-established practice of coordination with NCTD and appreciates the opportunity to work with NCTD now and in the future. While not a CEQA issue, the need for transit facilities will be considered as part of the project approval process in accordance with City guidelines. The City will work with NCTD to ensure that facilities are in place to adequately serve existing and future riders.





## San Diego County Archaeological Society, Inc.

Environmental Review Committee

13 October 2004

RECEIVED

OCT 15 2004

RECON

To: Mr. Jay Paul  
 Planning Division  
 City of Escondido  
 201 North Broadway  
 Escondido, California 92025-2798

Subject: Draft Environmental Impact Report  
 WalMart/Escondido Union School District Planned Development Project  
 Case No. ER 2003-01

Dear Mr. Paul:

I have reviewed the cultural resources aspects of the subject DEIR on behalf of this committee of the San Diego County Archaeological Society.

Based on the information contained in DEIR and its Appendices K and L, we have the following comments:

- G-1 (1) Neither the DEIR nor Appendix K include photographs of the property at 1314 East Grand Avenue. A proper report, similar to Appendix L, should be completed. While the conclusions may well be correct regarding the significance of the structure, the level of documentation reasonably expected and typically provided is not met by a three page letter report.
- G-2 (2) The DEIR does not address the potential for subsurface cultural resources and any areas for which an archaeological monitor should be present for grading, trenching, etc.
- G-3 (3) Please confirm that Messrs. Collett and Price meet the City of Escondido's standards for historical archaeologists and/or architectural historians. We note that neither is a member of the Register of Professional Archaeologists, per that organization's website, [www.rpanet.org](http://www.rpanet.org).

Thank you for providing this DEIR and its Appendices K and L to us for review and comment.

Sincerely,

  
 James W. Royle, Jr., Chairperson  
 Environmental Review Committee

cc: RECON  
 SDCAS President  
 File

R-35



**G. Response to San Diego County Archaeological Society, Inc., October 13, 2004**

- G-1 Photographs of the existing residence at 1314 East Grand Avenue were taken and are included in the project file maintained at the City of Escondido. The letter report details the results of a field visit and review of available records and is considered sufficient documentation.
- G-2 A review of records at San Diego State indicates that no recorded sites are located on the project site or in the immediate project vicinity. Furthermore, both sites are highly disturbed and no resources were identified during field inspections. Due to the steepness of the Grand Avenue site and substantial modification that occurred during construction of the existing residence, there is no potential for prehistoric resources. Research also indicates that there were no historic uses prior to construction of the home. Consequently, there is no indication that potential subsurface resources would be present and monitoring at the Grand Avenue site is not required. The Ash Street/Washington Avenue site is likewise disturbed. However, due to the site's proximity to the Escondido Flood Control Channel and in response to this letter, a decision has been made to require a monitor during initial grading activity to further ensure that impacts to any potential resource remain less than significant.
- G-3 The City has not adopted specific standards. Messrs. Collet and Price are both County of San Diego Certified Archaeologists. In addition, the assessment of historical resources for this project was completed under the supervision of Mr. Charles Bull, a registered professional archaeologist (RPA) and first chair of the San Diego County Historic Sites Board.

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**APPENDIXES (bound separately)**

- A: Notice of Preparation
- B: Traffic Study for Wal-Mart Site (Linscott Law and Greenspan [LLG])
- C: Traffic Study for EUSD Site (LLG)
- D: Parking Study (KOA)
- E: Noise Technical Report (RECON)
- F: Phase I Site Assessment for the Proposed Wal-Mart Supercenter #5214  
(Kleinfelder, Inc.)
- G: Phase I/II Environmental Site Assessment City of Escondido Green Mutual Building
- H: Geotechnical Investigation
- I: Water Quality Technical Report and Drainage Study
- J: Air Quality Technical Report (RECON)
- K: Cultural Resources Letter Report for 1314 East Grand Avenue (RECON)
- L: Cultural Resources Report for 1201 East Washington Avenue (RECON)

# Executive Summary

## A. Introduction and Project Background

The proposed project consists of two related development proposals at two separate locations within the city of Escondido. The first is the construction and operation of a 143,183-square-foot single-story Wal-Mart retail center on 11.47 acres on Grand Avenue within the southern portion of the Escondido Village Mall. The second is construction and operation of a new 60,000-square-foot administration building for the Escondido Union School District (EUSD) on a 4.57-acre City-owned parcel located at the southwest corner of Ash Street and Washington Avenue. Access to the future Wal-Mart site would be from Grand Avenue via Harding Street. Access to the future EUSD site would be from a single driveway on Ash Street and two driveways on Washington Avenue.

Construction of the Wal-Mart requires demolition and removal of two existing on-site structures occupied by the EUSD and two private retail operations (laundromat and dry cleaner). Construction of new administration facilities for the EUSD at the City-owned property at Ash Street and Washington Avenue requires demolition of an existing half-round storage building and related structures before the proposed administration building can be constructed.

## B. Environmental Setting

### 1) Wal-Mart Site

The proposed Wal-Mart site occupies 11.47 acres within the southern portion of the existing Escondido Village Mall (Assessor's Parcel Numbers [APNs] 230-230-1400, -1500, -3100, and -3200), Escondido, California. East Valley Parkway borders the mall to the north. The southern boundary is formed by Grand Avenue. The eastern boundary of the mall is generally defined by Harding Street, which currently does not provide vehicle access between East Valley Parkway and Grand Avenue. The major street west of the site is Ash Street.

The Wal-Mart site is designated and zoned for General Commercial. Adjacent properties are designated and zoned professional/office, general commercial, and medium to heavy multiple residential.

The site is generally flat except in the southwest corner; a steep slope rises sharply in this area from an elevation averaging 670 feet above mean sea level (AMSL) to 740 feet

AMSL. Drainage is generally north, northwest with flows descending to an existing storm drain. No sensitive biological resources occur on the site, which is outside the 100-year flood zone.

## **2) EUSD Site**

The proposed future site for relocation of EUSD administration facilities is 1201 East Washington Avenue in the city of Escondido. The property occupies the southeast corner of the intersection of Washington Avenue and Ash Street/State Route 78 (SR-78) (APN 230-141-01-00). Escondido Creek borders the property to the south. The site is relatively flat, with an elevation of approximately 671.5 feet AMSL. The ground surface gently slopes to the southwest. The site is approximately one-quarter mile northwest from the proposed Wal-Mart site and existing school administration facilities and is owned by the City of Escondido. The site includes a 6,750-square-foot metal half-round hut-style structure built in 1949 and used for storage. Equipment associated with a recycled water supply line is located southeast of the building and maintained by the City of Escondido Water Department. Surveys of the site indicate the presence of hazardous materials in the existing building (asbestos-containing materials and lead-based paint). No other significant contaminants were identified on-site but subsequent testing is recommended.

Due to past use, most of the site's habitat is disturbed. Drainage is from north to south toward the Escondido Creek flood control channel.

The subject property is one of few undeveloped properties remaining in the area. Surrounding uses include residences to the northwest, a car wash and one-story apartment complex to the northeast, commercial shopping, retail stores, parking, and a gas station to the south, west, and northwest beyond the creek and Ash Street.

## **C. Project Characteristics**

### **1) Project Description**

#### **a) Wal-Mart**

The project includes demolition of two existing on-site structures and redevelopment with a 143,183-gross-square-foot building with an outdoor seasonal garden center, outdoor display and sales areas, loading dock, retaining wall, parking, and landscaping. Existing structures are currently occupied. The EUSD may occupy existing on-site facilities during early site preparation and construction activities for the Wal-Mart. A

phasing plan would be implemented to coordinate improvements and establish allowed activities during each phase.

The proposed structure would occupy about half of the 11.47-acre site and would include an articulated façade with arches, pillars, and overhangs to provide a more aesthetically interesting structure. A conceptual circulation plan provides primary site access from Grand Avenue and secondary access from East Valley Parkway via Harding Street. Harding Street is currently blocked for the segment through the Escondido Village Mall, between the East Valley Parkway and Grand Avenue entrances, but would be extended as part of the project to facilitate circulation between the various shopping center activity areas and the Wal-Mart site.

A natural-appearing rock retaining wall is proposed and would be located generally behind the structure, between the building and Grand Avenue. The maximum height of the wall would be 42 feet. Slope angles at the top of the wall, nearest Grand Avenue, would be 2:1; reducing to 1:1 just above the wall and closest to the building. Fencing and landscaping is proposed to ensure safety and screen views. A landscaping plan would be implemented and provides streetscape plantings between the structure and Grand Avenue. Planter boxes and parking lot landscaping is also provided.

Project development provides parking in accordance with existing ordinances for the Wal-Mart site but parking would be reduced below levels established by ordinance for the Escondido Village Mall as a whole. A parking study determined that post development parking requirements would be met for all facilities. The project requests approval of a Planned Development permit to allow for a reduction in parking requirements.

Proposed off-site improvements include installation of a signal at the intersection of East Valley Parkway and Harding Street and at Grand Avenue and Harding Street. Fair-share contributions would be required for off-site road improvements.

Requested discretionary approvals and permits for the Wal-Mart project include:

- Site Plan;
- Legislative actions to either amend the East Valley Overlay Zone to address the requested action or rezone the portion of the Escondido Village Mall from Harding Street west to Ash Street to Planned Development (PD). The PD zone is a contract zone that establishes the specific zoning requirements for the site (Zoning Ord., Sec 33-403), and is the preferred action by the City. The PD option requires Preliminary, Master, and Precise Development Plans for the following:

- demolition of the existing EUSD Administration facility, laundromat, and dry cleaners within the project boundary, and construction of Wal-Mart, including possible blasting and export of up to 63,000 cubic yards of material;
- demolition of the existing single-family residence;
- grading exemption for the slope height
- extension of Harding Street between Grand Avenue and East Valley Parkway;
- reduction of the existing parking ratio for the entire Escondido Village Mall below the current 1:200 parking ration and limitation on additional restaurant space;
- signalization of the intersection of Grand Avenue and Harding Street
- increased signage to allow a pole sign along East Valley Parkway;
- phasing of development to accommodate existing EUSD administrative uses up to and through commencement of construction of Wal-Mart facilities;
- Encroachment permit issued by the San Diego County Water Authority (SDCWA) for improvements to Harding Street between Grand Avenue and East Valley Parkway within the SDCWA water line easement;
- Regional Water Quality Control Board Section 401 Certification and Waste Discharge Permit; and
- Letter confirming Case No. H11085 closed and “no further action” required issued by the San Diego County Department of Environmental Health.

## **b) EUSD Administration Building**

The project includes demolition of an existing 1949-era half-round on-site storage structure and redevelopment with an approximate 60,000-gross-square-foot administration building with a loading dock and landscaping. Parking for approximately 220 cars would be provided, primarily in the rear, with visitor parking in the front. Signage, landscaping, and parking would be in conformance with existing ordinance and subject to approval by the design review board.

The site is designated and zoned for office/business use. The major issue is ingress/egress from Ash Street and Washington Avenue. Water, sewer, and drainage capacity is adequate to serve the project and no additional off-site improvements are proposed.

Requested discretionary approvals and permits for the EUSD project include:

- Plot Plan for an office facility with incidental assembly (City of Escondido)

- Permits for demolition of the on-site half-round structure and ancillary facilities (City of Escondido)
- Encroachment and construction permits would be required prior to any improvements to Ash Street/SR-78 or Washington Avenue (City of Escondido)
- School Board Approval (Escondido Union School District)

## 2) Project Objectives

The purpose of the proposed Wal-Mart project is to:

- Construct a modern, aesthetically pleasing, general merchandise center in an underutilized portion of the existing Escondido Village Mall;
- Remove two existing structures occupied by EUSD, and by limited commercial uses, to accommodate the proposed retail facility;
- Create new employment opportunities for Escondido;
- Produce a new source of tax revenue for the city and county;
- Satisfy existing demand for new retail shopping in the city.
- Create a commercial node at the key intersection in the East Valley Parkway area, which would benefit from a concentration of major users at a key node;
- Attract a large, nationally recognized anchor that will complement the existing Home Depot and draw trips to the area; and
- Ensure that anchors are sufficiently sized to provide the needed stimulus for the East Valley Parkway area.

The purpose/objectives for the proposed EUSD project are to:

- Relocate and upgrade EUSD administration facilities on a suitable site;
- Construct new facilities in a cost-effective manner to meet the long-term needs of the EUSD for office, meeting, parking, and storage space;
- Provide an attractive, functional architectural design with complementary landscaping that enhances the surrounding area; and
- Allow redevelopment of the area to be vacated south of the existing Escondido Village Mall which is zoned for commercial development to provide for the highest and best use. The area currently includes an existing underutilized parking lot and buildings occupied by retail and administrative uses for the EUSD.

## **D. Discretionary Approvals**

### **1) Wal-Mart**

- Site Plan;
- Legislative actions to either amend the East Valley Overlay Zone to address the requested action or rezone the portion of the Escondido Village Mall from Harding Street west to Ash Street to Planned Development. The PD option requires Preliminary, Master and Precise Development Plan for the following:
  - demolition of the existing EUSD Administration facility, laundromat, and dry cleaners within the project boundary, and construction of Wal-Mart, including possible blasting and export of up to 63,000 cubic yards of material;
  - demolition of the existing single-family residence;
  - grading exemption for the slope height;
  - extension of Harding Street between Grand Avenue and East Valley Parkway;
  - reduction of the existing parking ratio for the entire Escondido Village Mall below the current 1:200 parking ration and limitation on additional restaurant space;
  - signalization of the intersection of Grand Avenue and Harding Street;
  - increased signage to allow a pole sign along East Valley Parkway;
  - phasing of development to accommodate existing EUSD administrative uses up to and through commencement of construction of Wal-Mart facilities;
  - encroachment permit issued by the San Diego County Water Authority (SDCWA) for improvements to Harding Street between Grand Avenue and East Valley Parkway within the SDCWA water line easement;
  - Regional Water Quality Control Board Section 401 Certification and Waste Discharge Permit; and
  - Letter confirming Case No. H11085 closed and “no further action” required issued by the San Diego County Department of Environmental Health.

### **2) EUSD**

- Plot Plan for an office facility with incidental assembly;
- Permits for demolition of the on-site half-round structure and ancillary facilities; and

- Encroachment and construction permits prior to any improvements to Ash Street/SR-78 or Washington Avenue.

## **E. Significant Effects of the Project and Proposed Mitigation Measures**

Table S-1 found at the end of this section summarizes each environmental effect of the proposed project found to be significant, the mitigation measures that would reduce or avoid that effect, and the conclusion as to whether the effect is reduced below a level of significance by applying the mitigation measures.

## **F. Project Alternatives**

Alternatives to the proposed project are discussed in Chapter 9 and summarized below.

### **1) Alternatives Considered But Rejected**

#### **a) Alternative Wal-Mart Site**

An alternative location for the Wal-Mart site was considered and rejected. Prior to selecting the proposed project site, the City of Escondido and proponent identified a polygon trade area in Escondido for study as a potentially suitable area for future site selection. Site selection efforts focused on locating a suitable site in the eastern part of the city on commercially zoned land in the vicinity of East Valley Parkway and Grand Avenue, east of Ash Street. Although the site does not provide 13 acres of vacant, unassembled, and properly zoned land as preferred, the 11.47-acre site was identified within the existing Escondido Village Mall and deemed suitable, provided the existing EUSD administration facilities could be relocated. Wal-Mart subsequently developed and submitted a modified prototype store to fit the smaller site.

No suitable alternative sites were identified of sufficient size to accommodate the proposed retail use. Furthermore, no alternative sites were identified that would avoid or substantially lessen any of the significant effects of the project [CEQA Guidelines §1526.6(f)(2)] or that would meet the project objectives as outlined in Chapter 3.

In addition, the City of Escondido, in coordination with the EUSD, identified an existing underutilized City-owned site that was being used for storage. The site was considered suitable because it was near the existing school district offices, and centrally located within the district. Construction of a new office building for school administrative use on city land would be a higher and better use of the property, would bring a significant aesthetic improvement to the area while relocating the school administrative use outside

the East Valley Parkway core commercial area, and would provide the land and parking area needed for new school district offices.

In summary, selection of an alternative location for the Wal-Mart site was abandoned due to the lack of suitable alternatives that could achieve the project goals and objectives.

**b) Alternative EUSD Site**

Site selection for relocation of the EUSD administration building is constrained by cost for land acquisition and development, and availability of a suitable site within the EUSD service area. No other suitable relocation sites offer the same benefits in terms of cost and location. Currently, the EUSD does not own any parcels that are large enough to accommodate a new building of the size required to meet the District's needs. Absent the relocation assistance/availability of City land, the planned relocation of the EUSD facility would be cost prohibitive. The EUSD has determined that without the use of the City's property on the corner of Ash Street and Washington Avenue, the district would have to continue to rent or lease existing office space as they do now. Furthermore, development of the Ash Street/Washington Avenue for EUSD uses would not result in a loss of City tax revenues or important public uses. Additionally, relocation of the existing administration facilities from the Grand Avenue site benefits the City by providing a suitable development site for the new Wal-Mart on the underutilized southern (back) lot of the Escondido Village Mall. This exchange would ultimately increase revenues to the City while the EUSD benefits by receiving a suitable site at lower cost, leaving more monies for upgraded facilities necessary to meet future needs.

**c) Escondido Village Mall Parking Structure Alternative**

A "parking structure" alternative was considered and rejected as infeasible. The proposed design for the Wal-Mart facility provides sufficient parking in the south lot to meet existing requirements. For the north lot, existing parking would be less than required by ordinance but has been calculated to be sufficient for the existing and future buildout of the combined Escondido Village Mall/Wal-Mart facilities (see Chapter 4.C.). The estimated cost to construct a parking garage ranges from approximately \$8,000 to more than \$9,000 per parking space. Given that parking supply is already calculated to be sufficient, construction of an additional 383 spaces necessary to ensure conformance with zoning requirements, at a cost in excess of three million dollars, would not result in a substantial parking benefit, nor would it reduce significant cumulative traffic or water quality impacts. Furthermore, construction of a multi-level parking facility has the potential to increase impacts to visual quality and noise, depending on proximity to nearby sensitive uses.

## 2) No Project Alternative

Because redevelopment of the existing shopping center (proposed Wal-Mart) and water district (proposed EUSD administration building) sites cannot proceed separately, the No Project alternative would retain the Escondido Village Mall site and the city-owned site in their current configuration with existing structures and features. Selection of this alternative would not however preclude future approvals for development of either site if another option were proposed that is consistent with the adopted General Plan and zoning.

Selection of this alternative would not provide for development of a new retail use at the proposed Wal-Mart site. In addition, circulation improvements, including extension of Harding Street between East Valley Parkway and Grand Avenue and signalization of Harding Street at the intersections with Grand Avenue and East Valley Parkway, and other proposed grading, paving, and landscaping, improvements would not be implemented. Furthermore, the No Project alternative would not allow for the EUSD to develop new school administration facilities on city-owned property at Ash Street and Washington Avenue and EUSD goals to construct upgraded facilities designed to meet their specific educational and administrative needs would not be met.

However, since the adopted land use plan anticipates ultimate development of the two sites with uses similar to those proposed, it would therefore be assumed that a future plan for development for each site by others would ultimately be submitted with a likelihood of approval. In the interim, and until a future development is approved, a significant consequence of selection of this alternative would be that redevelopment and economic stimulation opportunities for the East Valley Parkway commercial planning area would not be realized. Significant direct impacts to traffic and parking from increased retail activity at the Wal-Mart site would be avoided, at least in the interim, as would impacts to landform alteration/visual quality from proposed grading and development of this site. Additionally, impacts to air quality and noise associated with increased traffic and incremental impacts to adjacent land uses from development of the Wal-Mart retail use would be avoided. Selection of this alternative as compared to the proposed project would result in minimal or no change in effects to existing public services/utilities and hydrology/water quality given the existing uses at the sites.

Finally, since the proposed project is consistent with the adopted General Plan and zoning, impacts from a future proposal would likely be similar to the impacts associated with the proposed project. As a result, over the long term, there would be no significant reduction to environmental impacts as compared to the proposed project and, therefore, no environmental rationale to support selection of this alternative.

### **3) Reduced Development Alternative**

A reduced Wal-Mart center alternative was considered to fulfill most of the objectives of the proposed project while providing an incremental reduction in the project's contribution to significant cumulative traffic and water quality impacts and to project-level noise impacts. Additionally, a reduced project footprint could reduce encroachment into steep slopes, thus reducing the height of required retaining walls and allowing additional area to increase the overall number of parking spaces serving the retail center and Escondido Village Mall in general. However, a reduced project alternative must be of sufficient size to provide the needed stimulus for the East Valley Parkway area. The assumption is that most features of the alternative would be similar to those of the proposed project, in most cases reduced or altered in scale as appropriate.

An approximate 25 percent reduction in floor area has been assumed. This would provide approximately 107,400 square feet of available floor area for the retail center, resulting in a corresponding reduction in traffic generation and parking demand. Noise impacts associated with operation of HVAC equipment would be essentially the same as for the proposed project unless the store is sited at greater distance from the adjacent residential and office uses. Site excavation into the existing steep slope along Grand Avenue would be incrementally reduced with associated reductions in required grading quantities and height of the proposed retaining wall. Because the site is currently developed, there would be no substantial reduction in runoff. Impacts to land use, visual quality, hazardous materials, and cultural/historic resources would be essentially the same as for the proposed project. Already less than significant impacts to air quality from project traffic would be incrementally reduced since the smaller project would be calculated to generate fewer trips.

## **G. Cumulative Effects**

Cumulative impacts are addressed in Chapter 6. Cumulative impacts refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. These may include individual effects considered together from a single project or a number of separate projects.

## **H. Effects Considered But Found to be Not Significant**

The proposed Wal-Mart and EUSD sites are urbanized and generally developed with existing structures, paving, ornamental landscaping, and infrastructure improvements. Development would have no effect on agricultural lands, biological resources, or recreational lands south of the proposed EUSD site (bike path). Likewise, development

of retail and administrative uses would have a less than significant effect on population and housing as only a single residence would be removed for the commercial and administration building projects. Finally, implementation of standard geotechnical recommendations in conformance with the existing design would avoid the potential for significant impacts associated with geological conditions.

**TABLE S-1  
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
<b>LAND USE</b>			
Consistency with the adopted plan, land use designation, and zoning	<p><b>Wal-Mart/EUSD</b></p> <p>Development is consistent with the adopted land use designation and zoning.</p>	<p><b>Wal-Mart/EUSD</b></p> <p>No mitigation required.</p>	<p><b>Wal-Mart/EUSD</b></p> <p>Less than significant.</p>
Compatibility with surrounding uses	<p><b>Wal-Mart/EUSD</b></p> <p>Proposed retail and office-commercial uses are consistent with the surrounding commercial, office/professional and high density residential uses.</p> <p>Construction of the Wal-Mart parking lot would expose loading docks, waste receptacles and similar uses located at the back of the Escondido Village Mall to the public. This could result in a significant direct impact unless fencing, screening and landscaping are provided to separate loading and trash collection areas from general public view and access.</p>	<p><b>Wal-Mart</b></p> <p>4A-1. Prior to building permit issuance, the project proponent shall obtain approval of a fencing and landscape plan to provide an effective visual and physical barrier between truck loading and offloading areas and trash receptacles serving the existing Escondido Village Mall shopping center. The proposed design shall provide an aesthetically attractive barrier to improve safety between these uses and the access driveway to the Wal-Mart site to the satisfaction of the City Engineer. Said plan and landscaping shall be installed prior to occupancy.</p>	<p><b>Wal-Mart</b></p> <p>Less than significant</p>

**TABLE S-1  
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS  
(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
<b>LAND USE (cont.)</b>			
	<p>Potential land use conflicts would occur if the 57-foot-high retaining wall is not properly fenced to prevent encroachment from upslope areas. Other impacts would occur during construction if the staging area for Wal-Mart construction occupies a significant portion of the parking required for remaining uses. Impacts would also occur if Wal-Mart were to open before the relocation of the EUSD facility.</p>	<p>4A-2. As a condition of project approval, the project applicant shall ensure that fencing and appropriate landscaping are shown on the site plan and installed to the satisfaction of the City Engineer to improve the visual experience and prevent unauthorized access along steep slope areas bordering Grand Avenue and private properties to the west of the retail center.</p>	
	<p>The proposed construction of Wal-Mart, absent limitations on new restaurant space within the center, could result in a significant parking deficiency due to the increase in the Escondido Village Mall's overall square footage and reduction in the overall number of parking spaces.</p>	<p>4A-3. Prior to issuance of building or grading permits for the Wal-Mart facility, a construction staging plan shall be submitted that maintains a minimum parking ratio based on parking utilization needs for the EUSD facility except for limited periods as approved by the Director of Community Development. Occupancy of the Wal-Mart shall not be allowed until a minimum parking ratio of one parking space for each 250 square feet is available for the exclusive use of the proposed Wal-Mart facility and all necessary driveways and turnarounds are provided to the satisfaction of the Director of Community Development and Fire Chief (see also related Hazards/Hazardous Materials Mitigation Measure 4E-1).</p>	

**TABLE S-1  
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS  
(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
<b>LAND USE (cont.)</b>			
		<b>EUSD Site</b>	
		No mitigation required.	Less than significant
<b>LANDFORM ALTERATION/VISUAL QUALITY</b>			
Visual impact	<b>Wal-Mart</b>	<b>Wal-Mart</b>	Less than significant
	Proposed design features would avoid or reduce impacts from landform alteration to below a level of significance. Implementation of the landscaping plan further avoids or reduces visual impacts below a level of significance.	Proposed landscaping provides effective screening of rooftop features. Landscaping and additional project design features avoid or reduce impacts to below a level of significance.	
	The location of the proposed Wal-Mart and its comparatively lower elevation as compared to Grand Avenue would result in a significant amount of exposed roof area that could constitute a significant visual impact due to visibility of mechanical equipment, the roof surface, and rear of the front parapet.		

**TABLE S-1  
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS  
(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
<b>LANDFORM ALTERATION/VISUAL QUALITY (cont.)</b>			
Visual impact (cont.)	<b>EUSD</b> Only conceptual design plans are currently available. No landscaping plan has been developed. Potentially significant impacts could result if future landscaping is inconsistent with City design and landscaping policies.	<b>EUSD</b> 4B-1. The proposed landscape plan for the EUSD site shall include an appropriate mix and size of landscape materials throughout the site to the satisfaction of the City of Escondido's Design Review Board. Said plan shall include required street trees, parking lot landscaping and plant materials around the building.  4B-2. Plantings along city roadways shall conform to the City of Escondido street tree planting program guidelines.	Less than significant

**TABLE S-1  
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS  
(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
<b>TRAFFIC/CIRCULATION</b>			
Intersection Operations	<p><b>Wal-Mart</b></p> <p>EIR Table 4C-4 shows that existing sight distance and the addition of traffic generated by the proposed Wal-Mart project would result in <b>significant direct project impacts</b> at the intersections of:</p> <ul style="list-style-type: none"> <li>• <i>Harding St./East Grand Ave.</i></li> </ul>	<p><b>Wal-Mart</b></p> <p>4C-1. As a condition of project approval and prior to opening of the Wal-Mart retail facility, the project applicant shall install a traffic signal and modifications to provide appropriate intersection geometry at the intersection of Harding Street and Grand Avenue. The City Engineer shall approve the final design of the intersection geometry and signal. Implementation of the above mitigation reduces the significant impact to the intersection of Harding Street and Grand Avenue to below a level of significance.</p>	Less than significant
On-Site Operations	<p><b>Wal-Mart</b></p> <p>Lane configurations though the project site must be designed to accommodate through and turning traffic.</p>	<p><b>Wal-Mart</b></p> <p>4C-2. As a condition of project approval and prior to opening of the proposed Wal-Mart retail facility, the project applicant shall construct Harding Street between Valley Parkway and Grand Avenue to City of Escondido modified Collector Standards with three lanes to the satisfaction of the City Engineer. Implementation of the above mitigation reduces the significant impact to below a level of significance.</p>	Less than significant

**TABLE S-1  
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS  
(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
<b>TRAFFIC/CIRCULATION (cont.)</b>			
Ingress/Egress	<p><b>Wal-Mart</b></p> <p>Maintenance of unrestricted turn operations would result in a <b>significant direct project impact</b> due to restricted sight distance at the intersection of:</p> <ul style="list-style-type: none"> <li>• <i>Ash St./Pennsylvania Ave.</i></li> </ul> <p>Restrictions to allow only right-in/right-out turns at this location are required.</p> <p>To avoid impacts, the existing driveway should be closed when Harding Street is extended south to Grand Avenue.</p> <p>Due to its close proximity to the intersection of East Valley Parkway and Harding Street, the retention of the existing driveway at the southeast corner of the intersection would result in <b>significant indirect traffic conflicts</b>. LOS operations at this intersection would be worse than mid-level D. Delays increase by 15.1 seconds with a calculated intersection delay greater than 45.1 seconds.</p>	<p><b>Wal-Mart</b></p> <p>4C-3. As a condition of project approval and prior to the opening of the proposed Wal-Mart retail facility, the project applicant shall coordinate with the City Engineer to install signage restricting ingress and egress to right-in/right-out turns only at the intersection of Ash Street and Pennsylvania Avenue. Implementation of the above mitigation reduces the significant impact at this intersection to below a level of significance.</p> <p>4C-4. As a condition of project approval and prior to providing public access to the segment of Harding Street between East Valley Parkway and Grand Avenue, the project applicant shall close access to the driveway for an existing business at the southeast corner of the East Valley Parkway/Harding Street. Implementation of the above mitigation reduces the significant impact to below a level of significance.</p>	<p>Less than significant</p> <p>Less than significant</p>

**TABLE S-1  
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS  
(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
<b>TRAFFIC/CIRCULATION (cont.)</b>			
Ingress/Egress (cont.)	<p><b>Wal-Mart</b></p> <p>The project proposes to connect East Valley Parkway and Grand Avenue and increase vehicle trips on Grand Avenue near a large, existing, vertical curve. Traffic conflicts are predicted and are considered a <b>significant direct project impact</b> from continued use of the driveway immediately east of the intersection at:</p> <ul style="list-style-type: none"> <li>• <i>Harding Street/Grand Avenue</i></li> </ul>	<p><b>Wal-Mart</b></p> <p>4C-5. As a condition of project approval and prior to the opening of the proposed Wal-Mart retail facility, the project applicant shall coordinate with the City Engineer to install W41 (Signal Ahead symbol) signage with a flashing beacon warning eastbound traffic approaching Harding Street on Grand Avenue of restricted visibility due to the vertical curve. Implementation of the above mitigation reduces the significant impact to below a level of significance.</p>	Less than significant
Congestion Management Program	Direct impacts to Ash Street segments as calculated for the CMP analysis would be less than significant.	No mitigation required.	Less than significant

**TABLE S-1  
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS  
(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
<b>TRAFFIC/CIRCULATION (cont.)</b>			
Parking	<p><b>Wal-Mart</b></p> <p>Project development results in <b>significant direct project impacts</b> because parking spaces in the north (front) parking lot would be less than the minimum number required to serve existing retail space in the Escondido Village Mall. The project proposes a net decrease in the number of parking spaces along with a net increase in the overall amount of square footage in the center. The difference between the number of parking spaces provided and that normally required could be significant unless additional restaurant space is limited since it requires more than twice as much parking as retail. Sufficient parking is provided for the Wal-Mart use in the south (back) parking lot.</p>	<p><b>Wal-Mart</b></p> <p>4C-6. As a condition of project approval and prior to opening of the proposed Wal-Mart facility, an agreement shall be provided to the satisfaction of the City that there shall be no increase of restaurant uses within the Escondido Village Mall beyond current levels so as to limit overall parking demand in the north parking lot during peak use hours to existing levels. The total allowable square footage for restaurant uses shall not be the amount existing at the commencement of the public review period for the DEIR.</p>	Less than significant



**TABLE S-1  
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS  
(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
<b>TRAFFIC/CIRCULATION (cont.)</b>			
Cumulative Impacts	<p><b>Wal-Mart</b></p> <p><b>Intersection Operations</b></p> <p>The project, in combination with other near-term cumulative projects in the area, will result in cumulatively significant impacts to the following intersections and street segments:</p> <p>Intersections: _</p> <ul style="list-style-type: none"> <li>• North Ash Street/East Valley Parkway (AM and PM peak hours);</li> <li>• Harding Street/Grand Avenue (PM peak hour);</li> <li>• North Rose Street/East Valley Parkway (PM peak hour)</li> <li>• Bear Valley Parkway/East Valley Parkway (AM and PM peak hours).</li> </ul>	<p><b>Wal-Mart</b></p> <p><b>Intersection Operations</b></p> <p>4C-9. As a condition of project approval and prior to the opening of the proposed Wal-Mart retail facility, the project applicant shall provide a fair share contribution to improve the following intersections:</p> <ul style="list-style-type: none"> <li>• North Ash Street/East Valley Parkway;</li> <li>• Harding Street/Grand Avenue;</li> <li>• North Rose Street/East Valley Parkway;</li> <li>• Bear Valley Parkway/East Valley Parkway.</li> </ul>	Less than significant

**TABLE S-1  
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS  
(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
<b>TRAFFIC/CIRCULATION (cont.)</b>			
Cumulative Impacts (cont.)	<p><b>Wal-Mart</b></p> <p><b>Street Segment Operations</b></p> <ul style="list-style-type: none"> <li>• East Valley Parkway from North Ash Street to Harding Street (LOS E)</li> <li>• East Valley Parkway from Harding Street to North Rose Street (LOS F)</li> <li>• East Valley Parkway from North Rose Street to Midway Drive (LOS E)</li> <li>• East Valley Parkway from Washington Avenue to Lake Wohlford Road (LOS F)</li> <li>• Valley Center Road from north of Lake Wohlford Road (LOS F).</li> </ul>	<p><b>Wal-Mart</b></p> <p><b>Street Segment Operations</b></p> <p>4C-10. As a condition of project approval and prior to opening of the proposed Wal-Mart retail facility, the project applicant shall provide a fair share contribution to improve the following road segments:</p> <ul style="list-style-type: none"> <li>• East Valley Parkway from North Ash Street to Harding Street (LOS E)</li> <li>• East Valley Parkway from Harding Street to North Rose Street (LOS F)</li> <li>• East Valley Parkway from North Rose Street to Midway Drive (LOS E)</li> <li>• East Valley Parkway from Washington Avenue to Lake Wohlford Road (LOS F)</li> <li>• Valley Center Road from north of Lake Wohlford Road (LOS F).</li> </ul>	Less than significant

**TABLE S-1  
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS  
(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
<b>TRAFFIC/CIRCULATION (cont.)</b>			
Project Access	<b>EUSD</b> Significant impacts related to project access from Washington Avenue due to existing parking and lane configuration adjacent to the project.	<b>EUSD</b> 4C-11. As a condition of project approval and prior to building occupancy, the project applicant shall restrict access at Driveway 1 on Ash Street to right-in/right-out turns only. Signage and any other improvements necessary to ensure conformance shall be reviewed and approved by the City Engineer prior to implementation.	Less than significant
		4C-12. As a condition of project approval and prior to building occupancy, the project applicant shall relocate Driveway 2 easterly from its existing location on Washington Avenue to approximately 250 feet east of the Ash Street/Washington Avenue intersection. The design and installation of improvements shall be reviewed and approved by the City Engineer prior to implementation.	Less than significant

**TABLE S-1  
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS  
(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
<b>TRAFFIC/CIRCULATION (cont.)</b>			
Project Access (cont.)	4C-13.	As a condition of project approval and prior to building occupancy, the project applicant shall restripe Washington Avenue between Ash Street and Harding Street to provide two travel lanes in each direction with a two-way center lane. Curbside parking shall be removed. The design and installation of improvements shall be reviewed and approved by the City Engineer prior to implementation.	Less than significant
	4C-14.	As a condition of project approval, and at the discretion of the project applicant, existing Driveway 3 may be retained at its current location.	Less than significant

**TABLE S-1  
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS  
(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
<b>NOISE</b>			
Conformance to Existing Noise Standards – HVAC Operations	<b>Wal-Mart</b> As shown on Table 4D-5, noise levels from HVAC equipment would exceed existing standards at several receiver locations.	<b>Wal-Mart</b> 4D-1. Prior to issuance of grading permits, the project applicant shall provide specifications for the selection and placement of rooftop HVAC units. Selected units shall not produce sound levels in excess of 56 dB(A) at 50 feet from the source. A sound-rated manufacturer’s enclosure may be used to achieve the desired noise level. It should be noted that if smaller HVAC equipment types with lower noise levels than considered for the “worst-case” analysis, the maximum noise level restriction on the larger units could be revised. In this case, an acoustical report shall be prepared showing, to the satisfaction of the City Engineer, that equipment will not exceed applicable noise ordinance standards at the project boundaries.	Less than significant.

**TABLE S-1  
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS  
(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
<b>NOISE (cont.)</b>			
Conformance to Existing Noise Standards – HVAC Operations (cont.)	<p><b>EUSD</b></p> <p>Preliminary plans do not identify the exact type of HVAC equipment to be used for the EUSD facility. Impacts would be considered significant until selection and design plans are approved by the city and noise levels shown to be acceptable.</p>	<p><b>EUSD</b></p> <p>4D-2. Prior to issuance of grading permits, an acoustician shall be retained to review plans and specifications for the selection and placement of rooftop HVAC equipment. An acoustical report shall be prepared showing, to the satisfaction of the City Director of Community Development, that equipment will not exceed applicable noise ordinance standards at the project boundaries.</p>	Less than significant.
Conformance to Existing Noise Standards – Traffic Noise	<p><b>Wal-Mart</b></p> <p>Future noise levels at existing residences, with or without the project, are projected to exceed the City’s 60 CNEL residential noise goal along Grand Avenue (see Table 4D-6). The small increase resulting from additional project traffic would not contribute to a significant direct, indirect, or cumulative impact.</p>	<p><b>Wal-Mart</b></p> <p>No mitigation required.</p>	Less than significant.

**TABLE S-1**  
**SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS**  
**(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
<b>NOISE (cont.)</b>			
Conformance to Existing Noise Standards – Traffic Noise	<b>EUSD</b> Traffic noise levels generated by future operations at the EUSD site would result in an overall increase of less than one decibel. An increase of less than one decibel is not perceptible. Impacts would be less than significant	<b>EUSD</b> No mitigation required.	Less than significant.

**TABLE S-1  
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS  
(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
<b>NOISE (cont.)</b>			
Short-term Construction	<p>Background: Hours of operation and maximum one-hour average sound levels allowed during construction are regulated by ordinance (Section 17-234). Operation of construction equipment is allowed Monday through Friday between the hours of 7 A.M. and 6 P.M. and on Saturdays between the hours of 9 A.M. and 5 P.M. One-hour average noise level generated by construction equipment is limited to 75 decibels.</p> <p><b>Wal-Mart</b></p> <p>Short-term construction activities would occur over the entire site and would not be situated at any one location for a long period of time. Due to the nature of the project, the acoustic center of the construction activity was assumed to be the center of the project site which is approximately 330 feet from the nearest project boundaries. Therefore, construction noise levels are projected to be below City standards and considered less than significant.</p>	<p><b>Wal-Mart</b></p> <p>No mitigation required.</p>	<p>Less than significant.</p>

**TABLE S-1  
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS  
(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
<b>NOISE (cont.)</b>			
Short-term Construction (cont.)	<p><b>EUSD</b></p> <p>Estimated noise levels would range between 77 and 91 dB(A) at 50 feet from the source. Construction activities would occur over the entire site and would not be situated at any one location for a long period of time. Due to the nature of the project, the acoustic center of the construction activity was assumed to be the center of the project site which is approximately 160 feet from the nearest project boundaries. Noise from a point source attenuates at approximately 6 dB(A) with the doubling of distance. Therefore, construction noise levels would be reduced at the project boundary to be below City standards and considered less than significant.</p>	<p><b>EUSD</b></p> <p>No mitigation required.</p>	Less than significant

**TABLE S-1**  
**SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS**  
**(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
<b>HAZARDOUS MATERIALS/RISK OF UPSET</b>			
Expose people or structures to significant risk of injury or loss of property - blasting	<p><b>Wal-Mart</b></p> <p>Blasting would likely be used for hard rock excavations deeper than 10 to 20 feet and would occur during the construction phase of the project only. Blasting would involve three primary steps: (1) drilling holes in rocks for placing the explosives, (2) detonating the explosives, and (3) processing the fractured rock. Special precautions would be taken to reduce any potential for impacts to adjacent commercial property, residential buildings, and public walkways and streets (see Appendix H, Sections 5.3.4 and 5.3.5). Charges are carefully controlled and placed to limit effects, such as excessive fracturing of rock, noise and vibration, and fugitive dust. Very small charges are inserted into many drill holes to fracture the rock.</p>	<p><b>Wal-Mart</b></p> <p>The use of explosives is highly regulated and is by definition part of the project and not specifically defined as mitigation. Mandatory compliance with all applicable local, state, and federal regulations for blasting, including blasting ordinances for the City of Escondido (Section 7705) and the County of San Diego (Number 7821) which require pre- and post-blast surveys of adjacent structures, public noticing and other measures, is considered sufficient to ensure that impacts would be less than significant.</p>	Less than significant

**TABLE S-1  
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS  
(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
<b>HAZARDOUS MATERIALS/RISK OF UPSET (cont.)</b>			
Expose people or structures to significant risk of injury or loss of property – blasting (cont.)	Mandatory compliance with all applicable local, state, and federal regulations for blasting, including blasting ordinances for the City of Escondido (Section 7705) and the County of San Diego (Number 7821) which require pre- and post-blast surveys of adjacent structures, public noticing and other measures, is considered sufficient to ensure that impacts would be less than significant.		
Expose people or structures to significant risk of injury or loss of property – construction phasing	Planning efforts indicate a possible need for EUSD to occupy existing on-site administration facilities during initial stages of construction for the Wal-Mart. Significant direct and indirect short-term impacts could result, depending on the location of needed staging areas and heavy equipment operations. Careful planning and implementation of mitigation measures would be required to reduce the potential impact and ensure adequate access and protection for public safety as construction proceeds	In addition to implementation of BMPs for the protection of water quality (see Hydrology/Water Quality), the following mitigation measures are required.  4E-1. As a condition of approval and prior to commencement of operations at the Wal-Mart retail center, construction staging and access plans ensuring safe vehicle and pedestrian access to on-site administration facilities shall be submitted and approved by the Director of Community Development and implemented as approved (see also related Land Use Mitigation Measure 4A-3).	Less than significant

**TABLE S-1  
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS  
(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
<b>HAZARDOUS MATERIALS/RISK OF UPSET (cont.)</b>			
Hazardous Materials/ Contamination – Listed on a Hazardous Materi- als Site	<p><b>Wal-Mart</b></p> <p>Current and historic use and storage of pesticides/herbicides, fuel and other chemicals associated with nursery, dry cleaning, or school district activity have resulted in on-site contamination. A Site Assessment also indicated the potential for additional hazards associated with historic use of lead-based paint, asbestos containing materials and chemical storage and use.</p> <p>The Phase I Records Search indicates the presence of a contaminant, perchloroethylene (PCE), in on-site soils, groundwater, and soil vapor. The PCE is suspected to have been released by a dry cleaning machine that was removed in 1994 from the Lovett’s One Hour Cleaners (Case No. H11085). The machine was subsequently replaced in 1996 with another dry cleaning machine. Existing equipment showed no signs of leakage during a site visit to the project site.</p> <p>County of San Diego Department of Environmental Health (DEH) indicates that the case is expected to be closed by mid-July 2004 or by the time this EIR is released for public review (Schuck 2004).</p>	<p><b>Wal-Mart</b></p> <p>4E-2. As a condition of approval and throughout site grading and construction, the project proponent shall be responsible for ongoing monitoring, risk assessment, and possibly remediation of PCE and its degradation by-products on-site. These measures shall be conducted in accordance with DEH guidelines and recommendations until Case No. H11085 is closed.</p> <p>4E-3. As a condition of project approval, and prior to any demolition of the existing on-site structures (single-family residential and commercial uses), a hazardous material building survey and remediation, as required, shall be performed in accordance with existing federal, state, and local regulations, including guidelines established by the County of San Diego DEH. Any required remediation shall be supervised by a registered environmental health specialist (REHS).</p>	<p>Less than significant</p> <p>Less than significant</p>

**TABLE S-1  
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS  
(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
<b>HAZARDOUS MATERIALS/RISK OF UPSET (cont.)</b>			
Hazardous Materials/ Contamination – Listed on a Hazardous Materi- als Site (cont.)	<b>Wal-Mart (cont.)</b>	<b>Wal-Mart (cont.)</b>	
	Potential asbestos-containing materials (ACMs), lead-based paint (LBP) and/or other contaminants, including pesticides, fungicides, and/or fertilizers could be released during demolition of existing on-site structures due to their age and past uses on the property.	4E-4. As a condition of project approval, and prior to any site grading or demolition of the existing on-site structures (single-family residential and commercial uses), soil samples shall be collected and analyzed for pesticides, arsenic and copper (fungicides), and nitrates (fertilizers) at the former garden nursery. Remediation shall be implemented as warranted.	Less than significant
		4E-5. As a condition of project approval, and prior to any grading or demolition of the existing single-family residence, the existing septic tank, if present, shall be removed in accordance with DEH guidelines.	Less than significant
	<b>EUSD</b>	<b>EUSD</b>	
	ACMs identified in window putty, floor tiles and mastic, and hot water heater insulation which could be released during future demolition.  The site assessment was inconclusive regarding the presence or absence of former UST systems in the south-southeast vicinity of the half-round building. If present, future excavation and construction in the vicinity of these or other subsurface features could increase the potential to expose the environment to unknown contaminants.	4E-6. As a condition of project approval, and prior to any scraping, equipment removal, or demolition of the existing half-round building, the City of Escondido/EUSD shall ensure that a Certified Asbestos Abatement Contractor removes existing ACMs. The identified ACMs may be left in place under an asbestos operations and maintenance (O&M) program only if the building remains on the property.	Less than significant

**TABLE S-1  
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS  
(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
<b>HAZARDOUS MATERIALS/RISK OF UPSET (cont.)</b>			
Hazardous Materials/ Contamination – Listed on a Hazardous Materi- als Site (cont.)	<b>EUSD (cont.)</b>		
	4E-7.	As a condition of project approval, and prior to any scraping, equipment removal, or demolition of the existing half-round building, the City of Escondido/EUSD shall ensure that a LBP professional shall create an abatement plan the contractors can use to protect workers and the environment from lead exposure. Contractors responsible for removal of equipment or demolition shall possess all necessary training, certifications, and licenses pertaining to LBP abatement and shall follow all applicable federal state and local regulations, including County Department of Health Services (DHS), regulations pertaining to LBP removal.	Less than significant
	4E-8.	As a condition of project approval and prior to any demolition, excavation, or construction, project contractors shall conduct additional subsurface investigations prior to impacting the former locations of USTs, outdoor equipment storage and repair operations, patched concrete areas reported to be former vehicle maintenance pits, or the area of the blue metal cylinder and lid to avoid the potential for impacts to UST systems or other potential contamination sites.	Less than significant

**TABLE S-1**  
**SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS**  
**(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
<b>HAZARDOUS MATERIALS/RISK OF UPSET (cont.)</b>			
Hazardous Materials/ Contamination – Listed on a Hazardous Materi- als Site (cont.)	<b>EUSD (cont.)</b>		
	4E-9.	As a condition of project approval, and prior to any scraping, equipment removal, or demolition, the City of Escondido/EUSD shall ensure that the two on-site water supply wells are properly destroyed and either capped or filled.	Less than significant
	4E-10.	As a condition of project approval, and prior to any scraping, equipment removal, or demolition, the City of Escondido/EUSD shall arrange for San Diego Gas & Electric (SDG&E) to remove on-site transformers that appear to be from the 1940's era. A letter, signed by the responsible party at SDG&E, shall be submitted to the City Planning Department stating that the transformers have been removed and all appropriate remediation completed such that the environmental impact related to the presence of insulating fluids in older transformers is deemed less than significant.	Less than significant

**TABLE S-1  
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS  
(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
<b>HAZARDOUS MATERIALS/RISK OF UPSET (cont.)</b>			
Hazardous Materials/ Contamination – Listed on a Hazardous Materi- als Site (cont.)	<b>EUSD (cont.)</b>		
	4E-11.	As a condition of project approval, and prior to any scraping, equipment removal, or demolition, the City of Escondido/EUSD shall ensure that all on-site containers, including containers possibly filled with oil and suspended from the north interior wall in the northeast portion of the half-round building, shall be properly removed and the contents (if any) properly dispose of or recycled.	Less than significant
	4E-12.	As a condition of project approval, and prior to any scraping, equipment removal, or demolition, the City of Escondido/EUSD shall ensure that the hydraulic vehicle lifts and associated equipment shall be properly removed and disposed of by a certified contractor.	Less than significant

**TABLE S-1  
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS  
(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
<b>HAZARDOUS MATERIALS/RISK OF UPSET (cont.)</b>			
Hazardous Materials/ Contamination – Listed on a Hazardous Materi- als Site (cont.)	<b>EUSD (cont.)</b>		
	4E-13.	Due to the large quantity of storage materials located throughout the interior of the half-round building, all interior storage materials shall be removed and, as a condition of approval and prior to any scraping, or demolition of the site, the City of Escondido/EUSD shall provide for an additional site visit by the preparer of the Environmental Site Assessment to verify that no additional areas of concern are identified within the structure.	Less than significant
	<b>Wal-Mart and EUSD</b>		
	4E-14.	As a condition of project approval, all of the above environmental investigations and/or remediation shall be conducted under a work plan which is approved by a regulatory agency that has jurisdiction to oversee hazardous waste cleanup.	Less than significant

**TABLE S-1  
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS  
(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
<b>PUBLIC SERVICES AND UTILITIES</b>			
Conformance to City Quality of Life Standards for water, sewer, police, parks and recreation or schools	<b>Wal-Mart and EUSD</b> The project conforms to quality life standards for water, sewer, police, fire, solid waste, gas/electricity and would not affect parks and recreation or schools with the exception of design measures required by fire services at the Wal-Mart site (see below).	<b>Wal-Mart/EUSD</b> No mitigation required.	Less than significant.

**TABLE S-1  
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS  
(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
<b>PUBLIC SERVICES AND UTILITIES (cont.)</b>			
<p>Conformance to City Quality of Life Standards for fire service</p>	<p><b>Wal-Mart</b> Emergency vehicle access is too narrow to allow for emergency fire fighting equipment along the south side of the retail site, adjacent to Grand Avenue. Additional coordination would be required with the fire department at the time plans are submitted for review.</p>	<p><b>Wal-Mart</b> 4F-1. Prior to approval of final plans, the project applicant shall submit a technical opinion and report to the City of Escondido Fire Chief. The opinion and report shall be prepared by a qualified engineer acceptable to the chief and property owner and shall analyze the fire-safety properties of the design, operation, or use of the building or premises and the facilities and appurtenances situated thereon. Fire flow rates must be calculated using the Insurance Services Office (ISO) Method. The opinion and report shall reference all applicable codes including but not limited to 2001 California Fire Code, Escondido Amendments to the 2001 California Fire Code, and National Fire Protection Association Standards. Once the chief and owner accept the technical opinion and report, approved fire protection plans must be submitted to the City of Escondido Fire Department for review. The opinion, report, and fire protection plans shall be prepared by and bear the stamp of a certified engineer.</p>	<p>Less than significant.</p>

**TABLE S-1**  
**SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS**  
**(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
<b>HYDROLOGY/WATER QUALITY</b>			
Regulatory Compliance	<b>Wal-Mart/EUSD</b>  Development would employ best management practices (BMPs) to protect water quality and comply with existing regulations	<b>Wal-Mart/EUSD</b>  <b>Regulatory Requirements Relied Upon to Avoid Significant Impacts</b> <ul style="list-style-type: none"> <li>• Municipalities in the San Diego region, including the City of Escondido, must comply with the SWRCB's Order 2001-01 and U.S. Environmental Protection Agency Permit No. CA0108758, which consists of waste discharge requirements for storm water and urban runoff. Implementation of appropriate BMPs would reduce the proposed project's direct and cumulative water quality and hydrology impacts to a level below significant.</li> <li>• The project area shall comply with all requirements of State Water Resources Control Board Order No. 99-08-DWQ (NPDES General Permit in No. CAS000002), Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction Activity. In accordance with said permits, a SWPPP and a Monitoring Program Plan shall be developed prior to the issuance of grading permits, and a complete and accurate Notice of Intent (NOI) shall be filed with the SWRCB. A</li> </ul>	Less than significant

**TABLE S-1  
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS  
(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
<b>HYDROLOGY/WATER QUALITY (cont.)</b>			
Regulatory Compliance (cont.)		<p><b>Wal-Mart/EUSD</b></p> <p><b>Regulatory Requirements Relied Upon to Avoid Significant Impacts (cont.)</b></p> <p>copy of the acknowledgment from the SWRCB that an NOI has been received for this project shall be filed with the City of Escondido when received; further, a copy of the completed NOI from the SWRCB showing the construction permit number for this project shall be filed with the City of Escondido when received. Best Management Practices shall be included in the SWPPP and shall be designed in accordance with the Engineering Department's standard for SWPPPs to the satisfaction of the City Engineer. The SWPPP shall be approved by the City Storm Water Administrator prior to issuance of grading permits.</p>	
100-year floodplain	<p><b>Wal-Mart/EUSD</b></p> <p>Both properties are located outside the 100-year floodplain and runoff patterns would be essentially unchanged from existing conditions.</p>	<p><b>Wal-Mart/EUSD</b></p> <p>No mitigation required</p>	Less than significant



**TABLE S-1  
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS  
(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
<b>HYDROLOGY/WATER QUALITY (cont.)</b>			
Water Quality (cont.)	<b>Wal-Mart/EUSD</b>		
	4G-3.	<p>The permittee shall provide for maintaining the BMPs so that they are functional throughout the life of the approved development. Such ongoing maintenance shall include the following:</p> <ul style="list-style-type: none"> <li>a) all BMP traps/separators and/or filters must be cleaned prior to the onset of the storm season, no later than September 30 each year;</li> <li>b) debris and other water pollutants contained in BMP device(s) shall be contained and disposed of in a proper manner; and</li> <li>c) the permittee shall inspect the filter devices each year at the time of cleaning, and shall replace any found damaged or nonfunctional.</li> </ul> <p>An annual report documenting the above shall be submitted to show ongoing maintenance to the satisfaction of the City Engineer.</p>	Less than significant
	4G-4.	<p>Landscape all exposed, manufactured slopes per City of Escondido erosion control standards to the satisfaction of the City Engineer.</p>	Less than significant

**TABLE S-1  
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS  
(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
<b>AIR QUALITY</b>			
Criteria Pollutants - Construction	<b>Wal-Mart/EUSD</b> Demolition of structures, grading and construction would generate dust and emissions from equipment operations. Dust and emission control during grading operations would be implemented to reduce potential nuisance impacts and to ensure compliance with APCD rules and regulations.	<b>Wal-Mart/EUSD</b> <b>Standard Practice Measures Relied Upon to Avoid Significant Impacts</b> As a matter of standard practice the applicant will implement the following standard construction measures during construction activities:  4H-1. All unpaved construction areas shall be sprinkled with water or other acceptable San Diego APCD dust control agents during dust-generating activities to reduce dust emissions. Additional watering or acceptable APCD dust control agents shall be applied during dry weather or windy days until dust emissions are not visible.  4H-2. Trucks hauling dirt and debris shall be properly covered to reduce windblown dust and spills.  4H-3. A 20 mile-per-hour speed limit on unpaved surfaces shall be enforced.	Less than significant

**TABLE S-1  
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS  
(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
<b>AIR QUALITY (cont.)</b>			
Criteria Pollutants – Construction (cont.)	<p style="text-align: center;"><b>Wal-Mart/EUSD</b></p> <p style="text-align: center;"><b>Standard Practice Measures Relied Upon to Avoid Significant Impacts (cont.)</b></p> <p>4H-4. On dry days, dirt and debris spilled onto paved surfaces shall be swept up immediately to reduce resuspension of particulate matter caused by vehicle movement. Approach routes to construction sites shall be cleaned daily of construction-related dirt in dry weather.</p> <p>4H-5. On-site stockpiles of excavated material shall be covered or watered.</p> <p>4H-6. Disturbed areas shall be hydroseeded, landscaped, or developed as quickly as possible and as directed by the County to reduce dust generation.</p> <p>4H-7. To the maximum extent feasible:</p> <ul style="list-style-type: none"> <li>• Heavy-duty construction equipment with modified combustion/fuel injection systems for emissions control shall be utilized during grading and construction activities.</li> <li>• Catalytic reduction for gasoline-powered equipment shall be used.</li> </ul>		

**TABLE S-1  
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS  
(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
<b>AIR QUALITY (cont.)</b>			
Criteria Pollutants – Construction (cont.)		<ul style="list-style-type: none"> <li>• Equip construction equipment with prechamber diesel engines (or equivalent) together with proper maintenance and operation to reduce emissions of nitrogen oxide, to the extent available and feasible.</li> </ul> <p>4H-8. Electrical construction equipment shall be used to the extent feasible.</p> <p>4H-9. The simultaneous operations of multiple construction equipment units shall be minimized (i.e., phase construction to minimize impacts).</p> <p>Based on the analysis presented, no significant air quality impacts would occur during project construction or operation. Therefore, no mitigation is required.</p>	
Toxic Air Emissions	<b>Wal-Mart/EUSD</b>  Future demolition of the structures on both the Wal-Mart and EUSD sites could release hazardous materials into the environment and would be considered a significant direct project impact.	<b>Wal-Mart/EUSD</b>  Future demolition of the structures on both the Wal-Mart and EUSD sites could release hazardous materials into the environment and would be considered a significant direct project impact. The following mitigation measures will ensure that toxic air emission impacts will be less than significant.	Less than significant

**TABLE S-1  
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS  
(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
<b>AIR QUALITY (cont.)</b>			
Toxic Air Emissions (cont.)	<b>Wal-Mart</b>		
	4H-10.	As a condition of approval and throughout site grading and construction, the project proponent shall be responsible for ongoing monitoring, risk assessment, and possibly remediation of PCE and its degradation by-products on-site. These measures shall be conducted in accordance with Department of Environmental Health guidelines and recommendations until Case No. H11085 is closed.	Less than significant
	4H-11.	As a condition of project approval, and prior to any demolition of the existing on-site structures (single-family residential and commercial uses), a hazardous material building survey and remediation, as required, shall be performed in accordance with existing federal, state, and local regulations, including guidelines established by the County of San Diego Department of Environmental Health. Any required remediation shall be supervised by a registered environmental health specialist (REHS).	Less than significant

**TABLE S-1  
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS  
(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
<b>AIR QUALITY (cont.)</b>			
Toxic Air Emissions (cont.)	4H-12.	As a condition of project approval, and prior to any site grading or demolition of the existing on-site structures (single-family residential and commercial uses), soil samples shall be collected and analyzed for pesticides, arsenic and copper (fungicides), and nitrates (fertilizers) at the former garden nursery. Remediation shall be implemented as warranted.	Less than significant
	<b>EUSD</b>		
	4H-13.	As a condition of project approval, and prior to any scraping, equipment removal, or demolition of the existing half-round building, the City of Escondido/EUSD shall ensure that a Certified Asbestos Abatement Contractor removes existing RACMs. The identified RACMs may be left in place under an asbestos operations and maintenance program only if the building remains on the property.	Less than significant

**TABLE S-1  
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS  
(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
<b>AIR QUALITY (cont.)</b>			
Toxic Air Emissions (cont.)	<b>EUSD (cont.)</b>		
	4H-14.	As a condition of project approval, and prior to any scraping, equipment removal, or demolition of the existing half-round building, the City of Escondido/EUSD shall ensure that a lead-based paint (LBP) professional shall create an abatement plan the contractors can use to protect workers and the environment from lead exposure. Contractors responsible for removal of equipment or demolition shall possess all necessary training, certifications, and licenses pertaining to LBP abatement and shall follow all applicable federal state and local regulations, including County of San Diego DHS, regulations pertaining to LBP removal.	Less than significant
	4H-15.	Due to the large quantity of storage materials located throughout the interior of the half-round building, all interior storage materials shall be removed and, as a condition of approval and prior to any scraping, or demolition of the site, the City of Escondido/EUSD shall provide for an additional site visit by the preparer of the Environmental Site Assessment to verify that no additional areas of concern are identified within the structure.	Less than significant

**TABLE S-1**  
**SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS**  
**(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
<b>CULTURAL/HISTORIC RESOURCES</b>			
Cultural or historic resources	<p><b>Wal-Mart</b></p> <p>Demolition of the on-site residence has been determined to be less than significant and no mitigation would be required. However, at the discretion of the property owner and City of Escondido Planning Director, the City of Escondido historic preservation commission recommended the following measure:</p>	<p><b>Wal-Mart</b></p> <p><b>Recommendation:</b> Due to the associated of the on-site residence with Mr. E. S. Bulen, a recognized member of the community, members of the historic preservation commission have requested that the on-site residence at 1314 East Grand Avenue be documented in a manner that is consistent with the City’s historic sites survey prior to demolition. This includes completion of California Department of Parks and Recreation form DPR 523 incorporating 35mm photographs of the building and basic floor plan and elevation sketches. Upon completion of the documentation, the form should be submitted to the South Coastal Information Center for assignment of an official state identification number within the California Historical Resource Information System (CHRIS). Copies of the completed form, including the CHRIS number, should then be provided to the City of Escondido, the Escondido Historical Society, and the Pioneer Room of the Escondido Library.</p>	Less than significant (with or without implementation of proposed recommendation)

**TABLE S-1  
SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS  
(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
<b>CULTURAL/HISTORIC RESOURCES (cont.)</b>			
Cultural or historic resources (cont.)	<p><b>EUSD</b></p> <p>While the EMWD building is a half-round structure similar to a Quonset hut, the size and framework composition do not match the Quonset hut specifications. The building is not prefabricated and is not considered significant pursuant to the criteria for listing on the California Register of Historical Places [15064.5(a)(3)(A, B, C, D)]. However, the building does meet two of the seven criteria required to qualify under the City of Escondido guidelines as eligible for inclusion on the local register of historic places or for designation as a local historic landmark. The existing structure is more than 50 years old (63 years old, to be exact) and is a unique representative of a large, half-round structure in Escondido to which there is no indication of substantial alteration.</p>	<p><b>EUSD</b></p> <p>Significant direct project impacts to cultural resources would be mitigated to a level of less than significant by any of the following measures: preservation; adaptive reuse; relocation or, if the preceding are found not to be feasible, the following documentation in conformance with state guidelines:</p> <p>4I-1. If documentation is determined to be the only feasible means of mitigating impacts, the following shall be implemented prior to approval of development resulting in the alteration, removal, or demolition of a resource that appears to meet local eligibility standards:</p> <p>As a condition for approval of the Final Map and prior to the issuance of grading permits, the project proponent shall provide documentation to the City of Escondido that impacts to historic resources are reduced to below a level of significance. The applicant shall, at a minimum, include HABS (Historic American Buildings Survey) documentation level I of the standing structure. Documentation for HABS includes:</p>	Less than significant

**TABLE S-1**  
**SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS**  
**(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
<b>CULTURAL/HISTORIC RESOURCES (cont.)</b>			
Cultural or historic resources (cont.)	<p style="text-align: center;"><b>EUSD (cont.)</b></p> <ul style="list-style-type: none"> <li>• Measured drawings.</li> <li>• Large format photographs produced as contact prints from 4 by 5 or 5 by 7 black-and-white negatives. These should include elevations of each side of the building, and representative shots of window and door design and construction. Interior shots should include the office interiors and exteriors, dividers, structural elements of the truss framework, and interior window and door elements. All interior photographs should be done after the building has been emptied of its current furniture and other contents, so the photographer has sufficient room to work and all interior features can be seen.</li> </ul>		

**TABLE S-1**  
**SUMMARY OF ENVIRONMENTAL ANALYSIS RESULTS**  
**(continued)**

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
<b>CULTURAL/HISTORIC RESOURCES (cont.)</b>			
Cultural or historic resources (cont.)	<b>EUSD (cont.)</b>		
	<ul style="list-style-type: none"> <li>• Written histories accompanied by sets of measured drawings. The history of the structure and associated property places the site or structure in the appropriate context and addresses historical, architectural, and engineering aspects of the resources significance. Histories could include oral historical research and additional archival documentation.</li> </ul>		

# Chapter One

## Introduction

### A. Purpose of this Document

The purpose of this environmental impact report (EIR) is to evaluate the environmental effects associated with construction of a commercial retail facility with up to 150,000 square feet of space and road improvements to Harding Avenue on 11.11 acres located northwest of the intersection of Grand Avenue and Harding Street in the city of Escondido, California. The proposed project requires removal of existing administration facilities for the Escondido Union School District (EUSD) that currently occupy the site. The existing school administration facilities would be relocated to the southeast corner of Ash Street and Washington Avenue. The project therefore considers a site plan for the 11.11-acre Wal-Mart project site and conceptual design plans for the approximate 4.57-acre site to which the EUSD facilities would be relocated. Consequently, this EIR has been prepared by the City of Escondido and EUSD as co-lead agencies for their respective actions.

For the City of Escondido, the discretionary actions associated with the project include approval of the following for development of the Wal-Mart project:

- Site Plan;
- Legislative action to either Amendment of the East Valley Overlay Zone to address the requested action or rezone the portion of the Escondido Village Mall from Harding Street west to Ash Street to Planned Development. The planned development (PD) zone is a contract zone that establishes the specific zoning requirements for the site and is the preferred action by the City. Amendment or a rezone to PD is proposed to establish specific development criteria for the existing center and proposed Wal-Mart site for the purpose of (1) encouraging redevelopment and (2) allowing a reduction in parking ratio while still providing adequate parking based on projected use and allow greater design flexibility.

For the rezone to PD Option: Preliminary, Master and Precise Development Plans for the proposed Wal-Mart project are required for:

- Demolition of the existing EUSD Administration facility, Laundromat and dry cleaners within the project boundary, and construction of Wal-Mart, including possible blasting and export of up to 63,000 cubic yards of material;
- Demolition of the existing single-family residence;
- Extension of Harding Street between Grand Avenue and East Valley Parkway;
- Reduction of the existing parking ratio for the entire Escondido Village Mall below the current 1:200 parking ratio and limitation on additional restaurant space;
- Signalization of the intersection of Grand Avenue and Harding Street;
- Increased signage to allow a pole sign along East Valley Parkway;
- Phasing of development to accommodate existing EUSD administrative uses up to and through commencement of construction of Wal-Mart facilities;
- Encroachment permit issued by the San Diego County Water Authority (SDCWA) for improvements to Harding Street between Grand Avenue and East Valley Parkway within the SDCWA water line easement;
- Regional Water Quality Control Board Section 401 Certification and Waste Discharge Permit; and
- Letter confirming Case No. H11085 closed and “no further action” required issued by the San Diego County Department of Environmental Health.
- Grading exemptions for cut slopes and a retaining wall in excess of 20 feet in height;
- Outdoor retail sales activities, storage, and display;
- Encroachment and Construction permits for any improvements to Ash Street/State Route 78 (SR-78).

Proposed school administration facilities would be consistent with the adopted land use and zoning and would therefore be an allowed use at the 4.57-acre site addressed as 1201 E. Washington Avenue. Discretionary actions required for future development include:

- Plot Plan for an office facility with incidental assembly;
- Demolition of the on-site half-round structure and ancillary facilities; and
- Escondido Union School District School Board Approval

No additional discretionary actions are required.

The purpose of this EIR is to assess the impacts of the proposed project pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code 21000 et seq.) and the state CEQA Guidelines (California Code of Regulations, Section 15000 et seq.).

This EIR is an informational document, which is intended to inform public decision makers, other responsible or interested agencies, and the general public of the environmental effects of this project. The environmental review process has been established to enable governmental agencies and the public to evaluate a project in terms of its environmental consequences, to examine and implement methods of eliminating or reducing any adverse impacts, and to consider alternatives to the project as proposed. While CEQA requires that major consideration be given to avoiding environmental impacts, the lead agency and other responsible public agencies must balance adverse environmental effects against other public objectives, including economic and social goals, in determining whether, and in what manner, a project should be approved.

For both the Wal-Mart and proposed school administration sites, the City of Escondido and EUSD have determined that impacts are expected to occur from project implementation. Based on information available to date, this EIR therefore addresses land use, topography and aesthetics, traffic/circulation, noise, hazards/hazardous materials, public services and utilities, hydrology/water quality, air quality, cultural/historic, and cumulative impacts. Other sections as required by CEQA will be included in the EIR. These sections will include growth inducement, project alternatives, effects found not to be significant, and a mitigation monitoring and reporting program.

## **B. Terminology Used in the EIR**

This EIR uses the following terminology to denote the significance of environmental impacts of the proposed project:

---

<b>Less than significant</b>	No substantial adverse change in the environment (no mitigation is recommended);
<b>Significant</b>	A substantial adverse change in the environment (mitigation recommended); and
<b>Significant and unavoidable</b>	A substantial adverse change in the environment that cannot be avoided if the project is implemented (mitigation may be recommended but will not reduce the impact to a less than significant level).

The EIR also identifies mitigation measures, if required.

## **C. Organization of this Document**

The EIR is divided into a summary and 11 chapters. This introduction is provided for the reader to understand the document's overall organization and the relationship of the proposed project to state and federal laws. A brief overview of the general environmental conditions of the two sites comprising the project and their environs is provided in Chapter 2. Chapter 3 is a detailed description of all aspects of the proposed project.

Chapter 4, the major part of the EIR, contains a section for each of the environmental issues identified in the Notice of Preparation (NOP). For each issue, the EIR contains a discussion of the existing conditions, thresholds applied to determine project impacts, impacts and their level of significance, mitigation measures for those impacts which have been identified as significant, and the level of significance of impacts after mitigation. A mitigation monitoring and reporting program for the mitigation measures is presented in accordance with CEQA Section 21081.6 within each issue discussion. Significant environmental effects that could not be avoided if the project were to be implemented as proposed are identified in the impact section of each topic and briefly summarized at the beginning of this report. Alternatives to the proposed project are presented in Chapter 9. Technical and supporting materials discussed and cited in the text are included in the appendixes found after the EIR.

## **D. Other Agencies That May Use the EIR**

In the state of California, all discretionary actions requiring approval by public agencies are required under CEQA to have an assessment of the environmental effects of the proposed actions. A Clean Water Act Section 401 Water Quality Permit from the

Regional Water Quality Control Board (RWQCB) is required with approval of the proposal.

In addition to approval of a Site Plan and Master and Precise Development Plans, the City must approve a grading exemption for cut slopes requiring construction of a retaining wall in excess of 20 feet in height and take action to address resulting parking ratios for the existing shopping center and proposed Wal-Mart site. Approval from other state agencies may also be required prior to project implementation. These agency approvals, discretionary actions, and permits include the following:

### **1) San Diego Regional Water Quality Control Board**

The San Diego Regional Water Quality Control Board, for the Section 401 Certification for any “discharge to navigable waters,” including the Escondido Creek Flood Control Channel, and for a National Pollutant Discharge Elimination System (NPDES) construction permit to ensure implementation of best management practices (BMPs) to improve water quality prior to discharge of stormwater.

### **2) Escondido Union School District**

The Escondido Union School District is a co-lead agency under CEQA and is responsible for the planning and construction of a new administration building at the Ash Street/Washington Avenue site.

### **3) Other Agencies, Organizations, and Individuals That May Use This EIR**

This EIR would also be used by other agencies that may have review authority and organizations and persons who may have an interest in this project. The City and/or EUSD will obtain all permits as required by law. Based on the analysis in Section 4 of this document, coordination or additional approvals may be required by the following: California Department of Transportation (Caltrans), District 11 for improvements adjacent to Ash Street/State Route 78 (SR-78); San Diego Air Pollution Control District (APCD) for air quality permits; San Diego County Water Authority for approval of an encroachment easement; Fire Marshal, and County of San Diego Department of Environmental Health (DEH) for remediation and resolution of hazardous materials on site.

## **E. Public Review Process**

In accordance with CEQA, a good faith effort has been made during the preparation of this Draft EIR to contact affected agencies, organizations, and persons who may have an interest in this project. This included the circulation of an NOP on September 11, 2003, which began a 30-day comment period. Both the NOP and letters of comment addressing the NOP are included in Appendix A. These comments to the NOP were considered during preparation of the Draft EIR.

The City of Escondido has filed a Notice of Completion of the Draft EIR with the Governor's Office of Planning and Research. A Notice of Availability of the Draft EIR and the date of the public hearing has been published concurrently with distribution of this document. Pursuant to Public Resources Code, Section 21091, the Draft EIR will be available for a public review period of 45 days and may be reviewed. Copies of the Draft EIR may be reviewed at the City of Escondido Planning Counter, 201 N. Broadway.

Comments may be made on the Draft EIR either in writing before the end of the comment period or at the public hearing on the Draft EIR. Written comments may be sent to the City of Escondido, Planning Division, 201 North Broadway, Escondido, California 92025, Attention Jon Brindle. Following the close of the public comment period, responses to comments on the Draft EIR will be prepared and published and, together with the Draft EIR, will constitute the Final EIR.

The City of Escondido will review the Final EIR for adequacy and will consider the Final EIR for certification. The City will make findings on the feasibility of reducing or avoiding significant environmental effects and will then file a Notice of Determination with the state Office of Planning and Research.

# Chapter Two

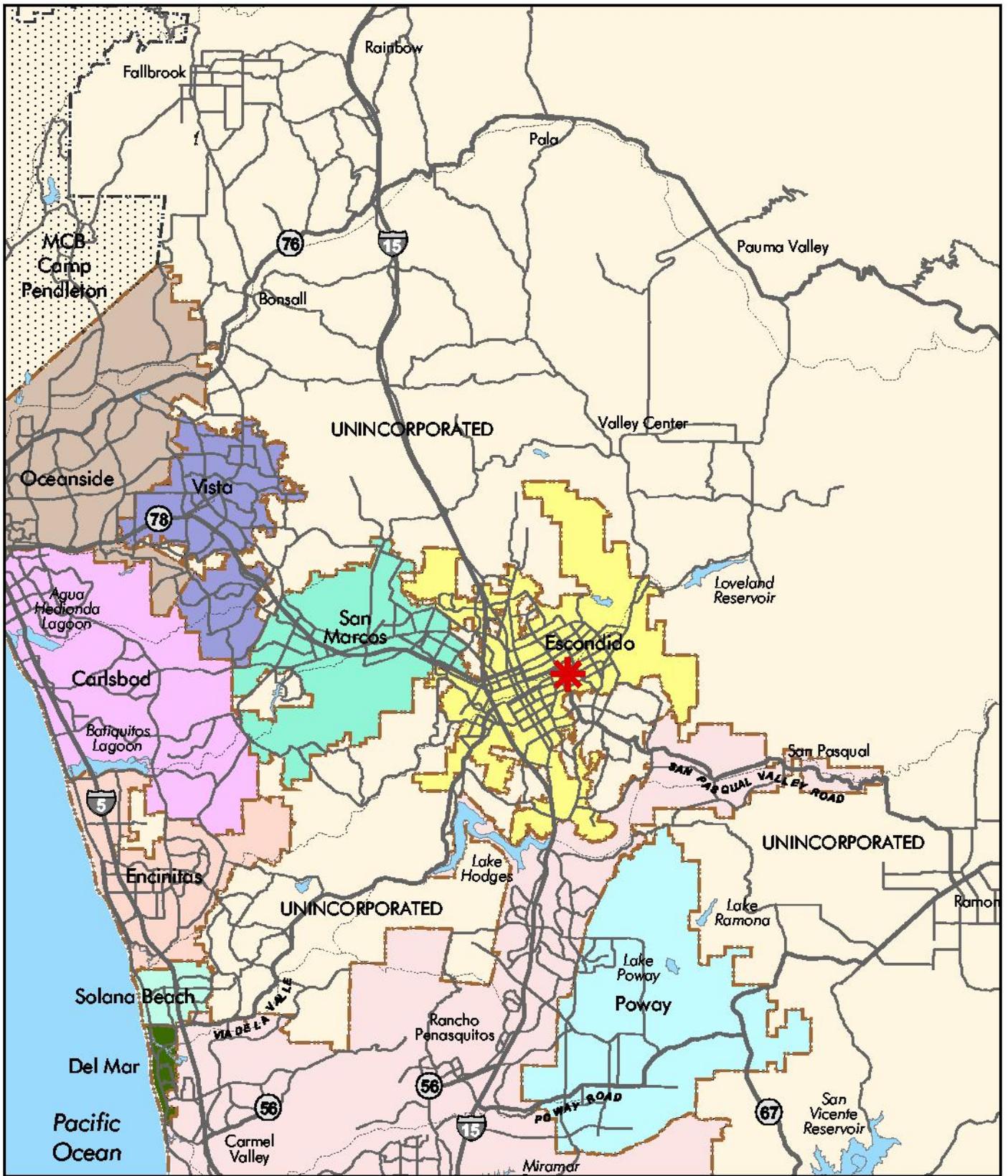
## Environmental Setting

### A. Wal-Mart Site

The proposed 11.11-acre Wal-Mart commercial-retail site is located in the 1300 block of Grand Avenue in the city of Escondido, San Diego County, California. The site is approximately 25 miles northeast of downtown San Diego and one mile east of Escondido's downtown central business district. Interstate 15 (I-15) is less than two miles west. Ash Street, which is also designated State Route 78 (SR-78), is one block east. The project site occupies four parcels: Assessor's Parcel Numbers (APNs) 230-230-1400, -1500, -3100, and -3200. Figures 2-1 and 2-2 show the regional location and vicinity for the project. Figure 2-3 is an aerial view of the site and Figure 2-4 shows the existing project site and surrounding uses.

The Escondido General Plan designation and zoning for the Wal-Mart site is General Commercial (CG) and the property is within the East Valley Parkway Overlay Zone. Policies for the East Valley Parkway area are described in Commercial Policy B4.12. Adjacent properties are zoned for professional/medical, general commercial, and medium to heavy multiple residential. Further to the north and east, areas are built-out with commercial/retail uses along East Valley Parkway (Escondido Village Mall, Valley Rose Plaza, and Town and Country Mall). Multiple residential development is adjacent to the south and west. A lone single-family residence fronts Grand Avenue and occupies the southwestern corner of the project site.

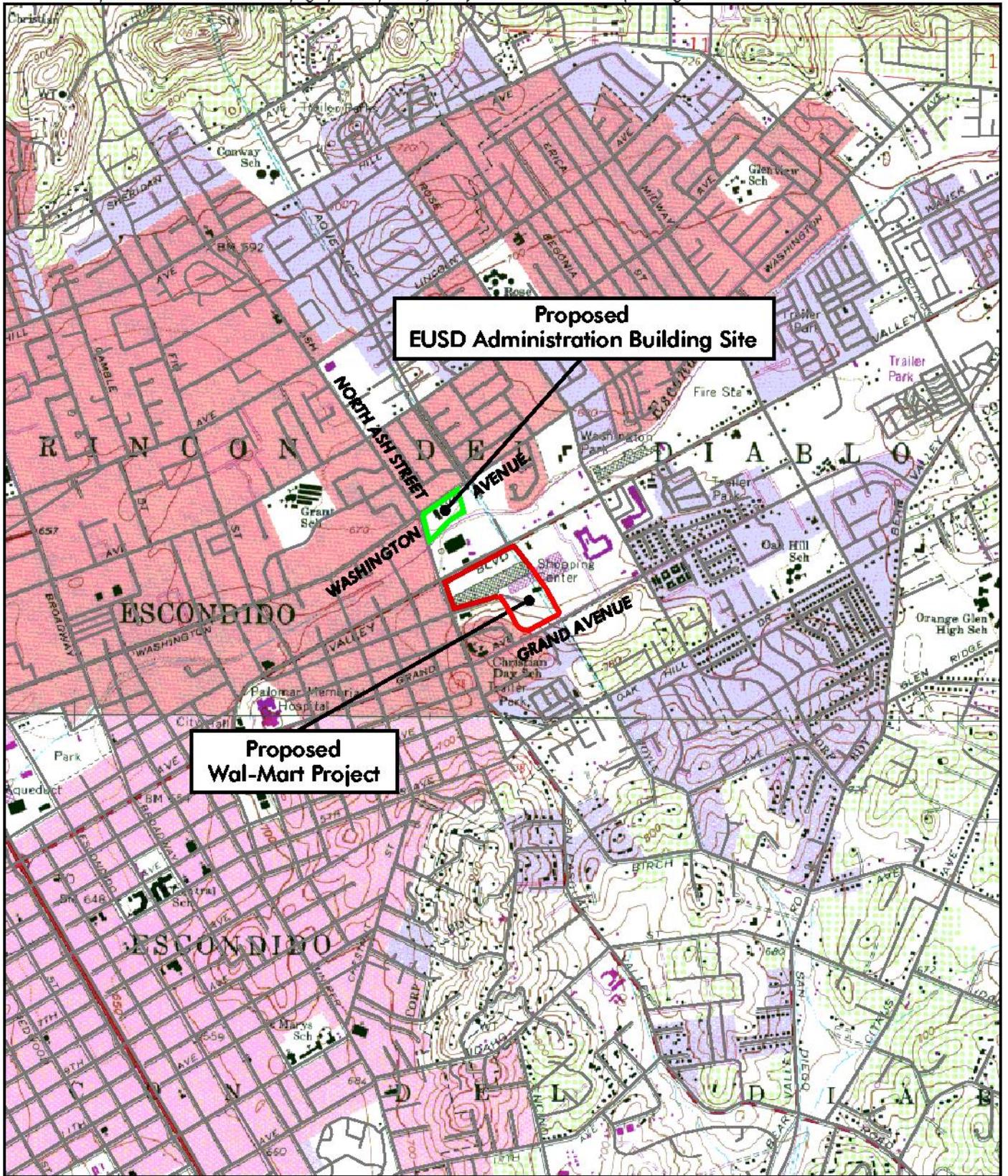
The project site is disturbed with no sensitive biological resources. The single-family residence in the southwestern corner of the site includes ornamental landscaping and otherwise disturbed vegetation. Site elevations in the vicinity of the single-family residence range from a high of approximately 740 feet above mean sea level (AMSL) along East Grand Avenue before dropping abruptly to approximately 680 feet AMSL along the slope base. From the base of the slope, most of the site is composed of a fairly flat paved surface that drains northerly with elevations averaging 670 feet AMSL at the northernmost location. A channelized drainage facility directs stormwater from the top of the slope to the north, descending along the western slope to an existing storm drain. The



 Project location



**FIGURE 2-1**  
Regional Location



0 Feet 2000 N

FIGURE 2-2  
Project Vicinity

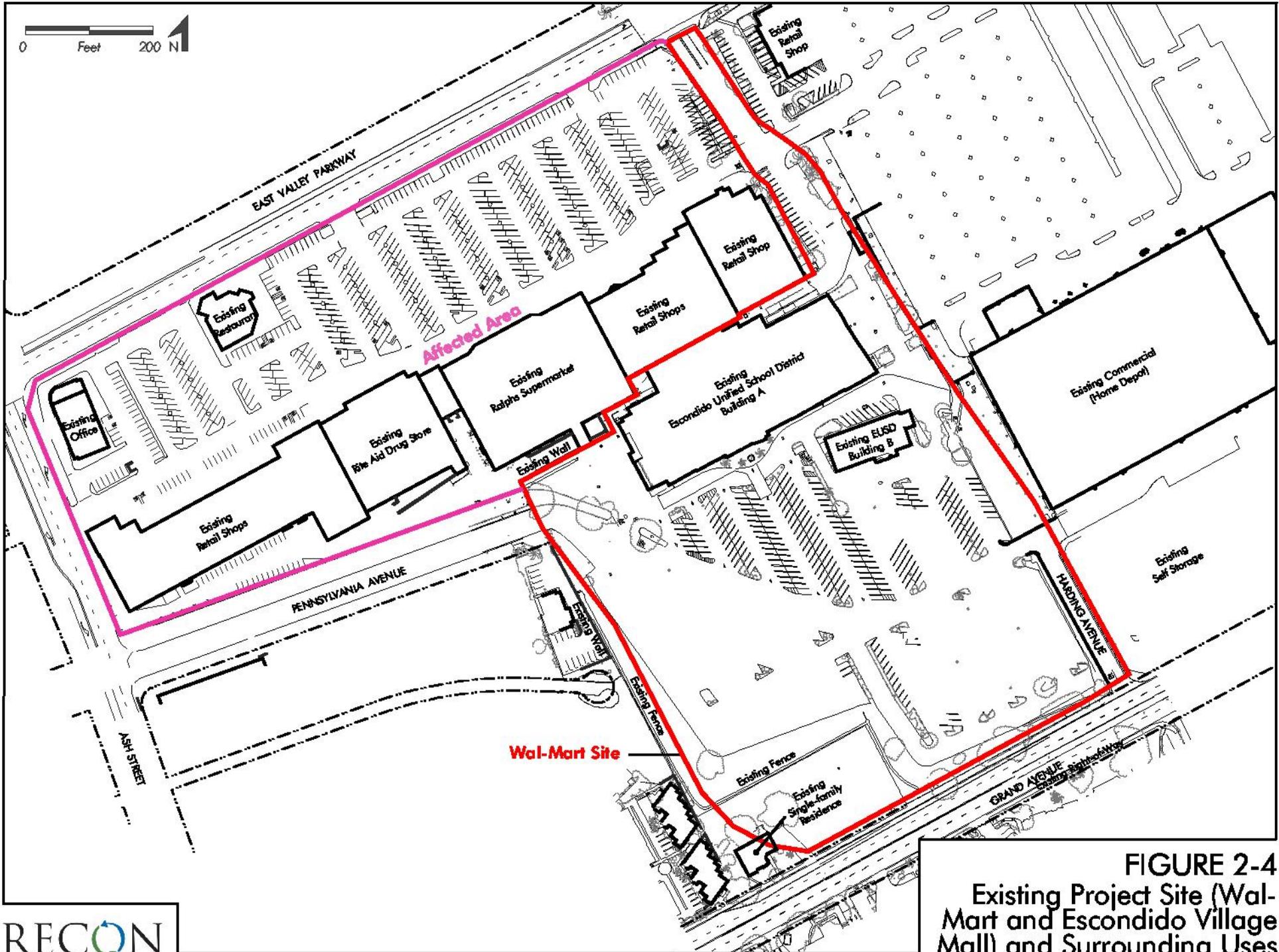


-  Wal-Mart site
-  Affected area

-  School administration site



**FIGURE 2-3**  
Aerial Photograph of Project



**FIGURE 2-4**  
**Existing Project Site (Wal-Mart and Escondido Village Mall) and Surrounding Uses**

nearest body of water is the Escondido Creek located approximately one-quarter mile north of the subject property. The site is outside the 100-year flood zone but approximately 85 percent of the site is within the 500-year flood zone.

## **B. School Administration Site**

The 4.57-acre site proposed for development by the Escondido Union School District with an administration building is located at 1201 East Washington Avenue, Escondido, San Diego County, California. The site is approximately one-quarter mile northwest from the proposed Wal-Mart site and less than one mile northeast of Escondido's downtown central business district. The property occupies the southeast corner of the intersection of East Washington Avenue and North Ash Street/SR-78 in the city (Assessor's Parcel Number (APN) 230-141-01-00). The site is relatively flat, with an elevation of approximately 671.5 feet AMSL and a ground surface that gently slopes to the southwest. Figures 2-1 and 2-2 show the regional location and vicinity of the site, respectively.

The site is currently owned by the City of Escondido and is designated and zoned General Commercial (CG). The subject property is rectangular in shape and bounded by a barbed wire and chain link fence. Figure 2-3 provides an aerial overview of the existing features on the site and surrounding uses. The site includes a 6,750-square-foot metal half-round "Quonset" hut-style facility in the western portion of the site that was constructed in 1949. Concrete parking lots are located to the south and west of the building. The eastern portion is mainly vacant undeveloped land and the entire site includes shrubs and vegetation along the perimeter. Equipment associated with a recycled water supply line located southeast of the building, is maintained on-site by the City of Escondido Water Department. Demolition of the existing facilities is proposed for the project. Access to the property is via two gated and locked driveways located on Ash Street and East Washington Avenue. Currently the City of Escondido and the Humane Society use the warehouse facility for storage of miscellaneous office equipment. The Phase I and II environmental site assessment (SECOR 2003) identified asbestos-containing materials and lead in the building or surrounding soils. In addition, records indicate the presence of contaminated soils off-site at several nearby locations. No significant contaminants were identified on-site but subsequent testing is recommended to confirm whether any Underground Storage Tank systems are still present.

Due to past use, most of the site's habitat is disturbed. Topographically, the site is relatively flat at an elevation of approximately 670 feet AMSL. Drainage is from north to south toward the flood control channel.

The subject property is one of few undeveloped properties remaining in the area, which is characterized by mixed, commercial, and residential land uses. The site is directly bordered by the Escondido Creek Flood Control Channel on the south, North Ash Street

on the west, East Washington Avenue on the north, and a retirement complex to the east. Further to the east is Harding Street. Across East Washington Avenue, uses include three residential homes to the northwest and a car wash and a one-story apartment complex to the northeast. Commercial shopping, retail stores, parking, and a gas station are further to the south, west, and northwest beyond the creek and North Ash Street.

Additional detail on land use and other features of the environmental setting are in the sections describing existing conditions in Chapter 4.

# Chapter Three

## Project Description

### A. Project Characteristics

The proposed project provides for the processing of required legislative actions and physical improvement at two separate but related locations within the city of Escondido. The first is the 11.11-acre proposed Wal-Mart site located at 1330 East Grand Avenue. Development of this site entails removal of three existing structures to develop a large-scale retail facility behind and within a portion of the existing Escondido Village Mall shopping center. Two of the structures are currently occupied by the Escondido Union School District for administrative offices and storage.

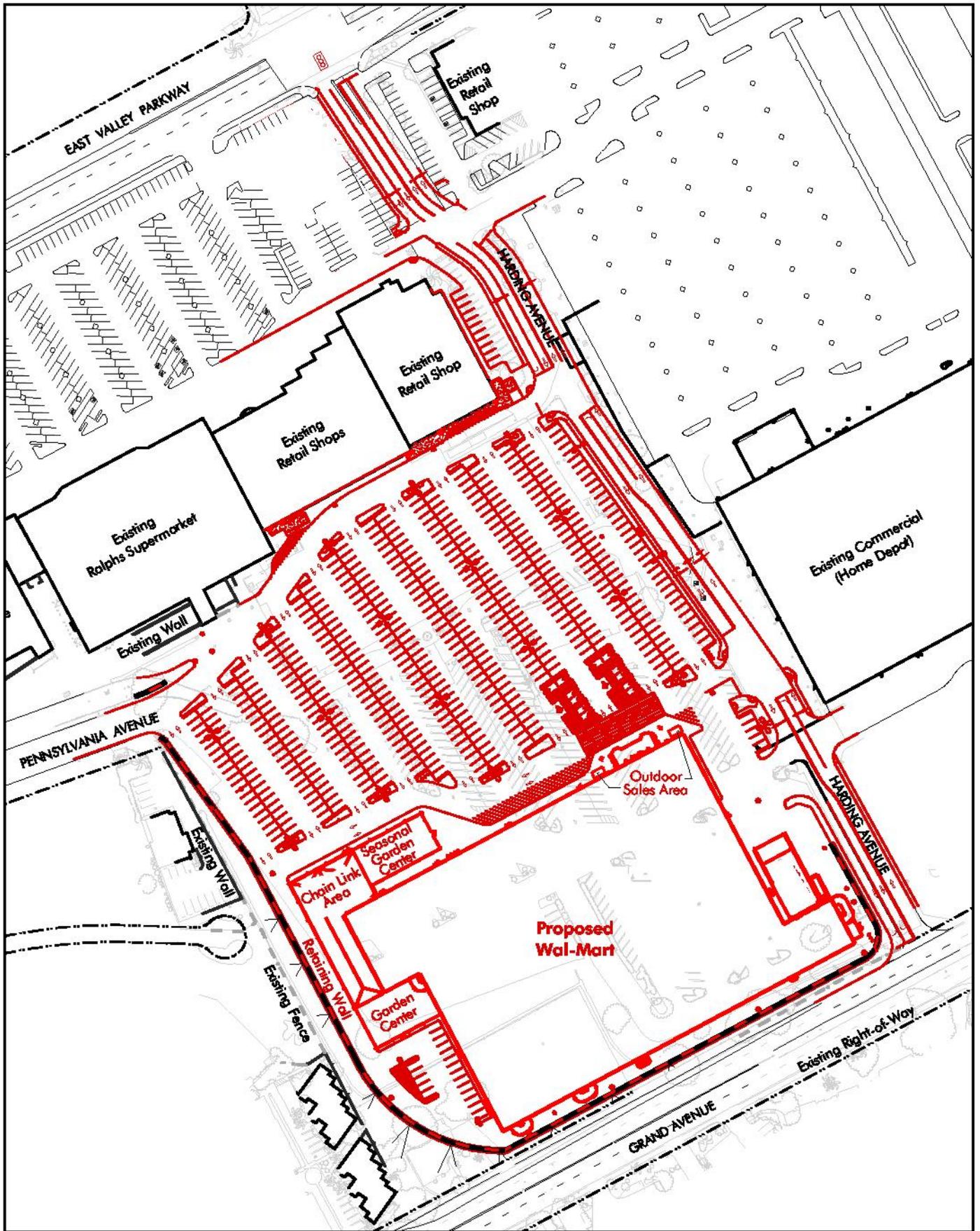
The second site, located at 1201 East Washington Avenue and occupying the southeast corner of the intersection of East Washington Avenue and Ash Street/SR-78, would develop an approximate 4.57-acre site currently owned by the City of Escondido with replacement administration offices for the EUSD. Proposed development by the District site would require the removal of a pre-1950's era half-round structure currently used for storage.

The proposed project therefore considers a detailed design plan for the Wal-Mart project site and conceptual design plan for the EUSD administration site. The following provides a detailed description of the development proposals and required discretionary actions for each site.

#### 1) Wal-Mart Site

##### Project Design

Figure 3-1 shows the site plan for the proposed major retail center at the intersection of East Grand Avenue and Harding Street. The project would develop a 143,183-gross-square-foot building with an outdoor seasonal garden center, outdoor display and sales areas, loading dock, retaining wall, parking, and landscaping.



 Proposed Wal-Mart,  
parking lot and  
road improvements

0 Feet 160 N

**FIGURE 3-1**  
**Proposed Site Plan - Wal-Mart**

The proposed structure would occupy approximately half of the project site. The remainder would be reserved for parking, landscaping, and improvements to Harding Street. The structure would be partially set within the existing slope which descends from East Grand Avenue and the adjacent properties to the west. The following additional detail is provided for building architecture, retaining wall, landscaping, circulation, and other elements.

### **Building Architecture**

The project includes an articulated façade, with arches, pillars, and overhangs incorporated to provide a more aesthetically interesting structure. Building materials include a combination of split-face block and stucco. Stone veneer would be used on pillars and planters to enhance the frontage, especially at the entry vestibule. The earth tone color pallet would vary across the façade, and would range from warm sunset colors to gray brown with deeper Bermuda-red roof tiles. The design would incorporate parapets of varying heights and setbacks to improve architectural interest and avoid the appearance of a single large box. All elements of the design would be subject to Design Review Board approval.

### **Retaining Wall**

A retaining wall, finished with a “natural-appearing” rock surface, would be constructed to provide slope support adjacent to East Grand Avenue. The wall would increase in height in relation to the slope and would be a maximum of 42 feet. This would exceed the maximum height allowed under the municipal code. A majority of the wall would be hidden by the proposed building except for the highest portion located in the southernmost corner of the site, near East Grand Avenue. From the top of the wall, slope angles would gradually be reduced, ranging from 1:1 just above the wall to 2:1 along Grand Avenue at the top of the slope. Fencing and landscaping would be provided to ensure safety and screen views as discussed in Chapter 3, Project Description.

### **Landscaping**

Figure 3-2 shows the proposed landscaping plan for the project. The plan includes planting more than 225 24-inch boxed specimen trees to provide screening and accent. Trees would be planted along the project perimeter to screen the project from adjacent public views along East Grand Avenue and from adjacent properties to the south and north. Vines, including bougainvillea, honeysuckle, and “Lady Banks” rose, would be used to partially screen the rock-face retaining wall. Accent trees would be planted primarily between Harding Street and the proposed parking lot and between the proposed parking lot and the back of the existing shopping center. Flowering ornamental trees would be located at the entry and three types of palms would be planted throughout the parking lot. Palms would be a minimum of 15 feet in height when planted.



N 0 Feet 120

**PLANT LEGEND**

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	QUANTITY			
<b>PERIMETER SCREEN TREE (SUCH AS):</b>							
[Green circle with cross]	ACACIA BAILEYANA	BAILEY ACACIA	24" BOX	152			
	PINUS CANARIENSIS	CANARY ISLAND PINE					
<b>PERIMETER ACCENT TREE (SUCH AS):</b>							
[Green circle with cross]	CUPANIOPSIS ANACARDIODES	CARROTWOOD	15 GAL/24" BOX	11			
	JACARANDA MIMOSIFOLIA	JACARANDA					
	LAGERSTROEMIA INDICA	GRAPE MYRTLE					
<b>NORTH PERIMETER PARKING LOT TREE (SUCH AS):</b>							
[Green circle with cross]	MELALEUCA QUINQUENERVIA	CAJUPUT TREE	15 GAL/24" BOX	18			
	PINUS CANARIENSIS	CANARY ISLAND PINE					
	PODOCARPUS GRACILIOR	FERN PINE					
<b>ACCENT/ENTRY TREE (SUCH AS):</b>							
(NO SYMBOL)	BAUHINIA VARIEGATA	PURPLE ORCHID TREE	15 GAL/24" BOX	TBD			
	BRACHYCHITON POPULNEUS	BOTTLE TREE					
	CASSIA LEPTOPHYLLA	GOLD MEDALLION TREE					
	PRUNUS BUREIANA	PURPLE-LEAF PLUM					
	PYRUS KAWAKAMII	EVERGREEN PEAR					
<b>SOUTH PERIMETER PARKING LOT TREE (SUCH AS):</b>							
[Green circle with cross]	JACARANDA MIMOSIFOLIA	JACARANDA	24" BOX	15			
	PISTACIA CHINENSIS	CHINESE PISTACHE					
	PLATANUS RACEMOSA	CALIFORNIA SYCAMORE					
<b>PARKING LOT TREE (SUCH AS):</b>							
[Green circle with cross]	LIGUSTRUM CONFUSUM	NEPAL PRIVET	24" BOX	84			
	PODOCARPUS HENKELII	LONG-LEAFED YELLOW WOOD					
	RHUS LANCEA	AFRICAN SUMAC					
<b>SHRUBS &amp; GRASSES (SUCH AS):</b>							
[Orange rectangle]	AGAPANTHUS	LILY-OF-THE-NILE	5 GAL	2,952			
	CISTUS SPECIES	ROCKROSE					
	DIETES BICOLOR	FORTNIGHT LILY					
	ESCALLONIA 'NEWPORT DWARF'	NCN					
	FESTUCA OVINA 'GLAUCA'	BLUE FESCUE					
	HELICTOTRICHON SEMPERVIRENS	BLUE OAT GRASS					
	HEMEROCALLIS HYBRIDS	DAYLILIES					
	HETEROMELES ARBUTIFOLIA	TOYON					
	LAVENDULA SPECIES	LAVENDER					
	MUHLENBERGIA RIGENS	DEER GRASS					
	PENNISETUM SETACEUM	FOUNTAIN GRASS					
	PHORMIUM TENAX	FLAX					
	PITTIOSPORUM TOBIRA	PITTIOSPORUM					
	RHAPHIOLEPIS INDICA	INDIAN HAWTHORN					
	<b>GROUND COVERS (SUCH AS):</b>						
	[Orange rectangle]	LONICERA JAPONICA			JAPANESE HONEYSUCKLE	FLAT PLANTS	5,535
MYOPORUM PARVIFOLIUM		MYOPORUM					
ROSMARINUS OFFICINALIS		ROSEMARY					
TRACHELOSPERMUM JASMINOIDES		STAR JASMINE					
VINCA ROSEA		PERIWINKLE					
<b>VINES (SUCH AS):</b>							
*	BOUGAINVILLEA	BOUGAINVILLEA	2 1/4" POTS	TBD			
	LONICERA JAPONICA	JAPANESE HONEYSUCKLE	1 GAL				
	ROSA BANKSIASAE	LADY BANKS ROSE	1 GAL				

\*VINE SYMBOL SHOWS APPROX. AREA OF VINE PLANTINGS, NOT EXACT LOCATION OF VINE

**FIGURE 3-2**  
Landscaping - Wal-Mart Site

### **Site Demolition/Grading**

The project would require demolition and removal of a single-family residence in the southern portion of the site and removal of two office/retail buildings: the existing 61,500-square-foot administrative office building occupied by the EUSD and a 7,245-square-foot ancillary building used by the EUSD for storage and by neighborhood retail uses. In addition, site preparation calls for the removal of the existing slope in the southern and western portions of the site. A total of 80,000 cubic yards of cut and 17,000 cubic yards of fill are required for the project with 63,000 cubic yards remaining for export.

### **Parking and Circulation**

**Parking.** The project would be constructed in the back portion of the existing Escondido Village Mall shopping center. The shopping center currently provides an estimated 1,266 total spaces in the combined front and back lots. Construction of the new retail center and parking would reduce the total available spaces by approximately 107 to provide 1,159 spaces for all combined uses. The project would reconfigure the “back-lot” to provide a minimum of one parking space for each 250 square feet of retail space and one space for each 1,000 square feet of outdoor display space in conformance to off-street parking requirements for general and open retail sales (Zoning Ord., Art. 39, Sec. 33-765). The net effect would be to reduce parking below the previously approved minimum requirement for the Escondido Village Mall shopping center use, which requires one parking space per 200 square feet of developed space. However, a parking study prepared by Katz Okitsu and Associates in July 2003 calculated that less than half of the available front lot spaces are currently used during the peak operation hours. For the projected future condition (100 percent occupancy of the shopping center, removal of the EUSD building and ancillary uses in the back lot, and addition of Wal-Mart) the maximum use during future peak hours is projected to be approximately 87 percent of the available spaces. Consequently, taking into account actual and projected use, the project proposes approval of an additional discretionary action to allow a parking ratio reduction which would provide more flexibility in parking requirements to accommodate existing shopping center uses and a large-scale retail. The project would be consistent with all other design standards specified in the ordinance.

**Circulation.** The conceptual circulation plan provides primary access to the site from East Grand Avenue and secondary access from East Valley Parkway via Harding Street. Harding Street, which is currently blocked between the East Valley Parkway and East Grand Avenue entrances, would be extended as shown on Figure 3-1. Improvements would be required to facilitate circulation between the various shopping center activity areas and the Wal-Mart site. As proposed, a small portion of the Harding Street improvements would be within the adjacent Home Depot property boundary. Minor modifications could be necessary in the event the necessary agreement cannot be achieved. One travel lane would generally be provided in each direction except at the

intersections of Harding Street with East Grand Avenue and East Valley Parkway, which would provide two outbound lanes (one left-turn and one right-turn) and one inbound lane at each location. Internal circulation for parking and truck deliveries is also shown.

### **Off-site Improvements**

Implementation of the proposed retail use would require off-site improvements, including installation of a signal at the intersection of East Valley Parkway and Harding Street and at Grand Avenue and Harding Street. Fair-share contributions would be required for off-site road improvements as discussed in the traffic section of this EIR. Existing sewer, water, and drainage capacity in the area is adequate to serve the project and no additional off-site improvements would be required to serve the project.

### **Required Discretionary Approvals**

Project development of the 11.11-acre Wal-Mart site would require the following discretionary approvals:

- Site Plan;
- Legislative actions to either amend the East Valley Overlay Zone to address the requested action or rezone the portion of the Escondido Village Mall from Harding Street west to Ash Street to Planned Development. The PD zone is a contract zone that establishes the specific zoning requirements for the site (Zoning Ord., Sec 33-403), and is the preferred action by the City. The PD option requires Preliminary, Master and Precise Development Plan for the following:
  - demolition of the existing EUSD Administration facility, Laundromat and dry cleaners within the project boundary, and construction of Wal-Mart, including possible blasting and export of up to 63,000 cubic yards of material;
  - demolition of the existing single-family residence;
  - extension of Harding Street between Grand Avenue and East Valley Parkway;
  - reduction of the existing parking ratio for the entire Escondido Village Mall below the current 1:200 parking ration and limitation on additional restaurant space;
  - signalization of the intersection of Grand Avenue and Harding Street
  - increased signage to allow a pole sign along East Valley Parkway;

- phasing of development to accommodate existing EUSD administrative uses up to and through commencement of construction of Wal-Mart facilities;
  - encroachment permit issued by the San Diego County Water Authority (SDCWA) for improvements to Harding Street between Grand Avenue and East Valley Parkway within the SDCWA water line easement;
  - Regional Water Quality Control Board Section 401 Certification and Waste Discharge Permit; and
  - letter confirming Case No. H11085 closed and “no further action” required issued by the San Diego County Department of Environmental Health.
- Grading exemption for cut slopes and for a retaining wall that would exceed the 20-foot maximum allowed height limit specified in the grading design guidelines; and
  - To allow outdoor retail sales, storage, and display (i.e., the garden center, seasonal display, etc.) and amendment to the existing overlay zone to allow for greater flexibility in parking and signage in an effort to attract a major retail user to the intensive retail zone/area and to provide additional revitalization of the center and surrounding area.

The following related discretionary actions would also be required:

- Master and Precise Development Plan for the existing Escondido Village Mall shopping center; or
- Alternatively, an amendment to the Overlay Zone to allow flexibility in parking ratios and signage to accommodate large scale retail for the shopping center through a specific legislative process.

### **Construction Phasing**

The EUSD could occupy existing on-site administration facilities during initial stages of construction for the Wal-Mart. Construction would be phased to accommodate interim ongoing operations and to maintain adequate parking, access, and public safety.

## **2) Escondido Union School District Administration Building Site**

### **Project Design**

Figure 3-3 shows the conceptual site plan for the EUSD facility to be located southeast of the intersection of East Washington Avenue and Ash Street.

The EUSD building would provide office and meeting space for ongoing EUSD activities. The project would construct a two-story building of approximately 60,000 gross square feet with a loading dock and landscaping on a 4.57-acre site. Parking for approximately 220 cars, which would allow for on-site employee parking, would be located at the rear of the site. Visitor parking would be available in front. The available number of spaces would limit parking for meetings or other events at the site. The parking ratio for assembly allows for one space per five seats (maximum assembly of 1,100 persons at the site) as compared to one space per 300 square feet of space required for office use only.

The EUSD office is open year-round providing administrative services to school sites. Normal business hours are currently 7:30 A.M. to 5:00 P.M. In addition, many evening meetings are held at the EUSD office, including regularly scheduled twice-monthly board meetings. In addition to these public meetings, teacher and parent workshops are often held in the evening as well.

Signage, landscaping, and parking would be in conformance with existing ordinance and subject to approval by the design review board.

### **Site Demolition/Grading**

The site is relatively flat and very little grading would be required during site preparation. The project would also require demolition and removal of a 1940's era half-round wood and metal shop/warehouse currently owned by the City of Escondido. The structure is still used for storage.

### **Parking/Circulation**

The site is designated and zoned for office/business use. The major issue with regard to circulation is site ingress/egress. Currently there is one gated driveway on Ash Street and two on East Washington Avenue. The project has been designed to conform to recommendations included in the attached traffic study (Appendix B). Design features include restricted ingress and egress on Ash Street with right-in/right-out turns only and placement of a driveway on Washington Avenue at least 250 feet east of the intersection

### LEGEND

1. PROPOSED ADMINISTRATION BUILDING
2. COURT YARD WITH CONCRETE BENCH
3. LOADING DOCK YARD
4. TRASH/ RECYCLE AREA
5. FUTURE BUILDING EXPANSION (16,750 SF)
6. FUTURE BUILDING EXPANSION (12,000 SF)
7. PARKING AREA, TYPICAL
8. 24'-0" WIDE FIRE LANE
9. MONUMENT SIGN
10. ENTRY PERGOLA
11. 8'-0" HIGH ORNAMENTAL FENCE/ GATE
12. 8'-0" HIGH CHAINLINK FENCE/ GATE
13. AUTOMATED CONTROL GATE
14. NEW TRXMFR
15. NEW 8" THK., 6'-0" HIGH PLASTERED MASONRY WALL
16. EXISTING PUMP STATION
17. NEW INFILL CONCRETE SIDE WALK/ CURB & GUTTER AT (E) DRIVEWAY, TYPICAL OF 3
18. EXISTING CONCRETE SIDEWALK
19. SIGNALLED INTERSECTION
20. INGRESS/ EGRESS

### PARKING

A	41
B	16
C	37
D	10
E	15
F	18
G	9
H	28
J	17
K	28
L	4
M	10
TOTAL	233

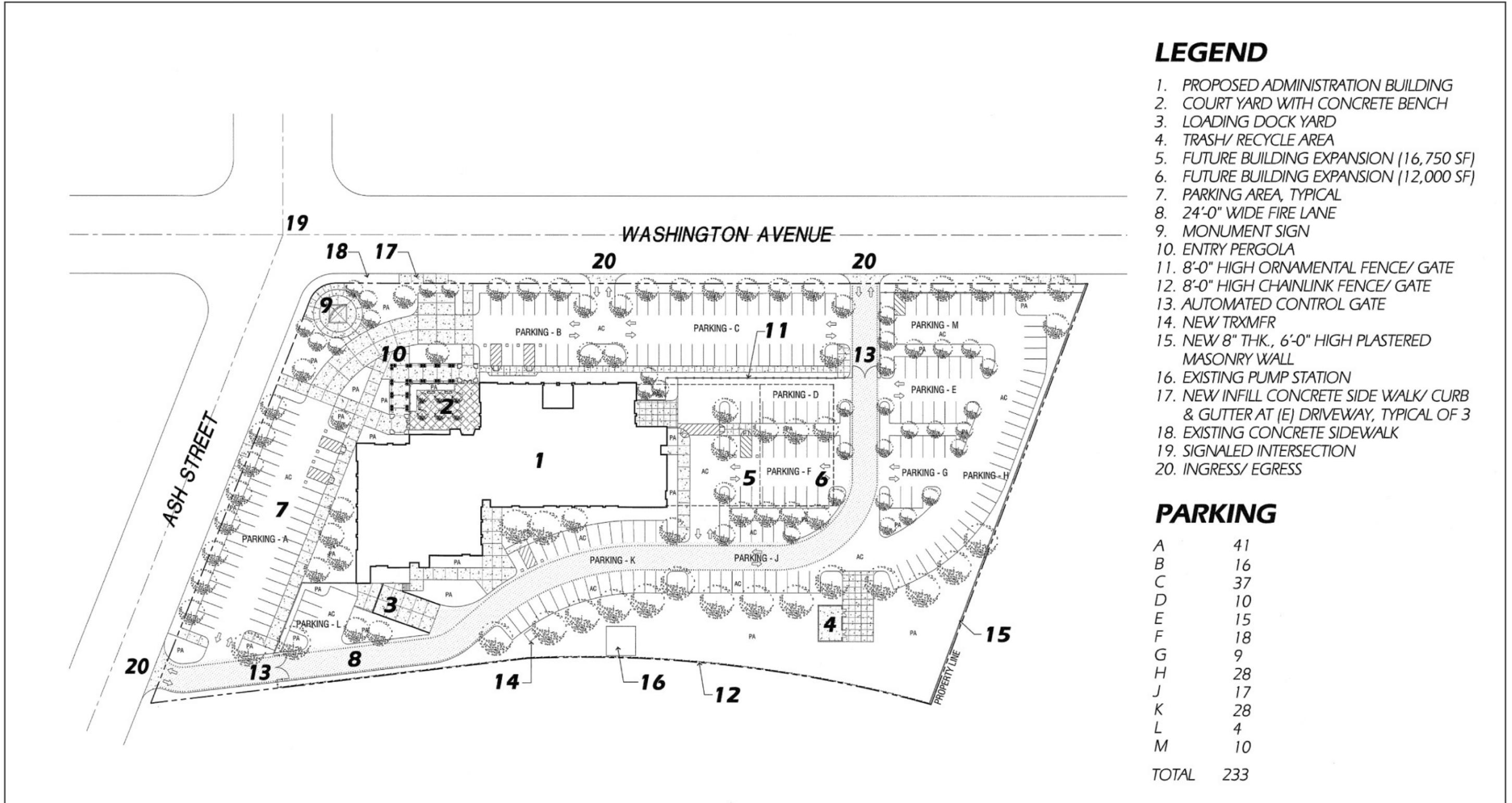


FIGURE 3-3  
New District Administration Facility

with Ash Street. The third driveway is considered acceptable at its current location near the eastern property boundary on Washington Avenue.

### **Off-site Improvements**

Water, sewer and drainage capacity is adequate to serve the existing project and no additional off-site improvement would be required. Proposed traffic mitigation as discussed in Chapter 4.C. requires restriping of Washington Avenue but no other off-site improvements would be required for implementation of the EUSD administration building.

### **Public Services**

The City of Escondido Public Works-Engineering Department has determined that existing sewer, water, and drainage capacity is available to serve the project (Namdari 2004).

### **Discretionary Approvals**

The proposed use is allowed under the existing plan and zone. However, the following discretionary approvals would be required:

- Plot Plan for an office facility with incidental assembly;
- Permits for demolition of the on-site half-round structure and ancillary facilities; and
- encroachment and construction permits would be required prior to any improvements to Ash Street/SR-78 or Washington Avenue.

## **B. Purpose/Objectives of the Project**

### **1) Wal-Mart Site**

The purpose of the proposed Wal-Mart project is to:

- Construct a modern, aesthetically pleasing, general merchandise center in an underutilized portion of the existing Escondido Village Mall;
- Remove two existing structures currently occupied by the EUSD for administrative offices and storage, and by limited commercial uses, to accommodate the proposed retail facility;
- Create new employment opportunities for Escondido;

- Produce a new source of tax revenue for the city and county;
- Satisfy existing demand for new retail shopping in the city.
- Create a commercial node at the key intersection in the East Valley Parkway area, which would benefit from a concentration of major users at a key node;
- Attract a large, nationally recognized anchor that will complement the existing Home Depot and draw trips to the area; and
- Ensure that anchors are sufficiently sized to provide the needed stimulus for the East Valley Parkway area.

## **2) Escondido Union School District Administration Building Site**

The purpose/objectives for the proposed EUSD project are to:

- Relocate and upgrade EUSD administration facilities on a suitable site;
- Construct new facilities in a cost-effective manner to meet the long-term needs of the EUSD for office, meeting, parking, and storage space;
- Provide an attractive, functional architectural design with complementary landscaping that enhances the surrounding area; and
- Allow redevelopment of the area to be vacated south of the existing Escondido Village Mall which is zoned for commercial development to provide for the highest and best use. The area currently includes an existing underutilized parking lot and buildings occupied by retail and administrative uses for the EUSD.

## **C. Project Background**

Several factors were considered for selection of a suitable site for the retail and replacement school administration facilities. The Wal-Mart site was selected because the site is central to a sufficient customer base on the east side of Escondido. Wal-Mart seeks to improve proximity for residents in this area to its facilities. East-side residents must currently travel longer distances to shop at the nearest existing center in San Marcos, which is approximately four miles west of the Centre City Parkway exit off SR-78. In addition, planning efforts by the City of Escondido envision increased activity at a central node within the East Valley Parkway area. The proposed Wal-Mart site not only meets

the City's goals to stimulate economic development in the area but also provides the necessary base deemed necessary to support the proposed retail operation. The final consideration necessary to implement the plan was to find a suitable replacement site for relocation of existing school district administration facilities which are currently leased on the south lot of the Escondido Village Mall.

Site selection criteria for a replacement site suitable for use by the EUSD for school administration includes: location within the district's boundary (preferably within the central area of the service area) and affordability. The City has offered the exchange of city-owned land at the southeast corner of Ash Street and Washington Avenue to the district to facilitate redevelopment of the Escondido Village Mall site for a more suitable purpose. The exchange provides the maximum benefit to EUSD by meeting its need to provide a suitable relocation site within the district boundary at no additional cost for land acquisition. At the same time, the City and surrounding community would benefit from the expected economic revitalization at this important node in the East Valley Parkway area while accommodating the needs of the EUSD.

# Chapter Four

## Environmental Analysis

### A. Land Use/Community Character

#### 1) Existing Conditions

##### a) Physical Setting

###### **Wal-Mart**

The 11.11-acre site is generally flat and paved for parking except along the southern and southwesternmost perimeter of the site, where the existing cut slope rises abruptly to existing grade adjacent to East Grand Avenue. A single-family residence is located at the top of the slope, within the project boundary. The existing EUSD Administrative Office and a smaller retail/office building is also within the project footprint. Higher density residential (condominium/apartment) development fronting on East Grand Avenue is located immediately adjacent to the property to the south and southwest. Residential and medical/professional development overlooks the existing parking lot and shopping plaza from the higher elevations to the west. The site is bordered to the north by the existing Escondido Village Mall, a commercial/retail use which fronts on East Valley Parkway. The adjacent Home Depot borders the site to the east (see Figures 2-2 and 2-3).

Truck delivery, customer, employee, and visitor access to the shopping plaza and the existing EUSD Administration Office is provided from East Grand Avenue via Harding Street and from Ash Street via either Pennsylvania Avenue or a driveway that parallels the back of the shopping plaza. No direct access is currently provided to the project site from East Valley Parkway although right-of-way exists for future extension of Harding Street between East Valley Parkway and East Grand Avenue.

###### **Escondido Union School District Administration Building Site**

The 4.57-acre EUSD site is located at 1201 East Washington Avenue, Escondido, San Diego County, California (APN 230-141-01-00). The site is approximately one-quarter

mile northwest from the proposed Wal-Mart site and less than one mile northeast of Escondido's downtown central business district. The property occupies the southeast corner of the intersection of East Washington Avenue and North Ash Street/SR-78. The property is owned by the City of Escondido and is one of few undeveloped properties remaining in the area. The surrounding area is characterized by mixed commercial and residential land uses. The site is directly bordered by the Escondido Creek Flood Control Channel on the south, North Ash Street on the west, East Washington Avenue on the north, and a retirement complex to the east. Further to the east is Harding Street. Across East Washington Avenue, uses include commercial in three residential homes to the northwest. A car wash and a one-story apartment complex are located to the northeast. Commercial shopping, retail stores, parking, and a gas station are further to the south, west, and northwest beyond the creek and North Ash Street (see Figures 2-2 and 2-3).

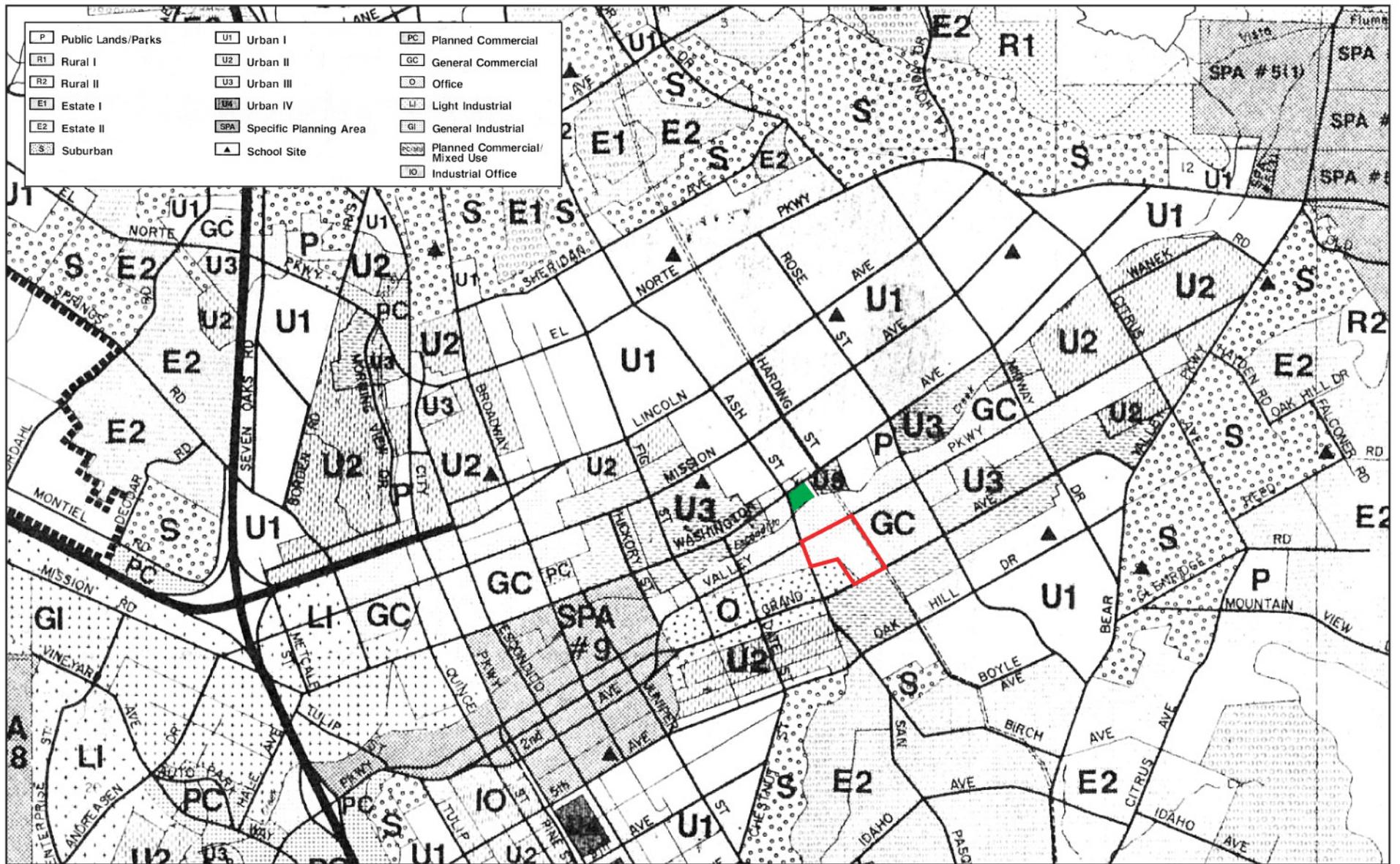
Due to past use, most of the site's habitat is disturbed. The eastern portion is mainly vacant, undeveloped land. The entire site includes shrubs and vegetation along the perimeter.

Existing development includes a 6,750-square-foot metal half-round structure in the western portion of the site that was constructed in 1949. The site also includes concrete parking lots to the south and west of the building. A City of Escondido Water Department compound located southeast of the building contains equipment associated with a recycled water supply line. The entire site is surrounded by barbed wire and chain link fence. Access is via two gated and locked driveways located on Ash Street and East Washington Avenue. Currently, the City of Escondido and the Humane Society use the on-site structure for storage of miscellaneous office equipment.

A Phase I and Phase II Environmental Site Assessment (SECOR 2003) completed for the property identified asbestos-containing materials and lead in the storage building and/or in surrounding soils. In addition, records indicate the presence of contaminated soils off-site at several nearby locations. No other significant contaminants were identified on-site. Additional discussion of potential contaminants is included in Chapter 4.E. which discusses potential hazards and hazardous materials.

## **b) Land Use Planning**

The General Plan is a comprehensive planning document, which provides guidelines for orderly development. Figure 4A-1 shows the existing General Plan land use designations for the proposed project area. For planning purposes, the City of Escondido has been divided into 21 different neighborhoods as shown on Figure 4A-2. The neighborhood boundaries are based on major streets, ridgelines, topographic contours, existing development patterns, and proposed land use designations and are intended to establish workable planning areas for implementation of the General Plan and, in particular, the community facilities element.



Proposed School Administration Site  
 Proposed Wal-Mart Site



FIGURE 4A-1  
Existing General Plan Land Use Designations

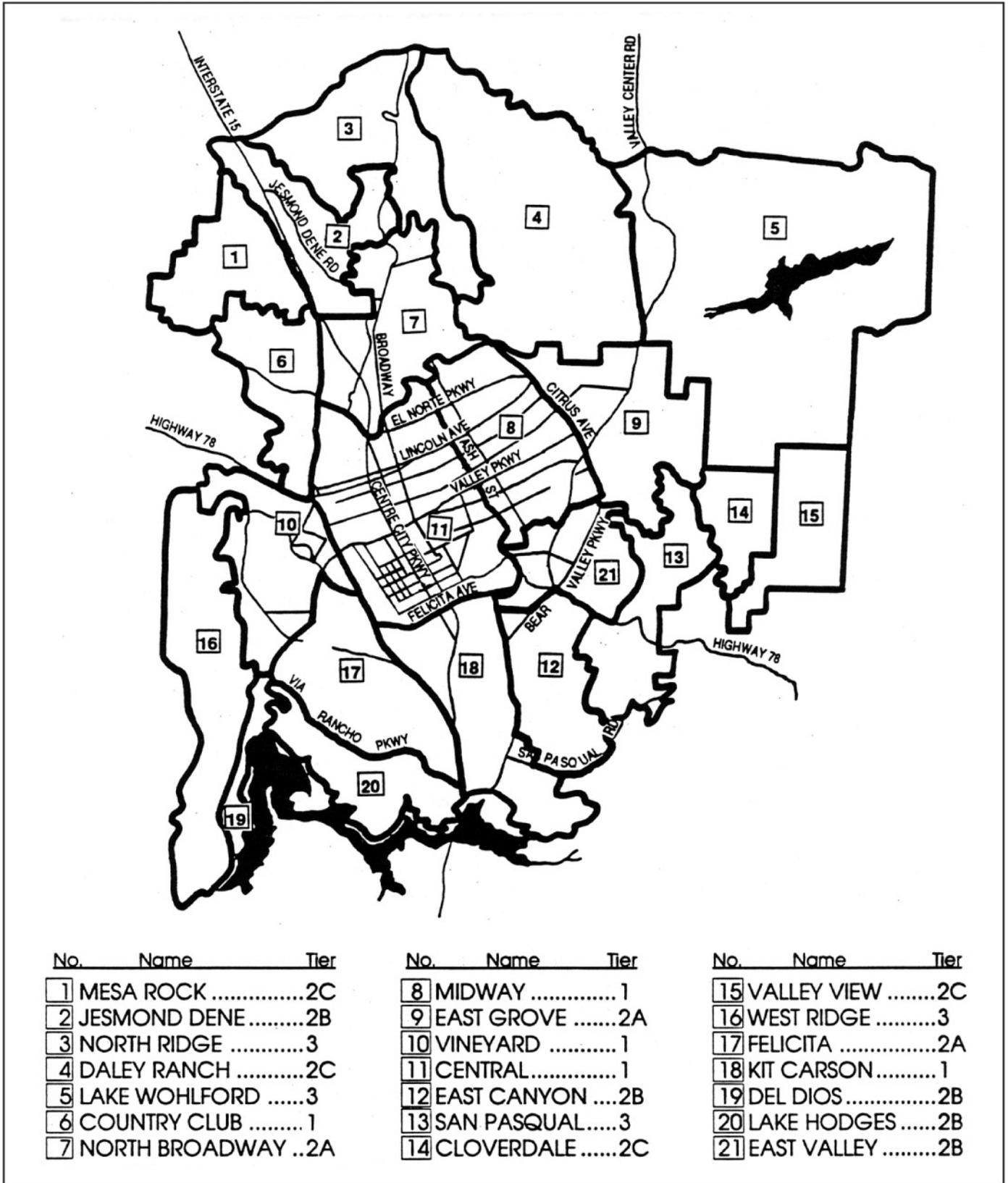


FIGURE 4A-2

City of Escondido Neighborhood Boundaries

## General Plan Land Use/Growth Management

The General Plan land use designations generally reflect the existing land use patterns and are intended to preserve the character of the area. Higher density residential uses generally surround the commercial development in the project-area neighborhoods. Land use densities generally decrease beyond the commercial core and surrounding higher density residential uses.

***Midway Neighborhood.*** Both the proposed Wal-Mart and EUSD development sites are within Escondido's Midway Neighborhood. The Midway neighborhood is immediately east and adjacent to downtown as shown on Figure 4A-2 (Neighborhood 8/Midway). The neighborhood occupies approximately 2,300 acres in the central portion of the Escondido Valley and was developed primarily in the 1960s and 1970s. Because of its age, development includes a relatively high concentration of single-family, multi-family, commercial, and office uses. Streets generally have been laid out in a gridiron pattern with Ash Street, Rose Street, and Midway Drive comprising the major north-south streets (identified from west to east). El Norte Parkway, Lincoln Avenue, Mission Avenue, Washington Avenue, East Valley Parkway, East Grand Avenue, and Oak Hill Drive comprise the major east-west roadways (identified from north to south). East Valley Parkway has been developed primarily with commercial and office establishments (City of Escondido 1990, as amended).

Traversing the neighborhood from east to west, the Escondido Creek flood control channel passes directly south of the proposed EUSD site, and to the north of the Wal-Mart site and East Valley Parkway. Both sites are within the mapped 500-year floodplain for the flood control channel, the area's main drainage facility.

***Growth Management Tier 1.*** The purpose of the Growth Management Element in the General Plan is to provide a link between the land use, community facilities, open space elements, and specific implementation techniques such as zoning ordinances, capital improvement programs, impact fee requirements, and design guidelines (City of Escondido 1990:VI-3). To facilitate this process, the neighborhoods of Escondido are assigned "Tier" designations (1, 2A, 2B, 2C, or 3) for growth management purposes. Figure 4A-2 shows the growth management tiers for each of the City's neighborhoods.

The Midway Neighborhood is designated Tier 1. Growth management and implementation policies for Tier 1 urbanized neighborhoods tie future growth within the tier to Quality-of-Life Standards. The designation is applied to areas that are almost entirely within existing city boundaries, are largely developed but have some limited in-fill and redevelopment opportunities, and provide urban level public facilities and services. An estimated 27,000 to 30,000 people are expected to reside in the City's Midway Neighborhood upon buildout of the General Plan (City of Escondido 1990, as

amended). For East Valley Parkway, specifically, the Escondido General Plan anticipates some new planned industrial and limited regional retail development (City of Escondido 1990:VI-4).

**General Plan Compatibility.** Both the Wal-Mart and EUSD sites are designated and zoned General Commercial (CG) (see Figure 4A-1). The Wal-Mart site is also designated Planned Commercial. Designated uses on surrounding lands include General Commercial, Office, and Urban III (residential) uses. The following policies may apply to the proposed project:

**Land Use Policy B4.1(b) PLANNED COMMERCIAL:**

This land use designation is intended to allow a variety of commercial activities within a self contained, comprehensively planned commercial center. Appropriate uses may include office and professional uses, tourist serving facilities, specialty retail, and other retail/service businesses. Key locations within the City's boundaries, such as gateways to the City intersection of major roadways and in areas proposed for hotel/motel development, are designated as Planned Commercial. Development plans for Planned Commercial areas shall address, at a minimum, the following issues: locations of all buildings, including orientation for light and air; intensity of development; height, scale and architectural design features; signage; buffers; landscaping; circulation and parking patterns; market analysis; and open space. The Planned Commercial designation is implemented through the Planned Development (PD) zone and designated areas are shown on the Land Use Map. Individual areas may have site-specific requirements that are designed to preserve unique qualities and to ensure compatibility with existing and surrounding land uses. Some of these commercial centers have been developed and the text reflects that development.

**Land Use Policy B4.1 (c) GENERAL COMMERCIAL:**

The General Commercial land use category includes a range of retail and service activities, including local commercial, community shopping/office complexes and regional shopping centers. Acceptable uses include personal and business retail and service or heavy service commercial. Building intensities should be typical of development permitted under the General Commercial (CG) zoning and building heights must be generally low in profile (1-3 stories). All areas proposing General Commercial uses are required to provide details regarding location, intensity, height, and scale of the proposed development, landscaping, circulation, architecture and design, and signage.

**Land Use Policy B4.1 (d)-OFFICES:**

The Office land use category provides areas where related and support office uses can be located and is intended to prevent the proliferation of individual isolated offices. A range of business types is permitted, including: administrative and professional offices; business support services; financial, insurance, and real estate services; supportive commercial uses such as a restaurant; and health care services. Building intensities are typical of development permitted under the Professional Commercial (C-P) zone and building heights are generally low-profile (1-3 stories). Taller buildings may be allowed subject to technical studies to determine visual, traffic and service impacts. Circulation and landscaping details are required for all office development.

**Land Use Policy B1.9 URBAN III - Residential:**

The high density Urban III residential designation allows up to 18 dwelling units per gross acre and is typified by low-rise townhouses and apartment buildings. This residential designation is generally applied close to major community facilities and employment opportunities, and along major thoroughfares. Development within the Urban III designation is intended to provide a buffer between commercial activities and lower density residential areas and is generally used adjacent to commercial areas. Typical projects at this density can be found near East Grand Avenue.

In addition to the above, the following General Plan policies addressing economic and commercial development may also apply to one or both of the proposed project sites.

**General Plan Policies for Economic Development**

**Economic Policy B3.2** is intended to (a) encourage a diverse economic base, (b) provide employment opportunities ranging from semi-skilled to high-technology positions, (c) reduce the need for Escondido residents to commute out of the area, (d) improve the City's fiscal stability, (e) encourage all property development in office, commercial and industrial sectors to enhance overall property values; (f) maintain workable and effective environmental regulations and standards, (g) provide support products and services for local businesses, (h) expand opportunities for arts and artists supporting the City as a cultural destination, and; (i) encourage campus style development where feasible.

**Economic Policy B3.3** supports the revitalization of East Valley Parkway, commercial areas by promoting upgrades to its appearance and working to provide a coordinated land use pattern, including retail, offices, visitor-serving activities, and residential development.

### **General Plan Polices for Commercial Development**

**Commercial Policy B4.4** is intended to avoid potential blight in existing commercial areas by requiring that all new commercial developments over five acres submit a study identifying the existing and/or approved commercial development in the vicinity, existing vacancy rates for similar commercial uses, and other information as deemed necessary by the City. The study must be submitted prior to or concurrent with submittal of development plans.

**Commercial Policy B4.5** promotes the organization of future commercial activities into planned group concentrations as opposed to a linear fashion.

**Commercial Policy B4.9** requires that commercial activities be located and designed to benefit from the access afforded by circulation system without impairing the operation of this system. To accomplish this:

- (a) All commercial projects over five acres or smaller centers, if necessary, as deemed by the City Engineer must submit a traffic and circulation study.
- (b) Prohibit points of access if they are too close to intersections and will result in unacceptable congestion or in safety hazards as determined by City staff.
- (c) Limit the number of access points and curb cuts to maintain efficient traffic operations.

**Commercial Policy B4.12:** This policy provides for development of a Land Use Area Plan for the East Valley Parkway commercial area as mapped on General Plan Figure II-8 (*see Figure 4A-3 in this EIR*). In general, the East Valley Parkway commercial area extends along East Valley Parkway from the intersection with Hickory to Citrus Avenue. The policy identifies the following Land Use Plan objectives that may apply to the project:

- (b) Encourage rehabilitation of existing commercial centers rather than expansion.
- (c) Pursue measures to strengthen existing establishments through facade and streetscape improvements, upgraded public and private landscaping and aesthetically upgraded signage.
- (e) Establish mechanisms to consolidate access points to commercial centers to improve traffic circulation.

## Zoning

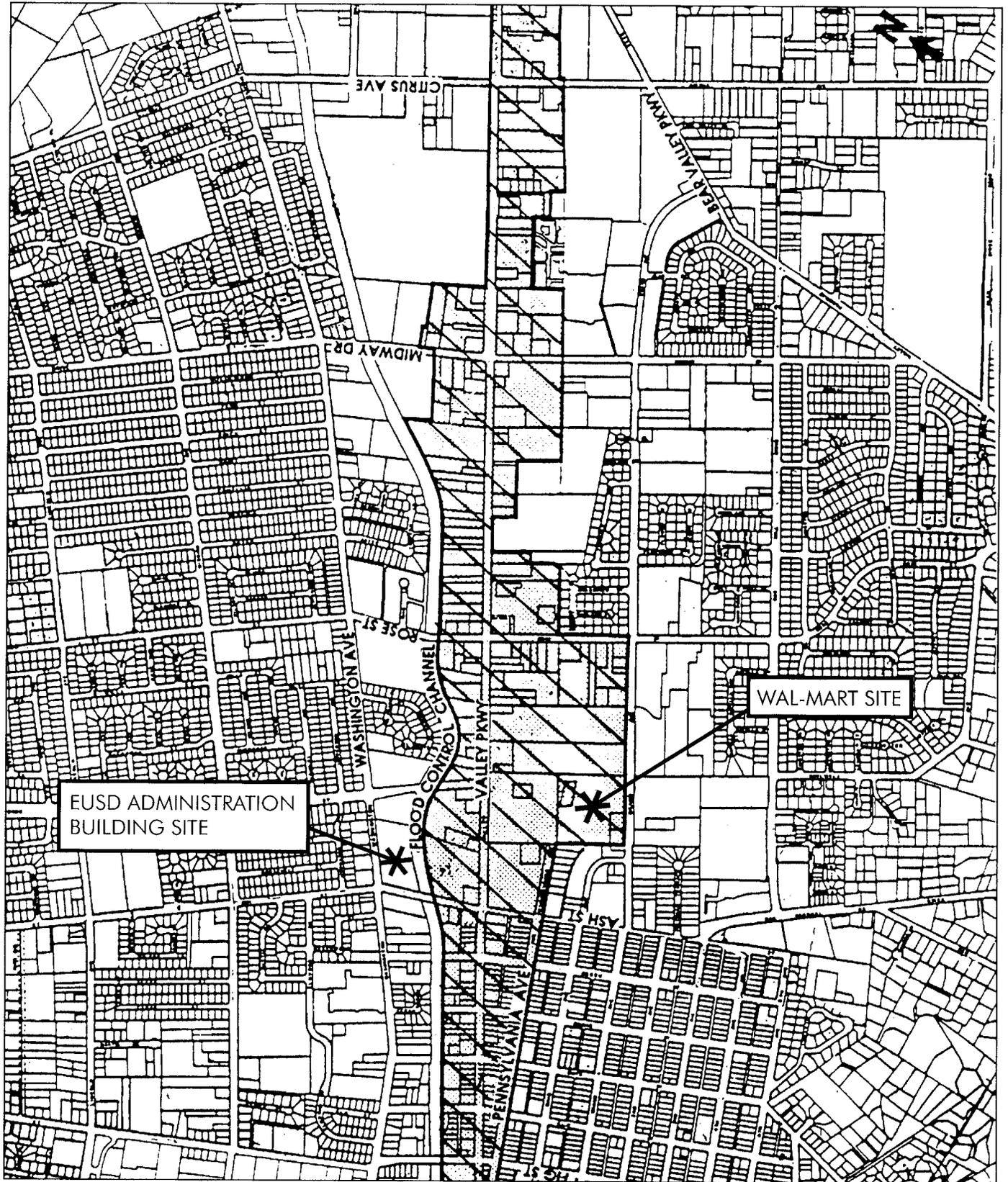
Both the Wal-Mart and EUSD sites are zoned General Commercial (CG). This zone is used for areas where a wide range of retail, office, and service establishments are needed to accommodate the surrounding community. Provided the project meets minimum requirements for parking and services, retail commercial and government administrative offices would be considered compatible uses within this zone. Outdoor retail, if a principal use, would be a conditionally permitted use.

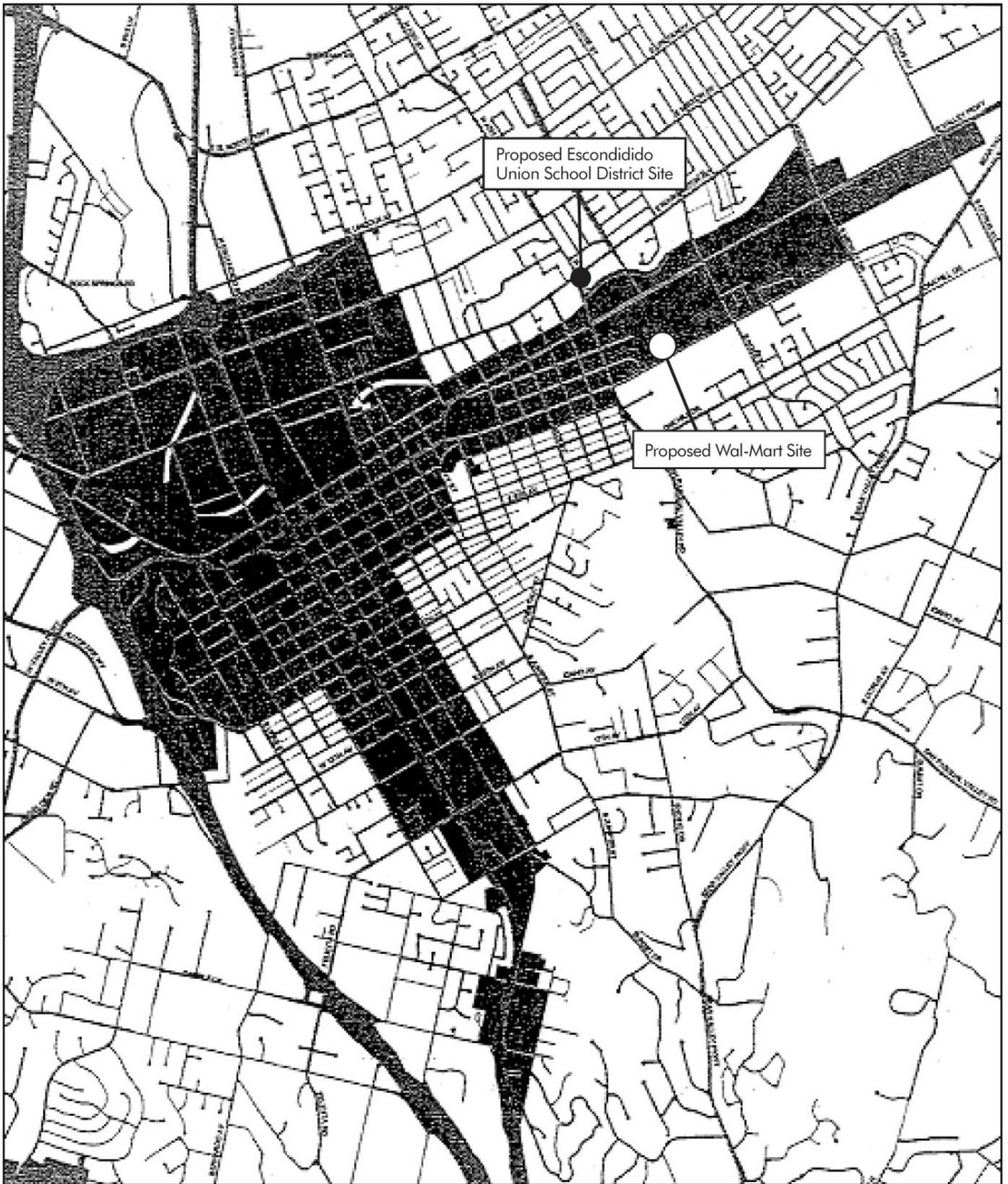
## Overlay Zones and Districts

***East Valley Parkway Commercial Area Plan and Interim Overlay Ordinance 91-51(as Amended June 6, 2001, Ord. 2001-08).*** Figure 4A-3 shows the location of the project sites relative to the East Valley Parkway Commercial Area Plan boundary (East Valley Parkway Interim Overlay Zone, Ord. No. 91-51 as amended). The East Valley Parkway Interim Overlay Ordinance (Ord.) 91-51 (formerly Ord. 88-61) was adopted to provide interim guidance for development until such time as a Final Area Plan has been approved and adopted for the area. The ordinance facilitates interim revitalization efforts and regulates new development of the block bounded by East Valley Parkway, Rose Street, Grand Avenue and Ash Street (which includes the proposed Wal-Mart site). Importantly, no new development is permitted without review by the Design Review Committee (DRC) and issuance of a Conditional Use Permit.

Design standards specified in the ordinance require conformance to the adopted General Plan Commercial Policy 4B.12 and the underlying zone, consolidation of access points on East Valley Parkway and the portion of Ash Street/SR-78 located within the area covered by the ordinance, and rehabilitation of existing developed areas through façade and streetscape improvements (Sections 4 and 10). In addition, new development is required to construct public improvements as necessary to serve the project, may not exceed two stories in height (maximum of 35 feet) and be oriented toward East Valley Parkway. Special considerations are provided for the provision of parking and access. In September 2004, the Planning Commission and City Council are expected to review and update the ordinance to modify several requirements of the ordinance, including height restrictions. Proposals for the reconfiguration of parking lots is subject to plot plan review by the DRC (per Section 33.346). At a minimum, landscaping must comply with City Landscape Standards and be consistent with C-G Zone. Additional landscaping may be required at the discretion of the DRC. Similarly, signage must also be consistent with the C-G zone except as provided in Section 12 of the ordinance. Finally, Caltrans approval is required for projects adjacent to Ash Street/SR-78.

***Escondido Business Enhancement Zone (BEZ) (Chapter 33, Article 69 Secs. 33-1450 to 33-1457).*** Figure 4A-4 identifies the proposed project relative to Escondido's Business Enhancement Zone Boundary (BEZ) (Zoning Ordinance, Ch. 33, Art. 69, Sec. 33-1450 to 33-1457). The purpose of the Escondido Business Enhancement Zone (formerly known





Escondido Redevelopment Plan Area

NOT TO SCALE



FIGURE 4A-4  
Escondido Business Enhancement Zone

as the Escondido Enterprise Zone) is to “induce and facilitate projects that provide significant public benefit and strengthen the image and appearance of the City of Escondido.” Projects submitted under this section shall be evaluated pursuant to the criteria established in city council policy as adopted and amended by Resolution 2001-191. (Ord. No. 92-13, § 1, 3-18-92; Ord. No. 2000-04, § 4, 2-16-00; Ord. No. 2001-23, § 4, 8-22-01).

## **2) Standards of Significance**

Significant impacts would result from implementation of project plans for site development if the project would conflict with an adopted land use plan, policies, or regulations, including City of Escondido’s Environmental Quality Regulations (EQR), or conflict with an applicable habitat conservation plan or natural community conservation plan.

The City of Escondido’s EQR contain EIR preparation thresholds for air quality, traffic, fire and police services, noise, utilities, and drainage that are based on Quality of Life Standards included in the City’s General Plan. EIR preparation thresholds are used to identify the need for additional study, the need for land use or aesthetics. Significance thresholds for these areas are based on conformance with City Guidelines and Ordinance requirements. Potentially significant land use impacts would include, but not be limited to operations that adversely affected the surrounding area by virtue of noise, operational characteristics, inappropriate scale or design, highly visible mechanical equipment and service areas, unsafe ingress or egress, inadequate parking, etc.

### **Quality-of-Life Standards**

A series of quality-of-life standards have been developed to establish minimum thresholds of service levels of various public improvements and facilities. The 10 areas for which quality-of-life standards have been identified include traffic and transportation, schools, fire service, police, sewer system, parks, library service, open space, air quality, and water systems. Chapters 4.C., Traffic/Circulation; 4.F., Public Services and Utilities; 4.H., Air Quality; and 8. Effects Found Not to be Significant, provide further information and analysis for each of the quality-of-life standards that could be affected by the proposed project.

### 3) Impacts

#### a) Wal-Mart

##### **Compatibility with Adjacent Land Uses (Plan-to-Ground Analysis)**

Development of the site would result in visual changes to the existing landscape but the new retail use would be compatible with surrounding uses. The project would remove a single-family residence in the southwestern corner of the site and two office/retail buildings accessed from East Grand Avenue and located at the rear of the existing shopping center. Administrative offices for the EUSD would be relocated and the two small commercial operators, a laundromat and a dry cleaner, would be displaced. Improvements to Harding Street from the East Grand Avenue project entrance would be within a portion of the adjacent Home Depot easement and generally conform to the existing alignment where already constructed. The project applicant would need to resolve any leasehold issues prior to construction.

The project would recontour the existing slope along East Grand Avenue, and transform a portion of the residential parcel and larger existing paved parking lot to an urban retail use. Impacts to steep slopes would be reduced by implementation of project design measures. Landscaped slopes between the property boundary and proposed retaining walls along East Grand Avenue and the western project boundary would be at 2:1. The landscape design plan provides for construction of a decorative rock retaining wall behind the retail facility of a type and material acceptable to the City. A **significant direct project impact** would result if fencing or other suitable barrier were not provided along Grand Avenue, above the retaining wall, to ensure public safety and prevent public access along the steep slopes.

Existing trees in the southwesternmost corner of the site, closest to existing multi-family residential development, would be retained in the final design. Proposed perimeter landscaping would screen views of the Wal-Mart store along East Grand Avenue while protecting longer distance views from the elevated roadway. Landscaping would consist primarily of Bailey acacia and Canary Island pines and would buffer views of the building rooftop from pedestrian and automobile traffic along East Grand Avenue from the project entrance at Harding Street, and from multi-family and office/commercial uses west of the site. Liberal planting of palms in the parking lot and use of perimeter accent trees around the parking lot would also serve to improve the aesthetic appeal of the retail use and paved parking area as compared to the existing condition. Longer distance views of storage and waste receptacles serving the existing shopping center from nearby residential areas would also be visually improved with project implementation.

The new retail use would be compatible with the multi-family housing and office/commercial to the west, single- and multi-family residential to the south, and retail

and commercial to the north and east. The higher comparative elevation of southern residences and Grand Avenue make portions of the Wal-Mart roof visible. Screening of mechanical units and a finished roof appearance are part of the project description and have been approved by the City's Design Review Board. Views of loading and trash collection areas and the large parking lot expanse associated with the existing shopping center would be improved as compared to the existing condition. Implementation of design features and landscaping would contribute to overall improved conditions with positive benefits to the surrounding area. Based on the above discussion, project design features as proposed would not result in a significant land use impact. However, the removal of the current EUSD building would expose the rear areas of the existing retail shopping center that are currently screened. Any increase in passing pedestrians and traffic adjacent to open storage and trash areas would not only be unattractive, but potentially unsafe unless barriers are provided to screen views and separate shoppers from accessing loading and trash storage areas where large trucks may need to maneuver and/or other ongoing activities may present a danger to pedestrians (**Significant Impact 4A-1**). A deterrent, in the form of fencing or vegetative screening, would be required to separate the existing incompatible land use from the proposed retail center and public areas to protect public health and safety and improve aesthetics along the project access to Ash Street as recommended by the City's Design Review Board.

**Short-term Construction.** Timeframes for relocation of the existing EUSD administration facilities are not currently known and would be coordinated with the City and existing occupants prior to development of the proposed Wal-Mart. There is a likelihood that EUSD would continue to occupy existing on-site facilities during early construction activities for Wal-Mart. Consequently, mitigation would be required during phasing of the project to ensure that adequate access is provided and that public safety is assured (Significant Impact 4A-2). A phasing plan would be required and submitted to the Planning Director for approval. New facilities would be prevented from opening to the public prior to the provision of adequate parking.

### **Consistency with Existing Plans and Zoning**

The proposed project was assessed to determine consistency with the adopted General Plan land use policies. A brief analysis is provided below:

**City of Escondido General Plan/Midway Neighborhood.** Located within the Tier 1 Midway Neighborhood, the land use designation for the Wal-Mart site and areas to the north and east carry the General Plan land use designation of General Commercial (GC). Land immediately to the west is designated Office (O). Areas south of the proposed Wal-Mart site, south of East Grand Avenue, are designated Urban III (U3).

At a "Plan-to-Plan" level, adoption of proposed amendments to the General Plan land use designation and zoning would ensure project consistency with the land use plan,

including the Growth Management Element, which allows development within the Tier 1 Midway Neighborhood of the type proposed. The project is also consistent with the East Valley Parkway Interim Overlay Ordinance. Proposed development would intensify development in the higher density Tier 1 Midway Neighborhood as anticipated by Land Use Policy A1.1. In addition, implementation of a regional commercial project at this site would be consistent with Economic Policy B3.2 because it would reduce the need for residents to commute out of the area to shop at this type of facility and would help to diversify the economic base. The project would also serve to upgrade the property. Historically, this can facilitate a trend that results in additional upgrades to adjacent and nearby properties which would be considered positive.

**Zoning.** The project includes an amendment to the Overlay Zone to allow a reduction in parking requirements and more flexibility than currently allowed. The parking study shows that adequate parking would be provided even during peak use hours. Approval of the amendment would avoid significant impacts and can be supported as discussed in Chapter 4.C.

***East Valley Parkway Commercial Area Plan/Escondido Business Enhancement Zone (BEZ).*** The project would be located within the boundaries established for the East Valley Parkway Commercial Area Plan and would be consistent with Commercial Policies B4.2, B4.9, and B4.12. Among other reasons, the project would strengthen and rehabilitate a portion of an existing commercial area and improve site access. Additional discussion of Circulation/Transportation issues is provided in Chapter 4.C. The project does not request waivers or approvals pursuant to those allowed for development within the Business Enhancement Zone (BEZ).

The project would conform to community design policies and includes streetscape and landscaping plans. Landscaping plans call for the installation of species suitable for the area. The spacing of trees and other landscape plantings would promote safety and aesthetics in conformance with community design policies. Only street trees approved by the City would be used along public roadways.

No significant impacts would result from approval.

## **b) EUSD Administration Site**

### **Compatibility with Adjacent Land Uses**

Office use, as proposed by the EUSD for its administrative offices, would be compatible with existing adjacent uses, including commercial and multi-family residential to the north, and commercial uses to the west, north, and south and multi-family residential to the east. Impacts are considered less than significant.

### **Consistency with Existing Plans and Zoning**

Relocation of the existing EUSD administration building from the proposed Wal-Mart site to the Ash Street/Washington Street site as proposed would be consistent with the adopted land use designation as provided in the City of Escondido General Plan and with the adopted zoning. The proposed EUSD Administration Building would be a permitted use under the approved General Commercial (GC) land use category, would be required to comply with all design review and code requirements and therefore would be compatible with the adjacent senior residential facility located to the east (zoned R-3-22).

*City of Escondido General Plan/Midway Neighborhood.* Construction of a one- or two-story office building as proposed for EUSD administrative use is allowed under the existing plan and zoning. The project must conform with design guidelines for new construction on the site and would not result in a significant land use impact.

The EUSD site is outside the Escondido Business Enhancement Zone, East Valley Parkway Area Plan and Downtown Redevelopment Area boundaries and would therefore not be subject to design guidelines for these areas. However, it would also require approvals from the City's Design Review Board and Community Development Department.

## **4) Mitigation**

### **a) Project Assumptions Upon Which Analysis Relied**

Analysis for this EIR assumes implementation of an amendment to the East Valley Parkway overlay zone or a rezone of the Escondido Village Mall to Planned Development (PD) for the portion of the site from Harding Street west to Ash Street.

#### **Wal-Mart Site**

The project design provides for suitable fencing and landscaping along East Grand Avenue to screen large rooftop features from pedestrians and vehicles while maintaining visibility for longer distance views from this vantage point and ensuring public safety along the slope. However, to ensure the significant land use impact from exposure of the public to storage and loading areas at the rear of the existing Escondido Village Mall when the existing EUSD administration buildings are demolished, the following mitigation is provided:

- 4A-1. Prior to building permit issuance, the project proponent shall obtain approval of a fencing and landscaping plan to provide an effective visual and physical barrier between truck loading and offloading areas and trash receptacles serving the existing Escondido Village Mall shopping center. The proposed design shall

provide an aesthetically attractive barrier to improve safety between these uses and the access driveway to the Wal-Mart site to the satisfaction of the City Engineer. Said plan and landscaping shall be installed prior to occupancy.

- 4A-2. As a condition of project approval, the project applicant shall ensure that fencing and appropriate landscaping are shown on the site plan and installed to the satisfaction of the City Engineer to improve the visual experience and prevent unauthorized access along steep slope areas bordering Grand Avenue and private properties to the west of the retail center.

Potential land use conflicts would occur during construction if the staging area for the Wal-Mart construction occupies a significant portion of the parking required for remaining uses. Impacts would also occur if Wal-Mart were to open before the relocation of the EUSD facility. Impacts would be mitigated to below a level of significant with implementation of the following measure and Mitigation Measure 4E-1 in the Hazards/Hazardous Materials section of this EIR:

- 4A-3. Prior to issuance of building or grading permits for the Wal-Mart facility, a construction staging plan shall be submitted that maintains a minimum parking ratio for the EUSD facility based on parking utilization needs as approved by the Director of Community Development. Occupancy of the Wal-Mart shall not be allowed until a minimum parking ratio of one parking space for each 250 square feet is available for the exclusive use of the proposed Wal-Mart facility and all necessary driveways and turnarounds are provided to the satisfaction of the Director of Community Development and Fire Chief (see also related Hazards/Hazardous Materials Mitigation Measure 4E-1).

### **Escondido Union School District Administration Building Site**

The proposed office use for the EUSD administration site is a compatible use and no mitigation is required.

## **5) Level of Significance After Mitigation**

Implementation of the above mitigation would reduce land use impacts at the Wal-Mart site to below a level of significant. All other impacts remain less than significant.

## **B. Landform Alteration/Visual Quality**

### **1) Existing Conditions**

#### **a) Existing Topography**

##### **Wal-Mart**

Figure 4B-1 shows the existing site topography including steep slopes. Approximately 10 percent of the project site (0.9 acre) contains natural and cut slopes of 25 percent or steeper located in the southern and western portion of the property. Site elevations range from a high of approximately 740 feet AMSL in the southwest, dropping abruptly to approximately 680 feet AMSL at the toe of the slope. The remainder of the site is generally flat, with drainage towards the northwest across the site. Elevations across the flatter portions of the site range from approximately 680 AMSL to a low of approximately 672 feet AMSL near the entrance of Pennsylvania Avenue in the west-northwest portion of the site. Figures 4B-2 and 4B-3 show the cross section location map and cross sections, respectively.

##### **EUSD Administration Site**

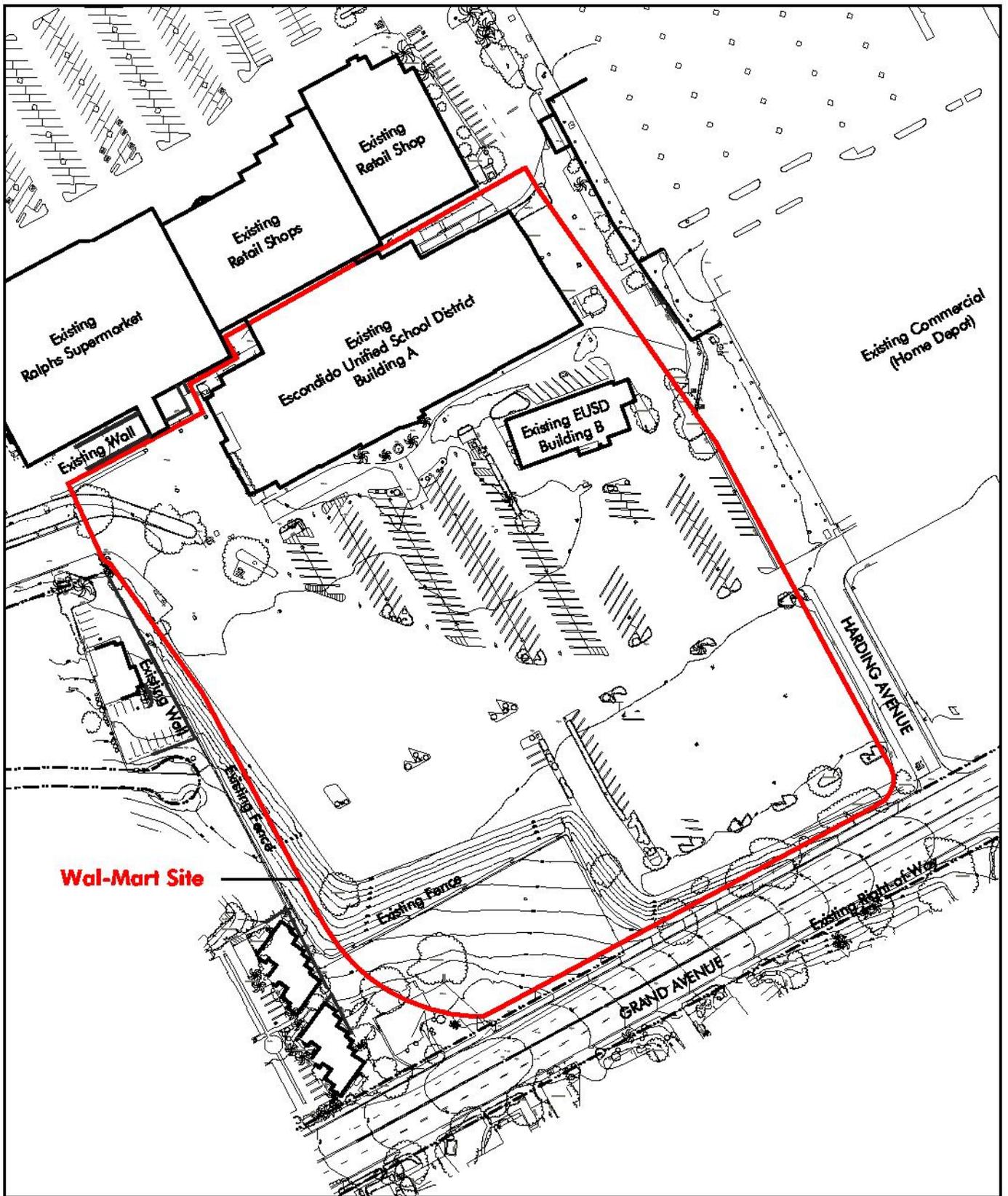
Figure 4B-4 shows the existing site topography, which has been altered by previous grading on the property and is relatively flat. The average elevation is approximately 671.5 feet AMSL with southwesterly drainage toward the flood control channel.

#### **b) Existing Aesthetic Character**

##### **Wal-Mart**

A majority of the Wal-Mart project site is developed or paved as shown in Photograph 4B-1. The site occupies the area directly behind the existing Escondido Village Mall, west of the intersection of Grand Avenue and Harding Street. Existing on-site structures include a single-family home at the top of the slope adjacent to Grand Avenue; EUSD administrative offices, storage, and retail uses occupy two additional commercial/office-type buildings directly behind, and adjacent to the existing shopping center. Except for the vegetated steep slopes, the majority of the site is either paved for parking or developed.

Single-family, multi-family, and commercial or retail uses surround the project area. The site is also visible to passersby from the elevated grade along Grand Avenue, which is located just south of the project boundary.



**FIGURE 4B-1**  
**Existing Site Topography - Wal-Mart Site**

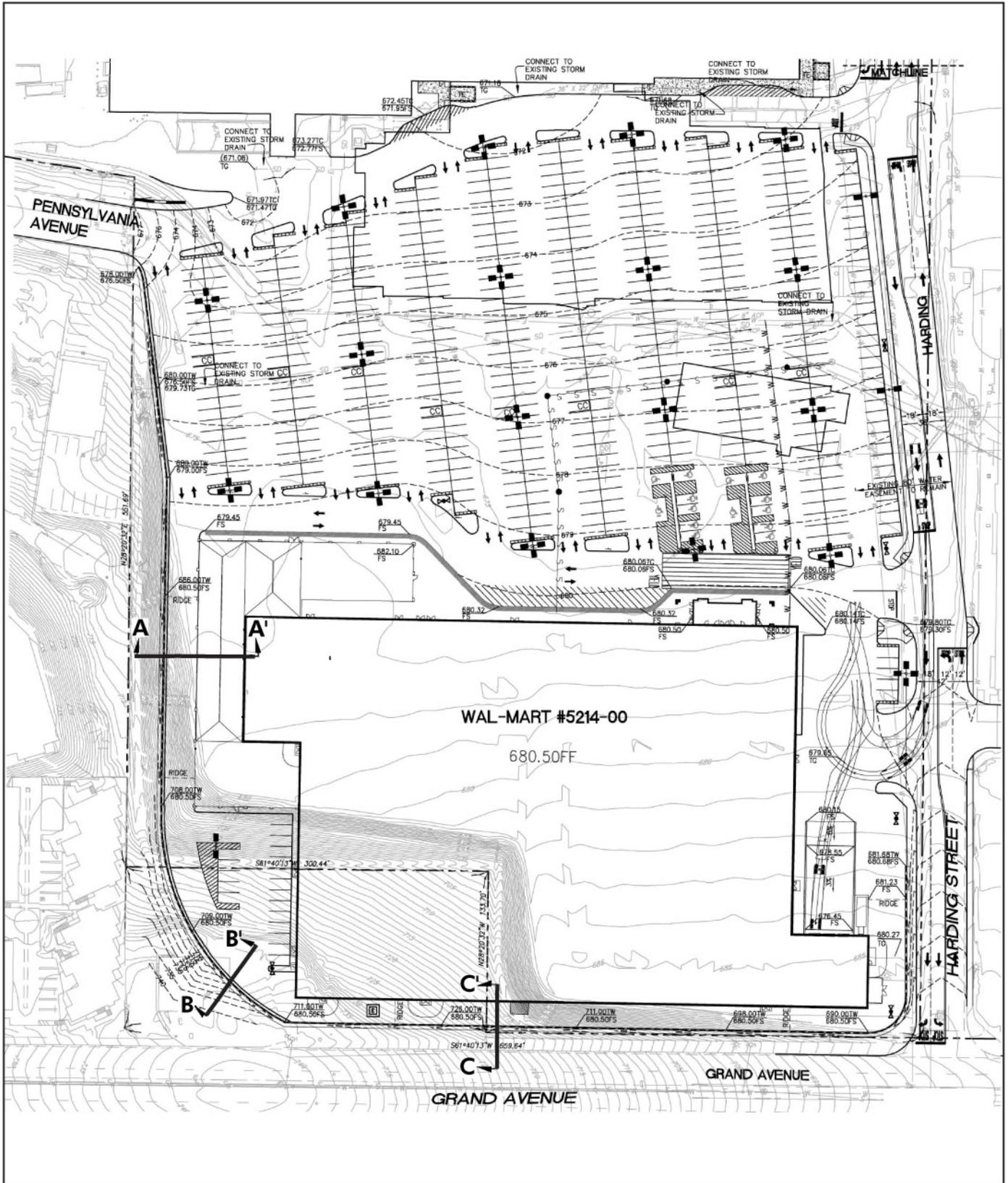


FIGURE 4B-2  
Project Site Cross-section Location Map

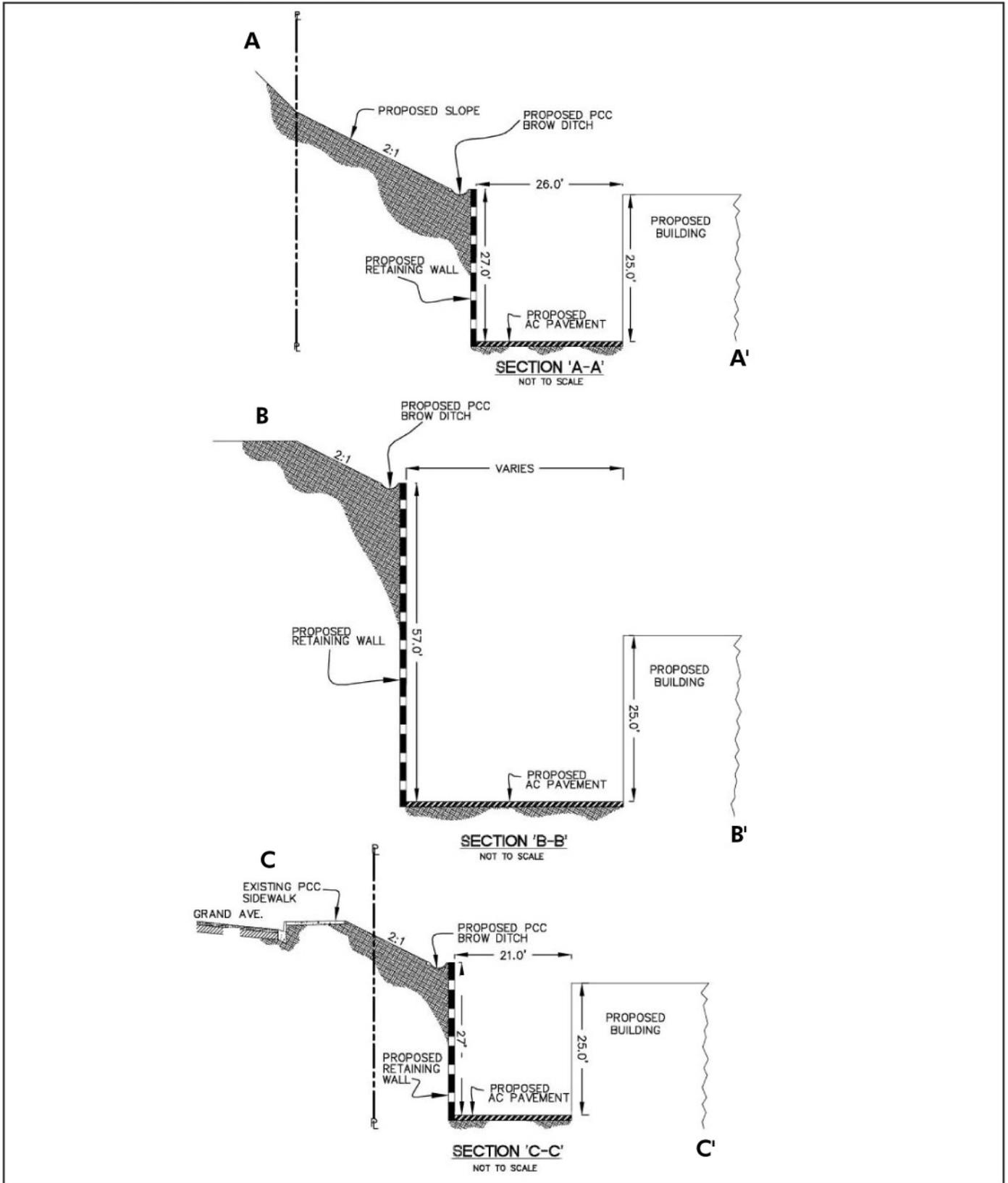
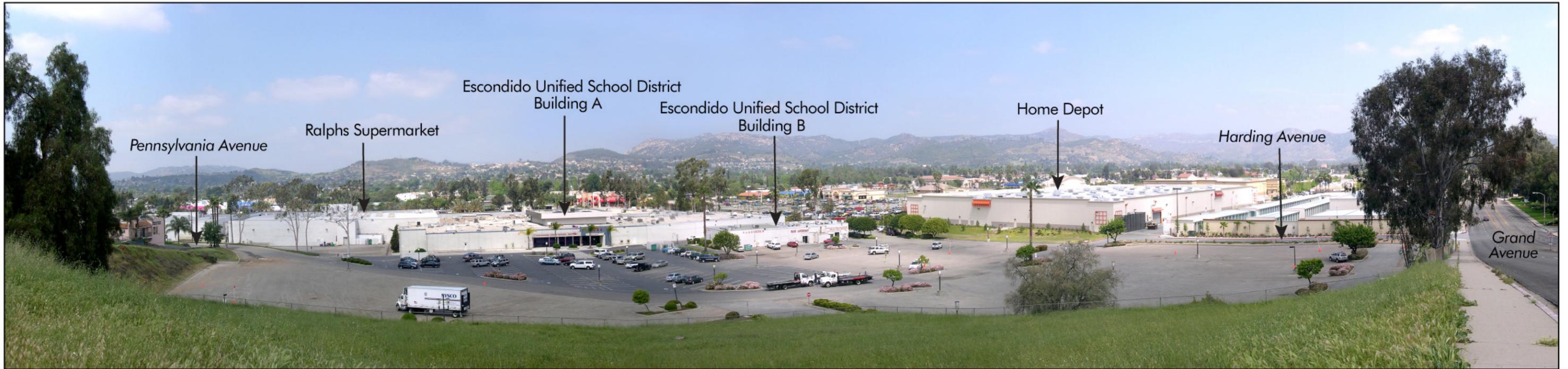


FIGURE 4B-3  
Cross-sections A, B and C



FIGURE 4B-4  
Existing Site Topography - EUSD Administration Building Site



### **EUSD Administration Site**

The subject property is rectangular in shape and bounded by a barbed wire and chain link fence. The site includes a 6,750-square-foot metal half-round storage structure in the western portion of the site that was constructed in 1949 and is on the City's Historic Resources Inventory (see Chapter 4.I., Cultural/Historic Resources discussion). Concrete parking lots are located to the south and west of the building. The eastern portion is mainly vacant undeveloped land with ancillary structures. The City of Escondido Water Department compound to the southeast of the building contains equipment associated with a recycled water supply line. This includes a large diameter concrete pipe with a concrete cap and a low concrete structure, most probably a loading dock. The loading dock structure is approximately 30 inches high, 23 feet long, and 12 feet wide. The pipe is located about four feet to the west of the loading dock, and protrudes out of the ground about 30 inches. The concrete pipe is approximately 30 inches in diameter and has a slightly convex cement lid fixed to it.

Access to the property is via two gated and locked driveways located on Ash Street and Washington Avenue. Currently the City of Escondido and the Humane Society use the Quonset hut for storage of miscellaneous office equipment.

Single-family residences, multi-family residential units, and small commercial buildings surround the project area. Escondido Creek, immediately to the south of the Washington Avenue property, is contained in a wide, concrete-lined canal.

### **c) Applicable City of Escondido General Plan Policies and Ordinances**

#### **Wal-Mart/EUSD Administration Sites**

Specific community design policies and ordinances that may relate to development of the proposed project sites include:

- **General Plan Land Use/Commercial Policy B4.1(c)** limits building heights to a maximum of two stories and requires design review;
- **General Plan Land Use/Commercial Policy B4.2** promotes rehabilitation of existing commercial areas as part of a Land Use Area Plan
- **General Plan Land Use/Commercial Policy B4.12** promotes development of the East Valley Commercial Area Plan area to attract desired uses and strengthening existing establishments through façade and streetscape improvements, upgraded and private landscaping and aesthetically upgraded signage.

- **Community Design Policy C1.4** encourages use of drought- and frost-tolerant plant species in street and project landscaping and use of water conserving features;
- **Community Design Policy C1.5** addresses landscaping requirements along all arterial roadways as a condition of development approval; and
- **Community Design Policy C1.7** requires new development to landscape street rights-of-way in accordance with the street tree planting program.

**East Valley Parkway Commercial Area Plan and Interim Overlay Ordinance 91-51(as Amended June 6, 2001, Ord. 2001-08)** ensures conformance to General Plan Commercial Policies. The location of the proposed project within the plan boundary is shown in Figure 4A-3 (see Land Use Chapter 4.A.). Pursuant to ordinance approval, all new development in this planning area must undergo design review. Building heights are restricted to a maximum of 35 feet (two stories) and buildings must be oriented toward Valley Parkway. The ordinance also requires that landscaping comply with City landscape standards and signage must be consistent with the C-G zone except as provided in Section 12 of the ordinance. Additional landscaping may be required at the discretion of the DRC.

## 2) Standards of Significance

Thresholds may be either qualitative or quantitative. Some effects, such as traffic or noise, lend themselves to numerical standards. Others, such as aesthetics, can be more difficult to quantify and must rely upon qualitative descriptions. For the proposed project, thresholds are based on legal standards, studies, surveys, reports, or other data that can identify that point at which a given environmental effect becomes significant. The proposed project would have a significant impact on landform and visual quality if it:

- Has a substantial adverse effect on a scenic vista, or obstructs or substantially alters the visual character of a designated public view;
- Conflicts with the goals and policies established for preserving scenic highways and roads; or
- Results in architecture, urban design, landscaping, or landforms that negatively detract from the prevailing aesthetic character of the site or surrounding area.

### **3) Impacts**

#### **a) Wal-Mart Site**

##### **Landform Alteration/Grading**

Detailed grading plans have been prepared for the project and are shown on the Site Plan (see Figure 3-1). Although an estimated 85 percent of the Wal-Mart site is relatively flat, grading is required to excavate an existing cut slope in the southwestern portion of the site to accommodate new construction and to provide for on-site drainage. Estimated earthwork quantities total approximately 80,000 cubic yards of cut and 17,000 cubic yards of fill with approximately 63,000 cubic yards of exported soil. Manufactured cut slopes (1:1 ratio) supported by a retaining wall up to approximately 50 feet in height are proposed along the southern and southwestern project boundary. Approval of the grading exemption would reduce grading impacts to below a level of significant.

##### **Aesthetics and Community Character**

Proposed site development would result in a change to the prevailing character of the site in that several existing structures would be demolished to accommodate the new general merchandise use. Parking would be provided in the area currently occupied by the existing EUSD administration facilities and retail laundry/dry cleaners. The new retail use would be located in the area adjacent to Grand Avenue. Slope excavation and removal of an existing single-family residence would be required. Project frontage would be oriented towards East Valley Parkway in conformance with General Plan policies although views of the project from East Valley Parkway would be largely obscured due to intervening development associated with the existing shopping plaza.

The proposed project design would be subject to review and approval by the DRC to ensure compliance with design guidelines established for the East Valley Parkway Commercial Area Plan and consistency with the approved interim ordinance. The new retail use would be oriented adjacent to the slope and Grand Avenue. Due to the nature of the slope, portions of the new structure would be higher than the existing grade in the vicinity of Grand Avenue and Harding Street. The westerly portion would be lower than the existing grade. Consequently, the back and rooftop features (i.e., HVAC equipment) of the new building would be adjacent to and visible to passersby and residents of nearby residential development. Near views of the project site from ground-level elevations would be partially obscured by decorative fencing and landscaping. Longer distance views of the surrounding hills would be at least partially preserved as viewed through the landscaping.

The project site is not within a scenic vista or designated public viewshed and is consistent with the General Plan goals and policies for preservation of views. The site is not adjacent to a state scenic highway or within the viewshed of a state scenic highway.

Replacement of the existing administration/office use and commercial/retail uses with the new Wal-Mart retail store and parking would not be a significant change given the existing use. Views of the site would be similar to those that exist today. The project entrance at Harding Street and Grand Avenue would be improved and additional landscaping would be installed around the site perimeter and in the parking lot. From an aesthetic viewpoint, Photosimulations 4B-1 and 4B-2 show that views of the new rooftop and landscaped parking areas from off-site would not be considered a significant impact as compared to the existing condition (parking lot and structures) shown in Photograph 4B-1.

Figures 4B-5 and 4B-6 provide an artist's rendering of the store façade, back and sides as viewed from the south, west, north, and east, respectively. The rendering also shows the retail store in relation to the surrounding hillside. Significant impacts would be avoided with implementation of proposed architectural elements described in Chapter 3 of this EIR. These design features include an articulated façade with arches, pillars, and overhangs, the use of a combination of split-face block and stucco and stone veneer on pillars and planters and an earth tone color pallet ranging from warm sunset colors to gray brown with deeper Bermuda-red roof tiles. Parapets of varying heights and setbacks would be incorporated to improve architectural interest and avoid the appearance of a single large box. The building bulk would be visually obscured by proposed installation of perimeter landscaping to screen the building and parking lot views from Grand Avenue. In addition, the building's placement largely below the peak elevation of Grand Avenue and the remaining hillside would further reduce views of the structure from the adjacent public roadway.

### **Conformance to City of Escondido General Plan Policies and Ordinances**

The proposed retail use would be single story in height and comply with the design criteria necessary to achieve approval from the design review board. The proposed PD Zoning/Overlay amendment would use the City's overlay criteria except as specifically noted or subsequently amended. No departures are proposed other than for the overall amount of parking and installation of the additional pole sign along East Valley Parkway. Although building heights would exceed the otherwise applicable maximum 35 feet the minor increase in height is permitted through the Planned Development Permit process. Signage would be consistent with zoning. Proposed upgrades and design of the facility would be expected to contribute to rehabilitation of the existing Escondido Village Mall and would reinvigorate the East Valley Parkway commercial area through development by stimulating continued business growth in the area.

The project's preliminary landscaping plan shows that drought- and frost-tolerant plant species would be used in street and project landscaping (see Figure 3-2 Preliminary



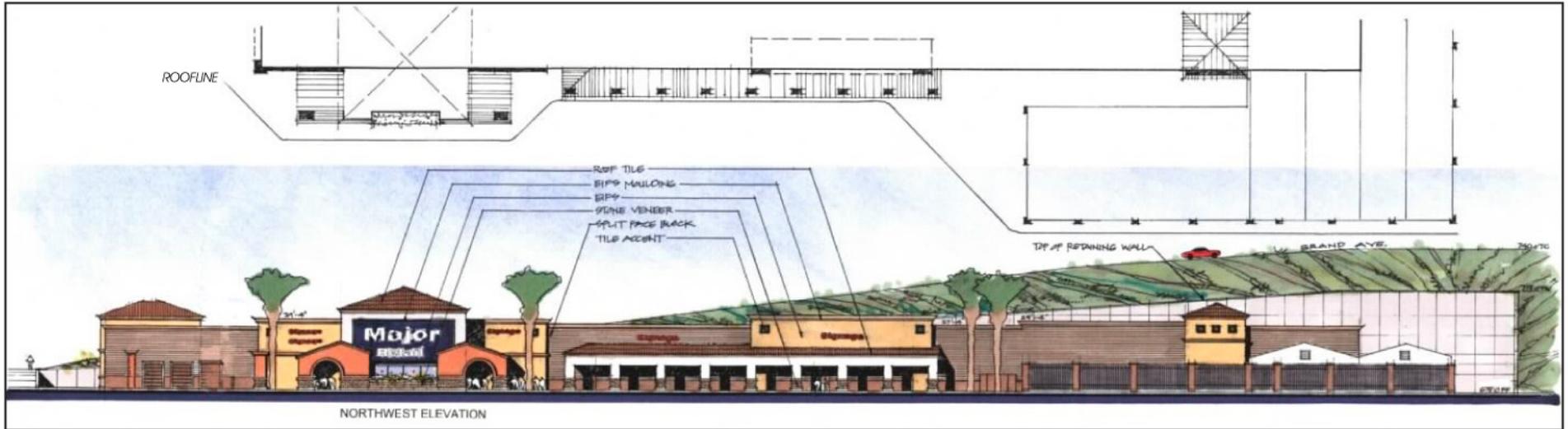
Proposed Project

Grand Avenue

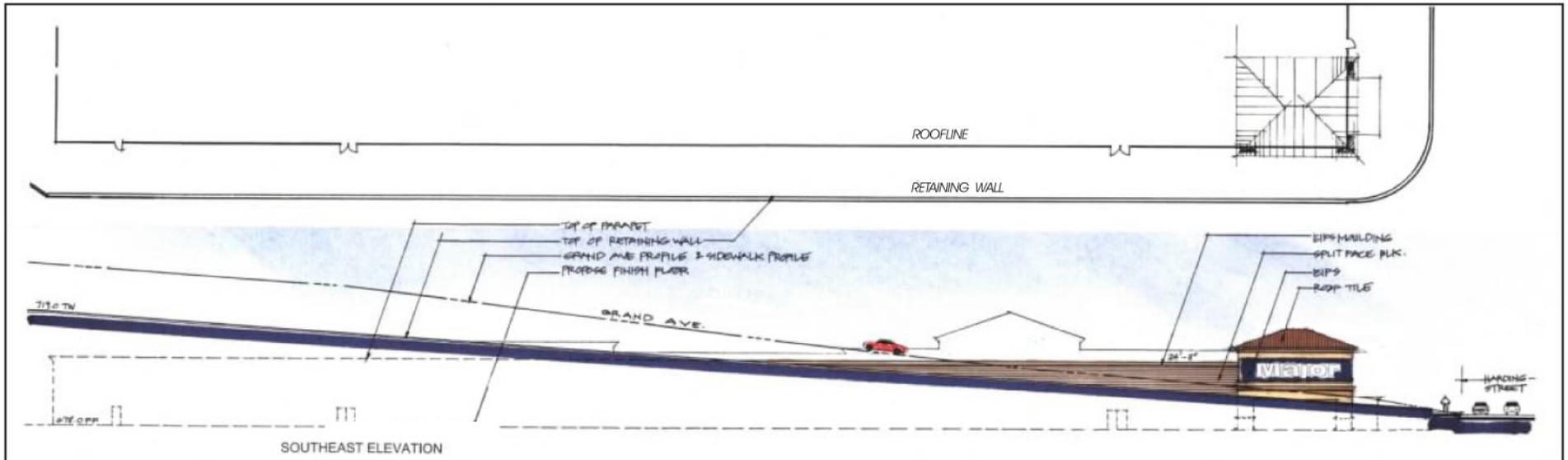
PHOTOSIMULATION 4B-1  
View Looking Northwest from Grand Avenue



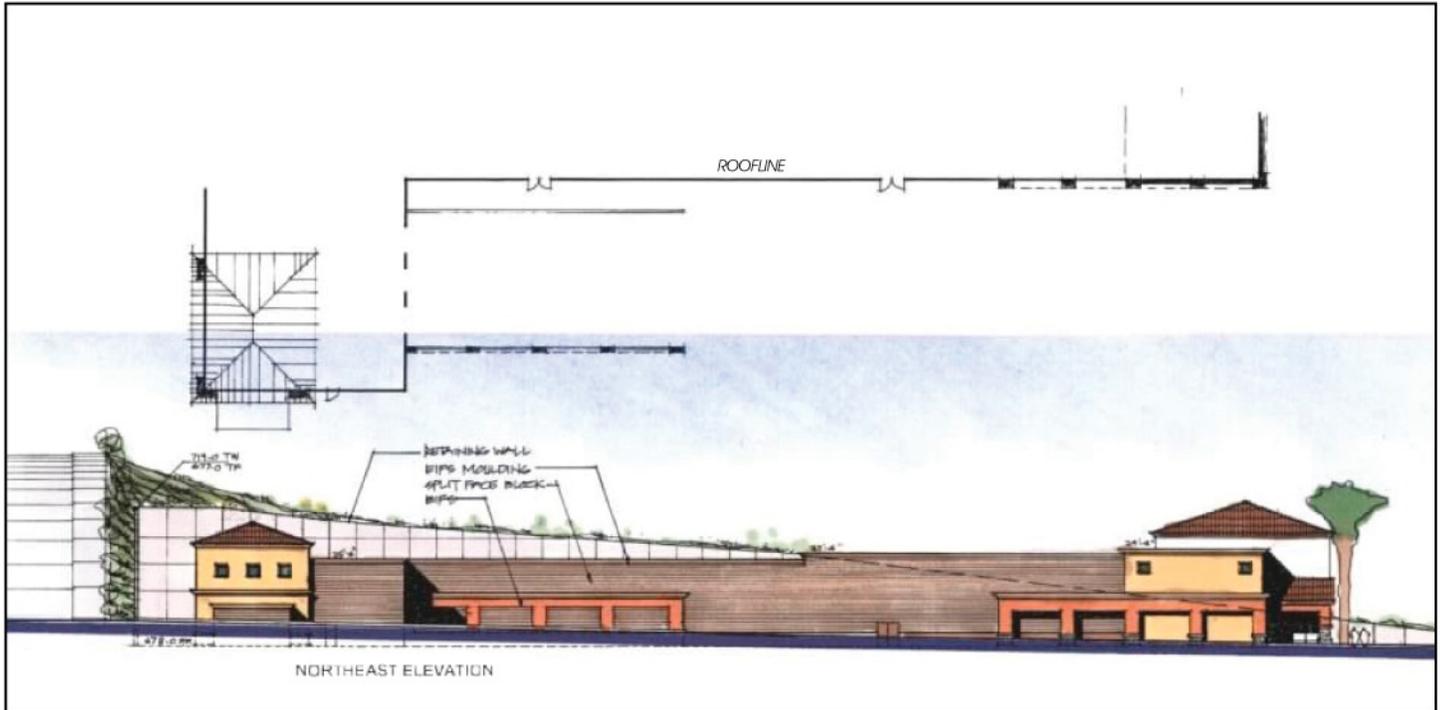
Drawing Source: William Prish Design Development Consultants, Inc., 2004



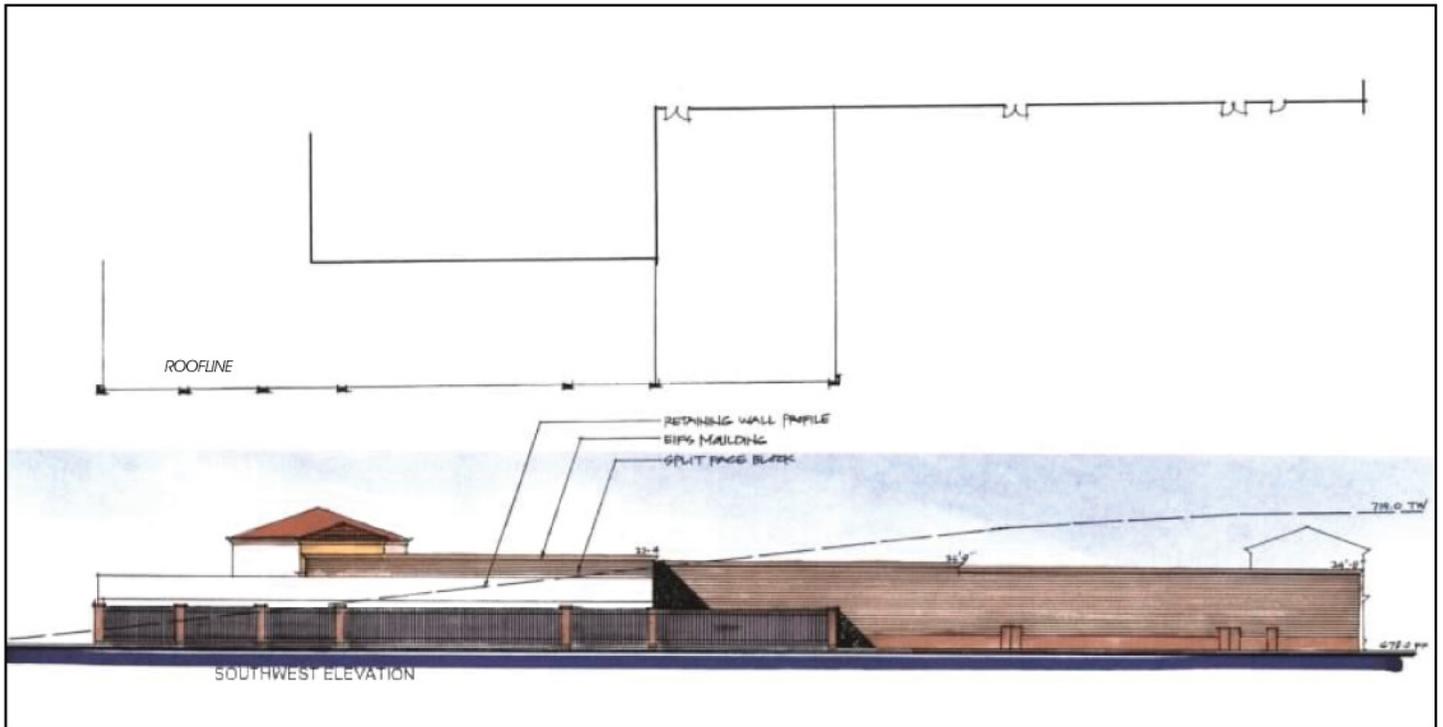
Front of Proposed WalMart (Northwest Elevation)



Back of Proposed WalMart (Southeast Elevation)



East Side of Proposed Wal-Mart (Northeast Elevation)



West Side of Proposed Wal-Mart (Southwest Elevation)

Landscape Plan). The majority of the site would consist of hardscape accented with curb planters. Parking lot tree and shrub plantings and perimeter plantings would be designed to buffer views of the building rooftop from the street. Plantings adjacent to Grand Avenue would complement and conform to the City's street tree planting program. Impacts would not conflict with the existing General Plan policies and ordinances and would therefore be less than significant.

## **b) EUSD Administration Building Site**

### **Landform Alteration/Grading**

The existing site has been previously graded. Future grading requirements would be minimal. The project would require removal of existing structures and vegetation prior to project construction. The proposed project would upgrade the area through replacement of an existing storage facility, which currently lacks landscape irrigation or regular building maintenance. Barbed wire fencing would be removed. Development of the proposed administration facility would not result in a significant change impact due to landform alteration/grading. Only conceptual design plans are currently available. No landscaping plan has been developed. Potentially significant impacts could result if future landscaping is inconsistent with City design and landscaping policies.

### **Aesthetics and Community Character**

Demolition and removal of the existing half-round and other on-site structures, and construction of new administration facilities with up to two stories, would not be considered a significant visual impact. The proposed new building is an allowed use pursuant to the adopted land use plan and zoning. The building entrance would be oriented toward the intersection of Ash Street and Washington Avenue, creating a more visually inviting experience for pedestrians and passing vehicles. Design elements would upgrade the streetscape with new landscaping, hardscape, and façade and would be compatible with surrounding land uses. Construction of the new professional building with irrigated landscaping and parking would result in an overall positive change. Impacts would therefore be less than significant and no additional mitigation would be required.

### **Conformance to City of Escondido General Plan Policies and EIR Mitigation Measures**

The proposed administrative office use would be up to two stories in height and would comply with the design criteria necessary to achieve approval from the DRC. Building heights would not exceed the maximum 35 feet as allowed by zoning. Proposed upgrades and design of the new administration building would contribute to rehabilitation of the existing southeast corner of the intersection of Ash Street and Washington Avenue through development of an architecturally attractive building.

A majority of the site would consist of hardscape (building, walkways, and parking areas) accented with perimeter and defined planting areas. Plantings adjacent to Washington Avenue and Ash Street should complement and conform to the City's street tree planting program. Existing policies and ordinances require installation of drought- and frost-tolerant plant species for street and project landscaping. However, preliminary design plans do not currently specify the size and types of plant species to be used in the landscape plan. Consequently, a **significant direct project impact** could result unless drought and frost-tolerant species are used for future landscaping of the site. Conformance to existing policies and ordinances would avoid or reduce the significant impacts to below a level of significance.

## 4) Mitigation

### a) Wal-Mart Site

Impacts would be less than significant through implementation of proposed design measures. No additional mitigation would be required.

### b) EUSD Administration Site

A landscaping plan is not currently available for the proposed EUSD administration site. To avoid the potential for future impacts, the following mitigation shall be implemented:

4B-1. The proposed landscape plan for the EUSD site shall include an appropriate mix and size of landscape materials throughout the site to the satisfaction of the City of Escondido's Design Review Board. Said plan shall include required street trees, parking lot landscaping, and plant materials around the building.

4B-2. Plantings shall be installed along city roadways and shall conform to the City of Escondido street tree planting program guidelines.

## 5) Significance of Impacts After Mitigation

Impacts resulting from development at the proposed Wal-Mart site remain less than significant. Implementation of the mitigation recommended above for the EUSD site would reduce all the potential visual quality/landform alteration impacts from development to below a level of significance. All other impacts remain below a level of significance.

## C. Traffic/Circulation

The discussion below is based on information contained in two traffic studies prepared by Linscott, Law & Greenspan (LLG) and a letter report entitled Parking Occupancy Study for Wal-Mart, Escondido prepared by Katz Okitsu and Associates. The Traffic Impact Analysis for the proposed Wal-Mart was prepared December 3, 2003 and is included as Appendix B in this EIR. The Traffic Impact Analysis identifying impacts associated with relocation of the Escondido Union School District office building is dated December 12, 2003 and is included in this EIR as Appendix C. The Parking Occupancy Study is included as Appendix D.

### 1) Existing Conditions

#### a) Approach and Methodology

The traffic studies consider existing traffic and traffic generated by several near-term projects that have already been approved as the baseline condition since traffic would be added to the street system prior to the implementation of the proposed Wal-Mart and EUSD projects. The baseline condition was identified in order to isolate the potential project traffic impacts from those that would occur with or without the project. A Year 2030 projection was also conducted to determine the ultimate roadway operations.

Consequently, the traffic studies prepared for this EIR discuss the following scenarios for near- and long-term project impacts to the intersections and segments within the study area:

- Existing
- Existing + Cumulative Projects
- Existing + Cumulative Projects + Wal-Mart/EUSD (respectively)
- Year 2030 with Project

#### City of Escondido Street Design Standards

The following describes the five city streets classifications that occur in the vicinity of the project:

**Prime Arterials** are intended to have very limited access and should be 116 feet wide in 136 feet of right-of-way (R/W) for eight travel lanes; 106 feet wide in 126 feet of R/W

for six travel lanes. This roadway type typically provides a raised median/left-turn lane and no curbside parking.

**Major Roads** should be 90 feet wide in a 110-foot R/W for six travel lanes and 82 feet wide in 102 feet of R/W for four travel lanes, providing a raised median/left-turn lane and generally no curbside parking.

**Collectors** should be 64 feet wide within an 82-foot R/W with up to four through lanes, a raised median/left-turn lane, and curbside parking.

**Local Collectors** should be 42 feet wide within a 66-foot R/W with two travel lanes and curbside parking.

**Rural Collectors** should be 42 feet wide in a 57- to 66-foot R/W, providing two travel lanes and generally no on-street parking.

### **Highway Capacity Manual**

The measure of effectiveness for intersection operations is level of service, or LOS. In the 2000 Highway Capacity Manual (HCM), LOS for signalized intersections is defined in terms of delay. The level of service analysis considers seconds of delay and is expressed in terms of letters A through F. Delay is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. The following discusses the methodology used for evaluating signalized intersections, unsignalized intersections, and street segments.

**Signalized Intersections.** For signalized intersections, LOS criteria are stated in terms of the average control delay per vehicle for a 15-minute analysis period. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Table 4C-1 summarizes the delay thresholds for signalized intersections.

**TABLE 4C-1  
LEVEL OF SERVICE THRESHOLDS FOR  
SIGNALIZED INTERSECTIONS**

Average Control Delay per Vehicle (seconds/vehicle)			LOS
0.0	≤	10.0	A
10.1	to	20.0	B
21.1	to	35.0	C
35.1	to	55.0	D
55.1	to	80.0	E
	≥	80.0	F

SOURCE: Highway Capacity Manual, 2000.

**LOS A** describes operations with very low delay (i.e., less than 10.0 seconds per vehicle). This occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.

**LOS B** describes operations with delay in the range 10.1 seconds and 20.0 seconds per vehicle. This generally occurs with good progression or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.

**LOS C** describes operations with delay in the range 20.1 seconds and 35.0 seconds per vehicle. These higher delays may result from fair progression or longer cycle lengths. Individual cycle failures may begin to appear. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.

**LOS D** describes operations with delay in the range 35.1 seconds and 55.0 seconds per vehicle. At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or higher volume to capacity (v/c) ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are more frequent.

**LOS E** describes operations with delay in the range of 55.1 seconds to 80.0 seconds per vehicle. This is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.

**LOS F** describes operations with delay in excess of over 80.0 seconds per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with over-saturation (i.e., when arrival flow rates exceed the capacity of the intersection). It may also occur at high v/c ratios below 1.00 with many individual cycle failures. Poor

progression and long cycle lengths may also be major contributing causes to such delay levels.

**Unsignalized Intersections.** For unsignalized intersections, LOS is determined by the computed or measured control delay and is defined for each minor movement. LOS is not defined for the intersection as a whole. Table 4C-2 depicts the criteria, which are based on the average control delay for any particular minor movement.

**TABLE 4C-2  
LEVEL OF SERVICE THRESHOLDS FOR UNSIGNALIZED INTERSECTIONS**

Average Control Delay per Vehicle (seconds/vehicle)			LOS	Expected Delay to Minor Street Traffic
0.0	≤	10.0	A	Little or no delay
10.1	to	15.0	B	Short traffic delays
15.1	to	25.0	C	Average traffic delays
25.1	to	35.0	D	Long traffic delays
35.1	to	50.0	E	Very long traffic delays
	≥	50.0	F	Severe congestion

SOURCE: Highway Capacity Manual, 2000.

LOS for an unsignalized intersection is based on an adjusted delay period as compared to signalized intersections. Furthermore, a significant LOS F may result when an unsignalized intersection experiences insufficient gaps of suitable size to allow traffic entering from a side street to safely cross through a major street traffic stream. This LOS is generally evident from extremely long control delays experienced by side-street traffic and by queuing on the minor-street approaches. The method, however, is based on a constant critical gap size; that is, the critical gap remains constant no matter how long the side-street motorist waits. LOS F may also appear in the form of side-street vehicles selecting smaller-than-usual gaps. In such cases, safety may be a problem, and some disruption to the major traffic stream may result. It is important to note that LOS F may not always result in long queues but may result in adjustments to normal gap acceptance behavior, which are more difficult to observe in the field than queuing.

In most cases, at two-way stop controlled (TWSC) intersections, the critical movement is the minor street left-turn movement. As such, the minor street left-turn movement can generally be considered the primary factor affecting overall intersection performance. The lower threshold for LOS F is set at 50 seconds of delay per vehicle. There are many instances, particularly in urban areas, in which the delay equations predict delays of 50 seconds (LOS F) or more for minor street movements under very low volume conditions on the minor street (less than 25 vehicles per hour [vph]). Since the first term of the

equation is a function only of capacity, the LOS F threshold of 50 seconds/vehicle is reached with a movement capacity of approximately 85 vph or less.

**Street Segments.** The traffic study analyzed daily street segment operations by comparing the average daily traffic volume (ADT) to the City of Escondido Proposed Level of Service Standards - Street Segment Average Daily Vehicle Trip Thresholds. This table is included as an attachment in Appendix B of this EIR. LOS estimates are based on traffic volumes and roadway characteristics. Road segment operations that provide mid-LOS D threshold capacities are considered acceptable. Additional discussion of threshold capacities is provided below.

### **Congestion Management Program**

The Congestion Management Program (CMP) was adopted on November 22, 1991, and is intended to directly link land use, transportation, and air quality through LOS performance. Local agencies are required by statute to conform to the CMP.

The CMP requires an Enhanced CEQA Review for all large projects that are expected to generate more than 2,400 ADT or more than 200 peak hour trips. Since the Wal-Mart project is calculated to generate over 2,400 ADT, this level of review is required of this proposed project. In 1993, the Institute of Transportation Engineers California Border Section and the San Diego Region Traffic Engineers Council established a set of guidelines to be used in the preparation of traffic impact studies that are subject to the Enhanced CEQA Review process. This published document, which is titled *1993 Guidelines for Congestion Management Program Transportation Impact Reports for the San Diego Region* requires that a project study area be established that addresses:

- All streets and intersections on CMP Principal Arterials where the project would add 50 or more peak hour trips in either direction; and/or
- Mainline freeway locations where the project would add 150 or more peak hour trips in either direction.

### **Intersecting Lane Vehicles (ILV) Operations**

The Intersecting Lane Vehicles (ILV)-method intersection analyses were conducted for all study area intersections along Ash Street for all analysis scenarios. This method is used for state-owned intersections (i.e., on/off ramps) as described in the Caltrans Highway Design Manual (Chapter 400, Topic 406). The ILV methodology assumes an intersecting lane capacity of 1,500 vehicles per hour. For a typical local street interchange there is usually a critical intersection of a ramp and the crossroads that establishes the capacity of the interchange. The following describes the ILV/hr values for various traffic flow conditions:

- *UNDER (ILV/hr is less than 1200 vehicles per hour)* – Description: Stable flow with slight, but acceptable delay. Occasional signal loading may develop. Free mid-block operations.
- *NEAR (ILV/hr ranges between 1,200 and 1,500 vehicles per hour)* – Description: Unstable flow with considerable delays possible. Some vehicles occasionally wait two or more cycles to pass through the intersection. Continuous backup in varying degrees occurs at some approaches.
- *OVER (ILV/hr is greater than 1,500 vehicles per hour)* – Description: Stop and go operations with severe delay and heavy congestion. Traffic volume is limited by maximum discharge rates of each phase. Continuous backup in varying degrees occurs on all approaches. Where downstream capacity is restrictive, mainline congestion can impede orderly discharge through the intersection. (NOTE: The amount of congestion depends on how much the ILV/hour value exceeds 1,500. Observed flow rates will normally not exceed 1,500 ILV/hour and the excess will be delayed in a queue.)

### **Cumulative (Near-Term/Baseline) Projects**

A list of cumulative (near-term/baseline) projects was identified for analysis during discussions with City of Escondido staff. These projects are expected to be developed prior to or at approximately the same time as the proposed project and therefore comprise the baseline condition. Table 4C-3 lists the cumulative projects and provides daily trip totals, and peak hour distribution for each. The combined traffic generation is calculated to generate a total of 39,454 daily trips. Of these, 2,440 trips would be generated in the AM peak hour (1,165 inbound and 1,275 outbound) and 3,445 trips during the PM peak hour (1,909 inbound, 1,536 outbound). A more detailed description of each of the cumulative projects is included in Chapter 6 of this EIR, and in the traffic studies included as Appendixes B and C.

#### **b) Project Study Area**

The project study area was determined using a select zone assignment, which is prepared by SANDAG and employs a computer model to predict project trip assignments on the street network. Using this method, the project traffic engineers, in coordination with City of Escondido Engineering staff, identified intersections and road segments to determine future impacts from project implementation. These intersections and road segments are listed below. Morning (AM) and evening (PM) peak hour intersection counts and segment ADT counts were obtained either from the City of Escondido or during manual counts conducted by the traffic consultant (LLG) in July 2003. Figure 4C-1 identifies the location of each of the intersections and street segments selected for analysis. Figure 4C-2

**TABLE 4C-3  
CUMULATIVE PROJECTS TRIP GENERATION**

Cumulative Projects	Land Use	Size	Rate	ADT	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
1. Fig and Farr Elementary School	Elementary School	800 students	<sup>1</sup>	550	146	58	204	(18)	49	31
2. Ryan Community Park	Community Park	54 acres	50/acre	3,210	80	50	130	130	130	260
3. Valley High School	Continuation School	450 students	<sup>2</sup>	202	61	24	85	5	5	10
4. Escondido Humane Society	Animal Shelter		<sup>2</sup>	475	33	10	43	29	47	76
5. Rincon Casino	Hotel and Casino	500 rooms	3/room	1,500	45	30	75	42	63	105
6. Valley View Casino	Casino	31,800 SF	195/SF	6,200	188	92	280	206	277	483
7. Northeast Gateway	Single-family Residential	340 units	10/unit	3,400	80	190	270	240	100	340
8. Sherwood Ridge	Estate Residential	128 units	12/unit	1,540	35	85	120	105	45	150
9. Hidden Trails/Eastgrove	Single-family Residential	291 units	10/unit	2,910	46	186	232	200	90	290
10. Escondido Charter High School	Charter School	400 students	1.3/student	520	73	31	104	21	31	52
11. TR 821 (2000-51-CZ)	Single-family Residential	15 units	10/unit	150	4	8	12	11	4	15
12. TR 836	Single-family Residential	6 units	10/unit	60	2	3	5	4	2	6
13. TR 842 (2002-14-CP)	Detached Condos.	25 units	10/unit	250	6	14	20	18	7	25
14. TR 846 (2002-45-CP)	Detached Condos.	56 units	10/unit	560	14	31	45	39	17	56
15. TR 847 (ER 2002-12)	Single-family Residential	13 units	10/unit	130	3	7	10	9	4	13
16. Habitat for Humanity	Condominiums	12 units	8/unit	96	2	6	8	7	3	10
17. TR 850 (2002-65-CZ/GE)	Single-family Residential	125 units	10/unit	1,250	30	70	100	88	37	125

**TABLE 4C-3  
CUMULATIVE PROJECTS TRIP GENERATION  
(continued)**

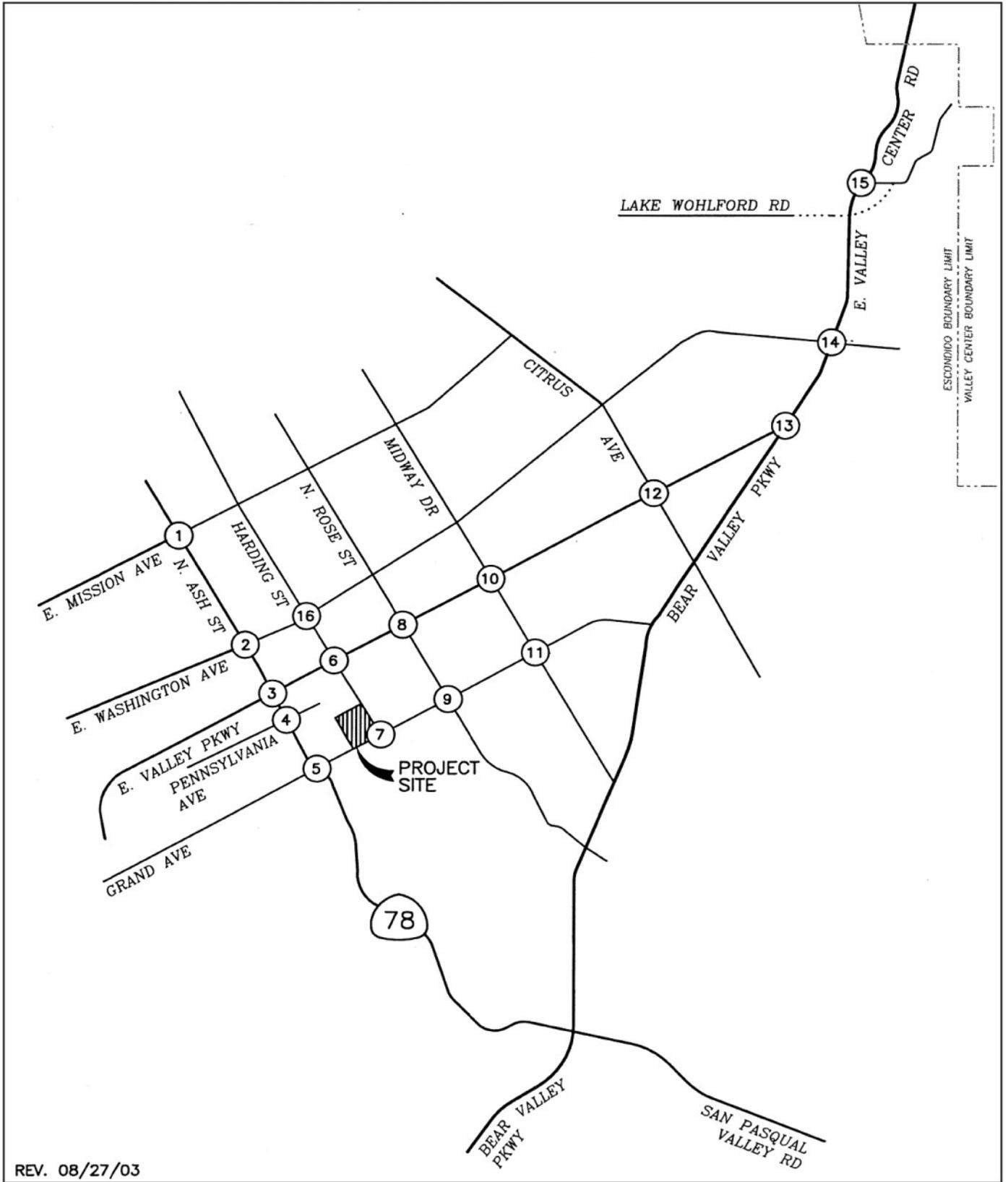
Cumulative Projects	Land Use	Size	Rate	ADT	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
18. 2002-12-CUP	Self-Storage	77,193 SF	2/KSF	154	5	4	9	7	7	14
19. Escondido City Center	Condominiums	201 units	8/unit	1,608	26	103	129	113	48	161
Other Redevelopment	Theater	3,000 seats	1.8/seat	5400	9	9	18	259	173	432
	Apartments	272 units	6/unit	1,632	26	104	130	103	44	147
	Office	10,000 SF	14/KSF	140	19	2	21	4	17	21
	Commercial	19,411 SF	80/KSF	1,553	37	25	62	78	78	156
20. Toyota Dealership	Car Dealership	63,000 SF	50/KSF	3,150	110	48	158	101	151	252
21. 2003-21-PPL	Car Wash	1 site	900/site	900	18	18	36	41	40	81
22. Farmer's Boy Restaurant	Fast Food Restaurant	3,100 SF	650/KSF	1,914	67	67	134	67	67	134
<b>TOTAL CUMULATIVE PROJECTS</b>				<b>39,454</b>	<b>1,165</b>	<b>1,275</b>	<b>2,440</b>	<b>1,909</b>	<b>1,536</b>	<b>3,445</b>

NOTE: ADTs rounded to nearest 10 and peak hour trips to the nearest 5.

<sup>1</sup>Trip generation shown is the difference of existing and proposed land uses.

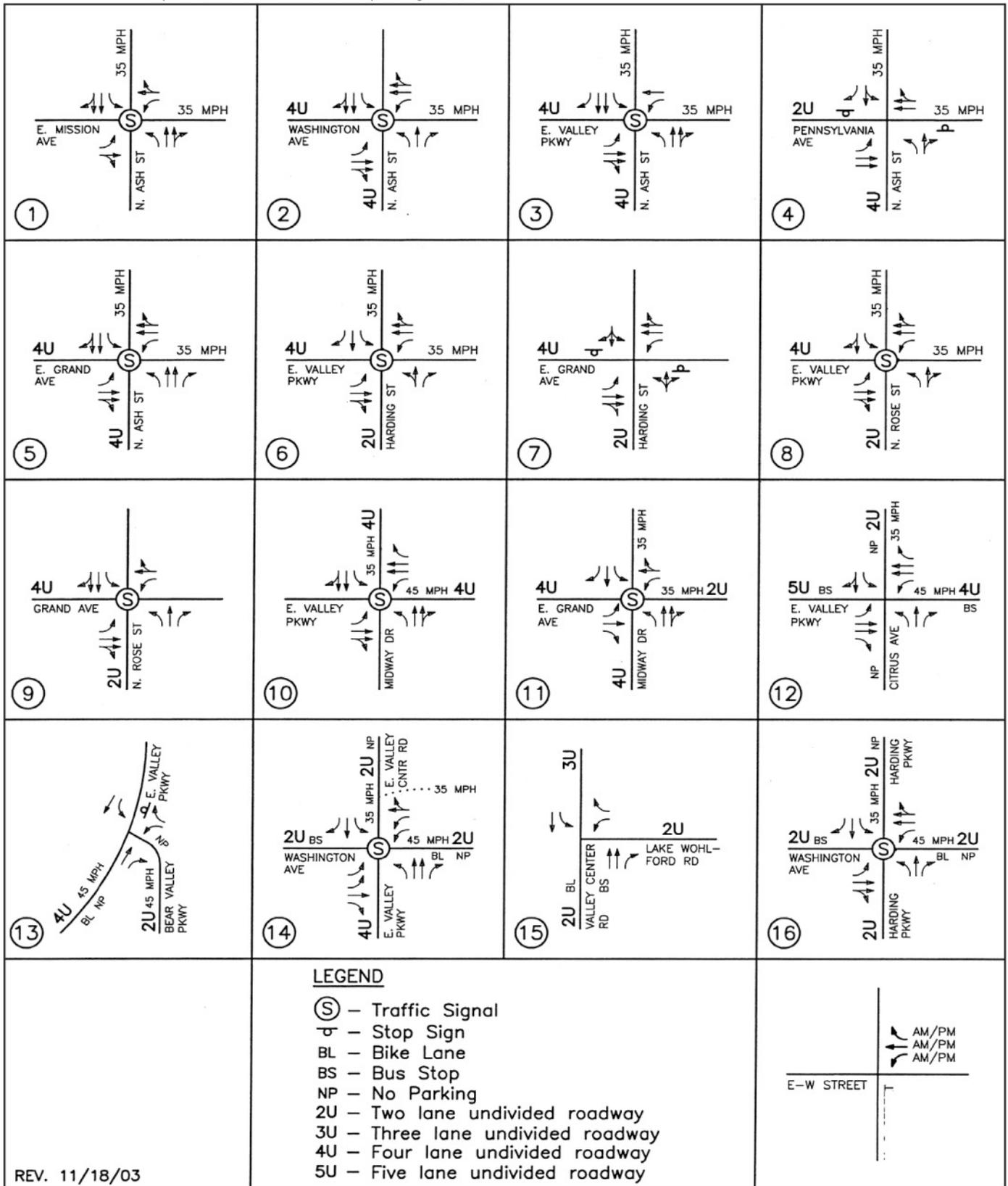
<sup>2</sup>Site-specific trip generation. Rate is a trip-end per acre or dwelling unit. Trip-ends are one-way movements, entering or leaving.

SF = single-family; DU = dwelling unit; KSF = 1,000 square feet.



REV. 08/27/03

FIGURE 4C-1  
Project Study Area



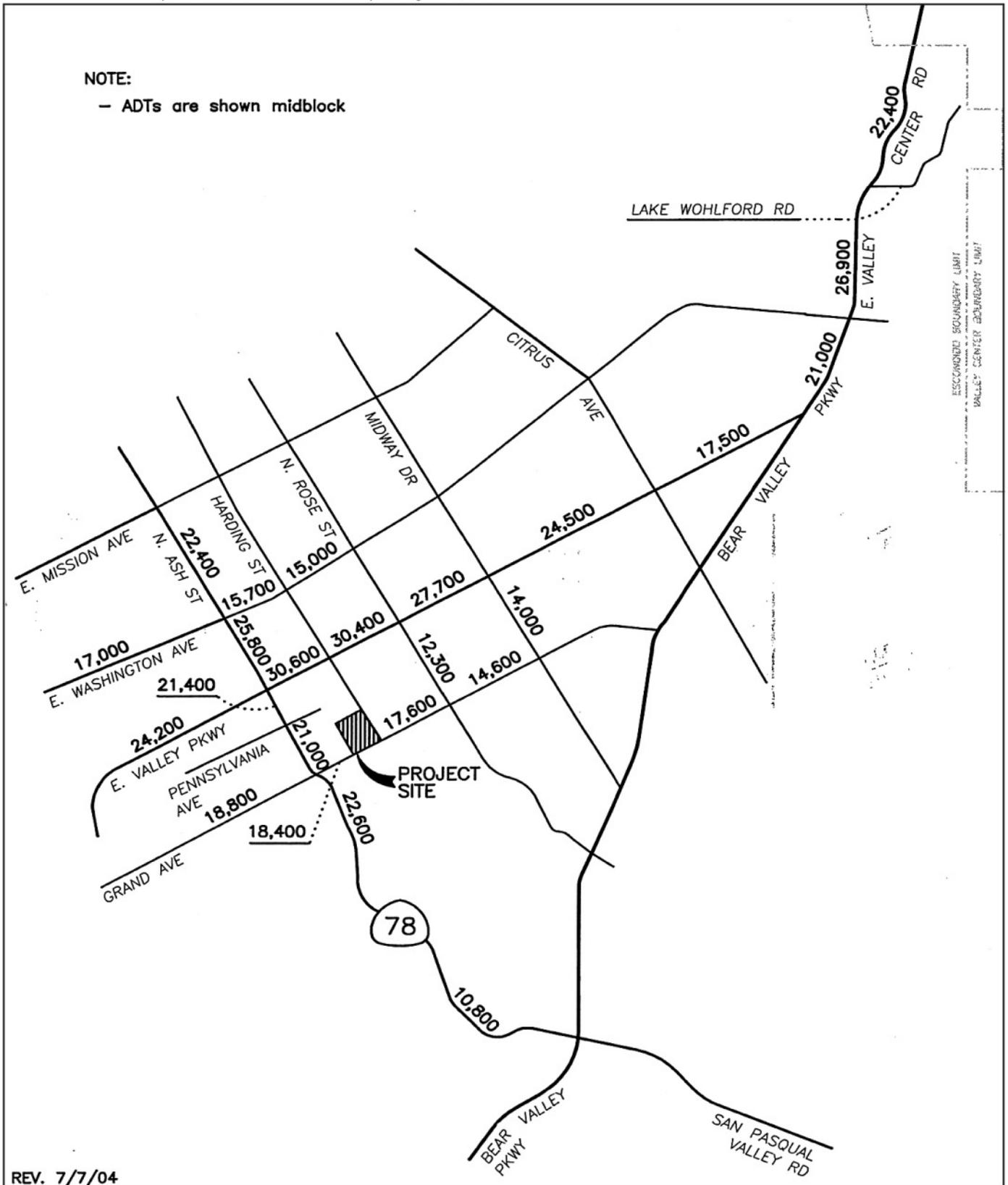
shows a diagram of existing conditions at the following intersections and Figure 4C-3 shows the existing traffic volumes for street segments listed below.

### **Intersections**

1. N. Ash St./E. Mission Ave.
2. N. Ash St./E. Washington Ave.
3. N. Ash St./E. Valley Parkway
4. N. Ash St./Pennsylvania Ave.\*
5. N. Ash St./E. Grand Ave.
6. Harding St./E. Valley Parkway
7. Harding St./E. Grand Ave.\*
8. North Rose St./East Valley Parkway
9. North Rose St./E. Grand Ave.
10. Midway Drive/East Valley Parkway
11. Midway Drive/E. Grand Ave.
12. Citrus Ave./East Valley Parkway
13. Bear Valley Parkway/East Valley Parkway\*
14. Washington Ave./East Valley Parkway
15. Valley Center Road/Lake Wohlford Road
16. Harding St./E. Washington Ave.

\*Unsignalized intersections. Remaining intersections are signalized.

**NOTE:**  
 - ADTs are shown midblock



REV. 7/7/04



**FIGURE 4C-3**

Existing Daily Street Segment Traffic Volumes

## Street Segments

1. N. Ash Street
  - Mission Ave. to E. Washington Ave.
  - Washington Ave. to East Valley Parkway
  - East Valley Pkwy. to Pennsylvania Ave.
  - Pennsylvania Ave. to E. Grand Ave.
  - E. Grand Ave. to Oak Hill Drive
2. N. Rose Street
  - East Valley Parkway to E. Grand Ave.
3. Midway Drive
  - East Valley Parkway to E. Grand Ave.
4. E. Washington Ave.
  - Date St. to N. Ash St.
  - N. Ash St. to Harding St.
  - Harding St. to N. Rose St.
5. East Valley Parkway
  - Date St. to N. Ash St.
  - N. Ash St. to Harding St.
  - Harding St. to N. Rose St.
  - N. Rose St. to Midway Drive
  - Midway Drive to Citrus Ave.
  - Citrus Ave. to Bear Valley Pkwy.
  - Bear Valley Pkwy. to E. Washington Ave.
  - E. Washington Ave. to Lake Wohlford Rd.

## 6. Valley Center Road

- North of Lake Wohlford Rd. to City Limits (Revised for clarification per public comment E-6).

## 7. Grand Ave.

- Date St. to N. Ash St.
- N. Ash St. to Harding St.
- Harding St. to N. Rose St.
- N. Rose St. to Midway Drive

**c) Existing Street System****Daily Segment Volumes**

Table 4C-4 shows the existing Circulation Element classifications and operational characteristics for key roadways in the project study area. Table 4C-5 provides more detailed information regarding LOS capacity and existing operations for each road segment. Manual count sheets are included in Appendix B. All key segments are calculated to currently operate at mid-LOS D or better with the exception of the following two segments:

- East Valley Parkway, Washington Avenue to Lake Wohlford Road (LOS F)
- Valley Center Road north of Lake Wohlford Road to the City Limits (LOS F) (Revised for clarification per public comment E-6)

In addition, it should be noted that funding has been approved for planned improvements to Valley Center Road/East Valley Parkway/Bear Valley Parkway as discussed below.

The portion of Bear Valley Parkway from Henrichs Way to Citrus Avenue is currently under construction and will be widened to four lanes over the course of approximately two years. Bear Valley Parkway from Citrus Avenue to East Valley Parkway and East Valley Parkway from Bear Valley Parkway to the County segment planned for widening as part of a separate but integrated project, is scheduled to be widened to four-lane Major standards by about 2006 (City ER 99-33; SCH 2001091025). Additionally, a 5.5-mile section of Valley Center Road is planned for widening from the existing two-lane to a four-lane Modified Major Road from just south of the Escondido City Limit to east of Cole Grade Road. Work on the southern half from just south of the Escondido City Limits to Woods Valley Road is planned for completion by summer 2004. Interim improvements will be constructed by the Eureka Ranch project applicant (Northeast Gateway Specific Plan/Eureka Ranch Tentative Subdivision Map EIR SCH 2002031158)

**TABLE 4C-4  
PROJECT STUDY AREA CIRCULATION ELEMENT ROADWAYS**

Roadway	Classification	Posted Speed Limit (mph)	Existing Lane Configuration	Parking	Bus Service
N. Ash Street/ SR-78 (aka San Pasqual Valley Road south of the project)	State Route (south of Washington Ave.) (north of Washington Ave.)	40	4-lane undivided (2 each direction)	Generally Not Permitted	
E. Grand Ave.	Collector	40 (generally)	4-lane undivided (2 each direction)		Bus Stops Provided
Harding Ave.	Local Collector (Lincoln Ave. to Mission Ave.) Collector (Mission Ave. to East Valley Pkwy.)	35 (generally)	2-lane undivided (1 each direction)		No
E. Washington Ave.	Collector	35	4-lane (2 each direction)	Generally Permitted	Bus Stops Provided
N. Rose St.	Collector	40	2-lane undivided (1 each direction)	Prohibited	Bus Stops Provided
Midway Dr.	Collector	35	4-lane undivided	Prohibited	Bus Stops Provided
East Valley Pkwy.	Prime Arterial (Bike lanes provided)	45	2-lane: Lake Wohlford Rd. to Washington Ave.  4-lane undivided, separated by a two-way left-turn lane (TWLTL) median: Washington Ave. to Bear Valley Pkwy.	Generally Prohibited	Bus Stops Provided

SOURCE: Linscott Law and Greenspan 2003.

**TABLE 4C-5  
STREET SEGMENT OPERATIONS**

Segment	Existing Roadway Class	LOS E Capacity <sup>1</sup>	Mid-LOS D Capacity <sup>1</sup>	Existing			Existing + Cumulative Projects			Existing + Cumulative Projects + Project			Increase in V/C	Significant?	
				ADT	V/C	LOS	ADT	V/C	LOS	ADT	V/C	LOS			
<b>N. ASH STREET</b>															
Mission Ave. to Washington Ave.	4-Ln Major Road	37,000	31,500	22,400	0.61	B	23,060	0.62	B	23,920	0.65	B	0.02	Not Significant	
Washington Ave. to Valley Pkwy.	4-Ln Major Road	37,000	31,500	25,800	0.70	C	26,340	0.71	C	27,350	0.74	C	0.03	Not Significant	
Valley Pkwy. to Pennsylvania Ave.	4-Ln Major Road	37,000	31,500	21,400	0.58	B	22,200	0.60	B	23,140	0.63	B	0.03	Not Significant	
Pennsylvania Ave. to Grand Ave.	4-Ln Major Road	37,000	31,500	21,000	0.57	B	21,540	0.58	B	21,770	0.59	B	0.01	Not Significant	
Grand Ave. to Oak Hill Dr.	4-Ln Major Road	37,000	31,500	22,600	0.61	B	23,000	0.62	B	23,700	0.64	B	0.02	Not Significant	
<b>PASQUAL VALLEY ROAD</b>															
Oak Hill Dr. to Bear Valley Pkwy.	2-Ln Collector	15,000	11,250	10,800	0.72	D	10,890	0.73	D	11,060	0.74	D	0.01	Not Significant	
<b>N. ROSE STREET</b>															
Valley Pkwy. to Grand Ave.	4-Ln Collector	34,200	29,100	12,300	0.36	A	12,460	0.36	A	12,930	0.38	A	0.02	Not Significant	
<b>MIDWAY DRIVE</b>															
Valley Pkwy. to Grand Ave.	4-Ln Collector	34,200	29,100	14,000	0.41	B	14,240	0.42	B	14,400	0.42	B	0.00	Not Significant	
<b>WASHINGTON AVENUE</b>															
Date St. to N. Ash St.	4-Ln Collector	34,200	29,100	17,000	0.50	B	19,600	0.57	B	19,600	0.57	B	-	Not Significant	
N. Ash St. to Harding St.	4-Ln Collector	34,200	29,100	15,700	0.46	B	18,300	0.54	B	18,300	0.54	B	-	Not Significant	
Harding St. to N. Rose St.	4-Ln Collector	34,200	29,100	15,000	0.44	B	17,600	0.51	B	17,600	0.51	B	-	Not Significant	
<b>VALLEY PARKWAY</b>															
Date St. to N. Ash St.	4-Ln Major Road	37,000	31,500	24,200	0.65	B	28,470	0.77	C	29,640	0.80	C	0.03	Not Significant	
N. Ash St. to Harding St.	4-Ln Major Road	37,000	31,500	30,600	0.83	D	<b>36,190 0.98</b>	<b>E</b>	<b>37,440 1.01</b>	<b>E</b>	<b>0.03</b>	<b>Cumulative</b>			
Harding St. to N. Rose St.	4-Ln Major Road	37,000	31,500	30,400	0.82	D	<b>35,570 0.96</b>	<b>E</b>	<b>37,910 1.02</b>	<b>F</b>	<b>0.06</b>	<b>Cumulative</b>			
N. Rose St. to Midway Dr.	4-Ln Major Road	37,000	31,500	27,700	0.75	C	<b>33,510 0.91</b>	<b>D</b>	<b>35,690 0.96</b>	<b>E</b>	<b>0.06</b>	<b>Cumulative</b>			
Midway Dr. to Citrus Ave.	4-Ln Major Road	37,000	31,500	24,500	0.66	B	29,620	0.80	D	31,260	0.84	D	0.04	Not Significant	
Citrus Ave. to Bear Valley Pkwy.	4-Ln Major Road	37,000	31,500	17,500	0.47	B	23,320	0.63	B	24,650	0.67	B	0.04	Not Significant	
Bear Valley Pkwy. to Washington Ave.	4-Ln Major Road	37,000	31,500	21,000	0.57	B	<b>32,100 0.87</b>	<b>D</b>	<b>33,110 0.89</b>	<b>D</b>	<b>0.03</b>	<b>Cumulative</b>			
Washington Ave. to Lake Wohlford Rd.	2-Ln Collector	15,000	11,250	<b>26,900 1.79</b>	<b>F</b>	<b>36,270 2.42</b>	<b>F</b>	<b>36,970 2.46</b>	<b>F</b>	<b>0.05</b>	<b>Cumulative</b>				
<b>VALLEY CENTER ROAD</b>															
North of Lake Wohlford Rd. <sup>2</sup> to City Limits	2-Ln Collector	15,000	11,250	<b>22,400 1.49</b>	<b>F</b>	<b>27,580 1.84</b>	<b>F</b>	<b>28,130 1.88</b>	<b>F</b>	<b>0.04</b>	<b>Cumulative</b>				
<b>GRAND AVENUE</b>															
Date St. to N. Ash St.	4-Ln Collector	34,200	29,100	18,800	0.55	B	19,530	0.57	B	20,080	0.59	B	0.02	Not Significant	
N. Ash St. to Harding St.	4-Ln Collector	34,200	29,100	18,400	0.54	B	19,020	0.56	B	20,500	0.60	B	0.04	Not Significant	
Harding St. to N. Rose St.	4-Ln Collector	34,200	29,100	17,600	0.51	B	18,120	0.53	B	19,290	0.56	B	0.03	Not Significant	
N. Rose St. to Midway Dr.	4-Ln Collector	34,200	29,100	14,600	0.43	B	15,100	0.44	B	15,650	0.46	B	0.02	Not Significant	

NOTES: **Bold** indicates mid-LOS D or worse operations. Shading indicates significant cumulative/direct project impacts.

<sup>1</sup>City of Escondido standards.

<sup>2</sup>This section of Ash Street is currently 2 lanes wide for a short distance north of Washington Avenue and widens to a four-lane roadway further north, to Mission Avenue. Southbound Ash Street widens to additional turn lanes at Washington Avenue and thus provides additional capacity and hence this roadway section was assumed to be a Four-Lane Collector Road.

in coordination with the City of Escondido. Improvements consist of construction of four travel lanes (two northbound and two southbound) for all segments of East Valley Parkway/Valley Center Road from James Street north to East Washington, through the Northeast Gateway project (SPA 5) and northerly to the city of Escondido/county of San Diego boundary in the vicinity of Lake Wohlford Road. Also, there is a gap between planned improvements to be completed by the applicant for Eureka Ranch and the County's improvement project. Additional environmental effects resulting from off-site improvements are considered in the Bear Valley/East Valley Parkway EIR/Environmental Impact Statement (EIS) as certified June 2003 by the City of Escondido. Information included in the above-named documents is incorporated by reference.

### **Existing Intersection Operations and Traffic Volumes**

Current AM and PM peak hour intersection counts and 24-hour segment counts were provided either by the City of Escondido or were calculated in July 2003 by the traffic engineer responsible for preparation of the technical study.

***Peak Hour Intersection Turning Movement Volumes.*** Figure 4C-4 shows the existing AM/PM traffic volumes at project area intersections. Table 4C-6 shows the existing peak hour intersection analyses for signalized and unsignalized intersections. All signalized and unsignalized intersections operate at acceptable mid-LOS D or better except for the following:

#### **SIGNALIZED INTERSECTIONS**

- North Ash Street/East Mission Avenue (LOS E in the PM peak hour)
- North Ash Street East Washington Avenue (Worse than mid-LOS D in the PM peak hour)
- North Rose Street/East Valley Parkway (Worse than mid-LOS D in the PM peak hour)

#### **UNSIGNALIZED INTERSECTIONS**

- Harding Street/East Grand Avenue (LOS E in the PM peak hour)
- Bear Valley Parkway/East Valley Parkway (LOS E in the PM peak hour)

***Intersection Lane Vehicle Analysis.*** ILV Analysis was conducted for intersections along Ash Street, a state highway using ILV methodology. Table 4C-7 shows the existing ILV operations. During the AM peak hour, all intersections are calculated to operate at under or near capacity with the exception of North Ash Street/East Washington Avenue which

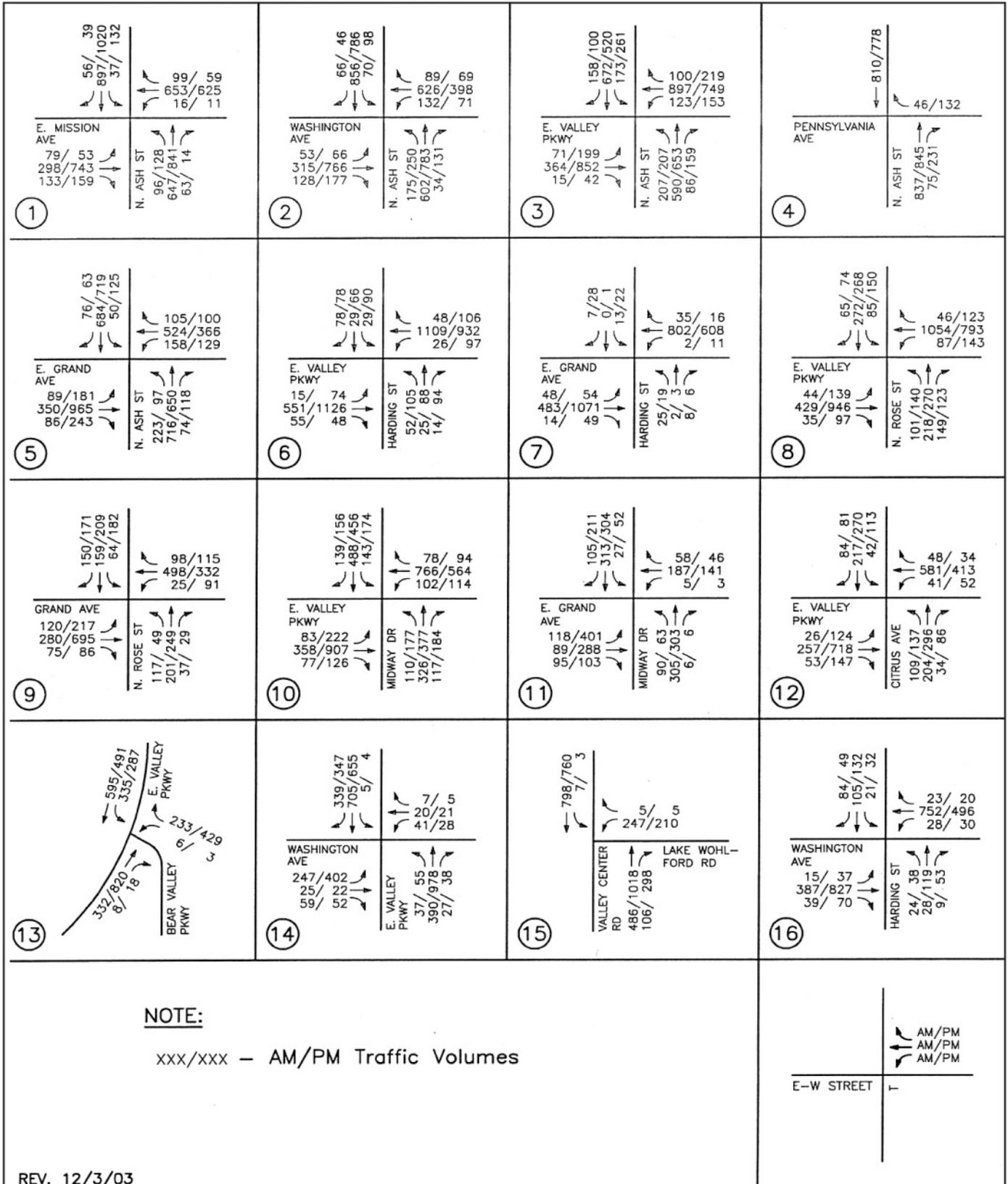


FIGURE 4C-4  
Existing Daily Intersection Traffic Volumes  
(A.M./P.M. Peak Hour)



**TABLE 4C-6  
PEAK HOUR INTERSECTION OPERATIONS**

Intersection	Peak Hour	Existing		Existing + Cumulative Projects		Existing + Cumulative Projects + Project		Increase in Delay	Significant?
		Delay	LOS	Delay	LOS	Delay	LOS		
1. N. Ash St./E. Mission Ave.	AM	24.8	C	25.6	C	25.8	C	0.2	No
	PM	59.6	E	64.7	E	64.8	E	0.1	No
2. N. Ash St./E. Washington Ave.	AM	31.6	C	33.2	C	33.6	C	0.4	No
	PM	49.8	D	57.1	E	58.2	E	1.1	No
3. N. Ash St./E. Valley Pkwy.	AM	33.3	D	49.2	D	<b>53.6</b>	<b>D</b>	<b>4.4</b>	<b>Cumulative</b>
	PM	43.5	D	71.9	E	<b>80.3</b>	<b>E</b>	<b>8.4</b>	<b>Cumulative</b>
4. N. Ash St./Pennsylvania Ave. (WBL) <sup>1</sup>	AM	10.8	B	10.9	B	11.1	B	0.2	No
	PM	12.5	B	12.6	B	14.3	B	1.7	No
5. N. Ash St./E. Grand Ave.	AM	28.7	C	29.3	C	31.0	C	1.7	No
	PM	40.3	D	45.5	D	47.1	D	1.6	No
6. Harding St./E. Valley Pkwy.	AM	19.5	B	28.3	C	30.2	C	1.9	No
	PM	29.8	C	31.7	C	41.3	D	9.6	No
7. Harding St./E. Grand Ave. (NBL) <sup>2</sup>	AM	29.1	D	30.7	D	<b>45.8</b>	<b>E</b>	15.1	<b>Project</b>
	PM	>60.0	F	44.8	E	<b>&gt;60.0</b>	<b>F</b>	<b>&gt;5.0</b>	<b>Cumulative</b>
8. N. Rose St./E. Valley Pkwy.	AM	42.6	D	43.8	D	45.4	D	1.6	No
	PM	45.9	D	57.6	E	<b>65.5</b>	<b>E</b>	<b>7.9</b>	<b>Cumulative</b>
9. N. Rose St./Grand Ave.	AM	27.1	C	27.7	C	28.7	C	1.0	No
	PM	31.4	C	31.7	C	33.4	C	1.7	No
10. Midway Dr./E. Valley Pkwy.	AM	34.5	C	36.5	D	38.8	C	2.3	No
	PM	38.4	D	57.4	E	58.2	E	0.8	No
11. Midway Dr./E. Grand Ave.	AM	22.5	C	22.7	C	22.9	C	0.2	No
	PM	23.7	C	25.6	C	26.3	C	0.7	No

**TABLE 4C-6**  
**PEAK HOUR INTERSECTION OPERATIONS**  
**(continued)**

Intersection	Peak Hour	Existing		Existing + Cumulative Projects		Existing + Cumulative Projects + Project		Increase in Delay	Significant?
		Delay	LOS	Delay	LOS	Delay	LOS		
12. Citrus Ave./E. Valley Pkwy.	AM	20.3	C	24.5	C	26.1	C	1.6	No
	PM	26.7	C	33.2	C	36.4	D	3.2	No
13. Bear Valley Pkwy./E. Valley Pkwy. (NBL) <sup>3</sup>	AM	23.1	C	<b>63.4</b>	<b>F</b>	<b>69.0</b>	<b>F</b>	5.6	<b>Cumulative</b>
	PM	37.4	E	<b>&gt;60.0</b>	<b>F</b>	<b>&gt;60.0</b>	<b>F</b>	<b>&gt;5.0</b>	<b>Cumulative</b>
14. Washington Ave./E. Valley Pkwy.	AM	13.2	B	36.6	D	38.6	D	2.0	No
	PM	16.6	B	41.9	D	43.6	D	1.7	No
15. Valley Center Rd./Lake Wohlford Rd.	AM	10.2	B	12.0	B	12.3	B	0.3	No
	PM	8.2	A	12.3	B	13.0	B	0.7	No
16. Harding St./Washington Ave.	AM	8.0	A	8.0	A	8.1	A	0.1	No
	PM	10.6	B	11.2	B	11.6	B	0.4	No

NOTE: **Bold** indicates mid-LOS D or worse operations. Mid-Level of Service (LOS) D is identified as a significance threshold in the City's Environmental Quality Guidelines. Level of Service is based on the volume to capacity ratio of the roadway. Although the General Plan encourages roadway designs to achieve LOS C, it acknowledges it is not always possible. The City's environmental quality review recognizes mid-LOS D as the limit at which significant traffic impacts occur. See also the discussion of LOS criteria for intersections shown on Tables 4C-1 and 4C-2 and associated discussion of LOS A-F operations in the Existing Conditions section of this chapter for additional explanation.

Shading indicates significant cumulative/direct project impacts.

<sup>1</sup>Eastbound right-turn movement operations reported at this unsignalized intersection.

<sup>2</sup>Northbound left-turn movement operations reported at this unsignalized intersection. All intersections are signalized except intersections #s 4 and 7.

<sup>3</sup>Northbound left-turn movement operations reported at this unsignalized intersection. All intersections are signalized except intersection #13

**TABLE 4C-7  
ILV ANALYSIS RESULTS**

Intersection	Peak Hour	Capacity		
		Existing	Existing + Cumulative Projects	Existing + Cumulative Projects + Project
SR-78 (Ash St.)/E. Mission Ave.	AM	Near	Near	Near
	PM	Over	Over	Over
SR-78 (Ash St.)/E. Washington Ave.	AM	Near	Near	Near
	PM	Over	Over	Over
SR-78 (Ash St.)/E. Valley Pkwy.	AM	Under	Near	Near
	PM	Near	Near	Over
SR-78 (Ash St.)/Grand Ave.	AM	Under	Under	Under
	PM	Near	Near	Near

is calculated to operate over capacity. During the PM peak hour, intersection operations are calculated to operate over capacity at North Ash Street/East Mission Avenue and North Ash Street/Washington Avenue. The remaining two intersections are calculated to operate near capacity during the PM peak hour.

### **Site Access**

***Wal-Mart Site.*** Access to the proposed Wal-Mart project site is currently provided via Harding Street at Grand Avenue and via Pennsylvania Avenue from Ash Street. Pennsylvania Avenue serves existing businesses east of Ash Street and full access is currently permitted at its intersection. Intersection counts at the intersection of Pennsylvania Avenue and Ash Street indicate that left turns are negligible during the AM and PM peak hour.

From the north, Harding Street currently terminates at East Valley Parkway. The south leg of the East Valley Parkway/Harding Street intersection is the entry driveway to the existing shopping center.

In addition, North County Transit District (NCTD) bus routes 351/352 operate every 15 minutes during peak hours and every 30 minutes during off-peak hours along Grand Avenue adjacent to the site.

***Escondido Union School District Administration Building Site.*** Access to the proposed District administration site is currently provided via a single gated driveway on Ash Street and two gated driveways on Washington Avenue. The Ash Street driveway is located approximately 140 feet south of Washington Avenue. A bridge abutment is immediately south of the driveway on Ash Street. Driveways along Washington Avenue are located approximately 60 feet east of Ash Street and at the eastern project boundary of the site.

In addition, NCTD bus routes 351/352 operate every 15 minutes during weekday peak hours and every 30 minutes during off-peak hours along Washington Avenue adjacent to the site.

### **Parking (Wal-Mart/Escondido Village Mall)**

The proposed Wal-Mart would be constructed on what is currently the “back” or southern lot of the Escondido Village Mall. The project site’s northern (front) and southern (back) lots provide existing parking for retail uses in the mall, including the existing EUSD Administration Building, laundromat, and dry cleaners located in the southern lot. There is currently no internal connection between the two parking lots. The northern lot has a total of 565 parking spaces, which are used primarily by patrons of the Escondido Village Mall. Although only a total of 218 parking spaces have been striped to serve the EUSD Administration Building and adjacent uses on the southern lot, 701

spaces are available in this area based on the previously approved site plan. Consequently, a total of 1,266 spaces are currently available on the site.

The existing shopping center includes an estimated 192,030 square feet of retail space for the portion facing East Valley Parkway. An additional 60,000 square feet is used by EUSD for administrative purposes with an additional 6,000 square feet of commercial outbuildings (laundromat and dry cleaners) located behind the main retail area. Based on information included in the parking study, the highest parking occupancy was 321 spaces, or 41 percent of the existing parking available.

Pursuant to existing zoning, parking for individual General Retail uses or those in centers of less than three acres, require one parking space per 250 square feet of gross floor area unless otherwise noted. For shopping centers with a minimum lot area of three acres and multiple uses, a total of one parking space is required for each 200 square feet of gross floor area. Technically, the proposed Wal-Mart would require a parking ratio of 1:250 since it has always been a part of the Escondido Village Mall. However, a total of 1,291 spaces are required for the existing 258,030-square-foot shopping center.

## **2) Standards of Significance**

### **a) City of Escondido**

#### **Signalized Intersections**

A direct significant impact would result when project traffic degrades a signalized intersection to worse than LOS mid-level D (delay of 45.1 seconds or more). If the intersection is currently operating at a LOS worse than mid-level D, a cumulative impact would occur if the project increases the delay by more than two seconds.

#### **Unsignalized Intersections**

A direct significant impact would result when the project traffic degrades the level of service to worse than mid-level D (a delay of 30.1 seconds or more) at an unsignalized intersection. If the intersection is already worse than mid-level D, a cumulative impact would occur if the project increases the delay by more than two seconds.

#### **Street Segments**

Under the City of Escondido's adopted standards, a direct significant impact would occur on a street segment if project implementation degrades the LOS to worse than mid-level D and increases the v/c ratio by more than 0.02. If the segment already operates at mid-LOS D or worse in the baseline condition, a significant cumulative impact would result if the project increases the v/c ratio by more than 0.02.

## Parking

Under the City of Escondido adopted parking standards, a significant direct impact to parking would occur if project implementation provides fewer parking spaces than required by ordinance and results in an insufficient number for the use, or combination of uses. For general retail uses, one parking space is required per 250 square feet of gross floor area unless otherwise noted. For shopping centers, one parking space is required per 200 square feet of gross floor area and for open retail nursery areas one space per 1,000 square feet (Art. 39, City of Escondido Municipal Code).

### b) Congestion Management Program Compliance

A significant direct impact would result if the additional project traffic results in impacts that exceed the standards shown in Table 4C-8 below.

**TABLE 4C-8  
SANTEC TRAFFIC IMPACT SIGNIFICANT THRESHOLDS**

Level of Service With Project	Allowable Increase Due to Project Impacts*				
	Freeways V/C	Roadway Segments V/C      Speed (mph)		Intersections Delay (sec.)	Ramp Metering Delay (min.)
E† & F†	0.01	0.02	1	2	2‡

\*If a proposed project's traffic impacts exceed the values shown in the table, then the impacts are deemed "significant." The project applicant shall identify "feasible mitigations" to achieve LOS D or better.

†The acceptable LOS standard for roadways and intersections in San Diego is LOS D. However, for undeveloped locations, the goal is to achieve a LOS C.

‡The impact is only considered significant if the total delay exceeds 15 minutes.

Delay = average stopped delay per vehicle measured in seconds

V/C = volume to capacity ratio (capacity at LOS E should be used)

Speed = arterial speed measured in miles per hour for Congestion Management Program (CMP) analyses

## 3) Impacts

### a) Wal-Mart Site

Table 4C-9 shows the Wal-Mart project is calculated to generate a total of 9,000 daily trips, with 270 trips (162 inbound/108 outbound) during the AM peak hour and 720 trips (360 inbound/360 outbound) during the PM peak hour.

**TABLE 4C-9  
WAL-MART PROJECT TRIP GENERATION**

Land Use	Quantity	Daily Trip Ends (ADT)			AM Peak Hour					PM Peak Hour				
		Rate	Volume	% of ADT	In:Out Split	Volume			% of ADT	In:Out Split	Volume			
						In	Out	Total			In	Out	Total	
Discount Store	150,000 SF	60/1000 SF	9,000	3%	6:4	162	108	270	8%	5:5	360	360	720	

<sup>1</sup>Generation rates obtained from the SANDAG Brief Guide (April 2002).

<sup>2</sup>Trip-ends are one-way traffic movements, either entering or leaving.

Figure 4C-5 depicts the regional distribution percentages for project traffic within the study area. Trip distribution was developed based on a Select Zone assignment obtained from SANDAG and modified where appropriate in consultation with City of Escondido staff. Figure 4C-6 shows the calculated daily traffic volumes on study area street segments and Figure 4C-7 shows the project-generated trips at study area intersections during the AM and PM peak hours.

Figures 4C-8 and 4C-9 show the street segment traffic volumes and AM/PM peak hour intersection operations for the combined “existing + cumulative projects + project” scenario.

### **Intersections and Street Segment Operations**

Tables 4C-5 and 4C-6 show the LOS operational changes for signalized and unsignalized intersections and street segment operations that result from implementation of the proposed Wal-Mart project, respectively. Table 4C-7 summarizes ILV operations along study area segments of SR-78 (North Ash Street).

#### ***Existing + Cumulative (Near-term/Baseline) Projects Without Wal-Mart Traffic***

##### **INTERSECTION OPERATIONS**

Table 4C-6 shows that, with the addition of near-term cumulative projects traffic without the project, intersections are calculated to operate at better than mid-LOS D except for the following:

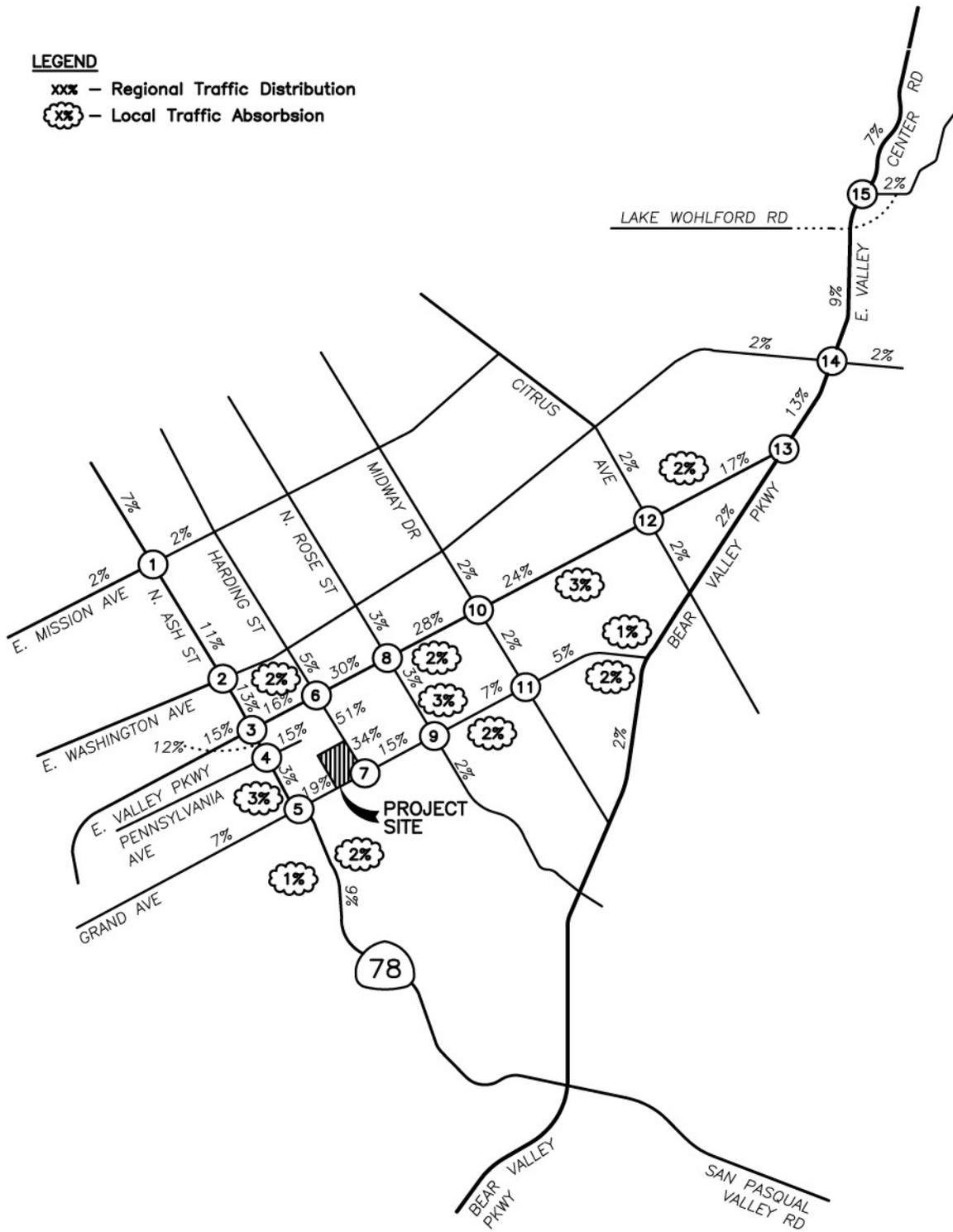
- Midway Drive/East Valley Parkway (LOS E during the PM peak hour);
- Bear Valley Parkway/East Valley Parkway (LOS F during the AM and PM peak hours)
- North Ash Street/East Valley Parkway (worse than mid-LOS D during the AM peak hour and LOS E during the PM peak hour)
- North Ash Street/East Mission Avenue (LOS E during the PM peak hour)
- North Ash Street/East Washington Avenue (LOS E during the PM peak hour)
- Harding Street/Grand Avenue (LOS E during the PM peak hour)
- North Rose Street/East Valley Parkway (LOS E in the PM peak hour)

##### **Intersection Lane Vehicle Operations Analysis**

Table 4C-7 shows that, with the addition of cumulative project traffic, the intersection of North Ash Street/East Washington Avenue would continue to operate over capacity during the AM peak hour. In the PM peak hour, intersections at North Ash Street/East

**LEGEND**

- xxx - Regional Traffic Distribution
-  - Local Traffic Absorption



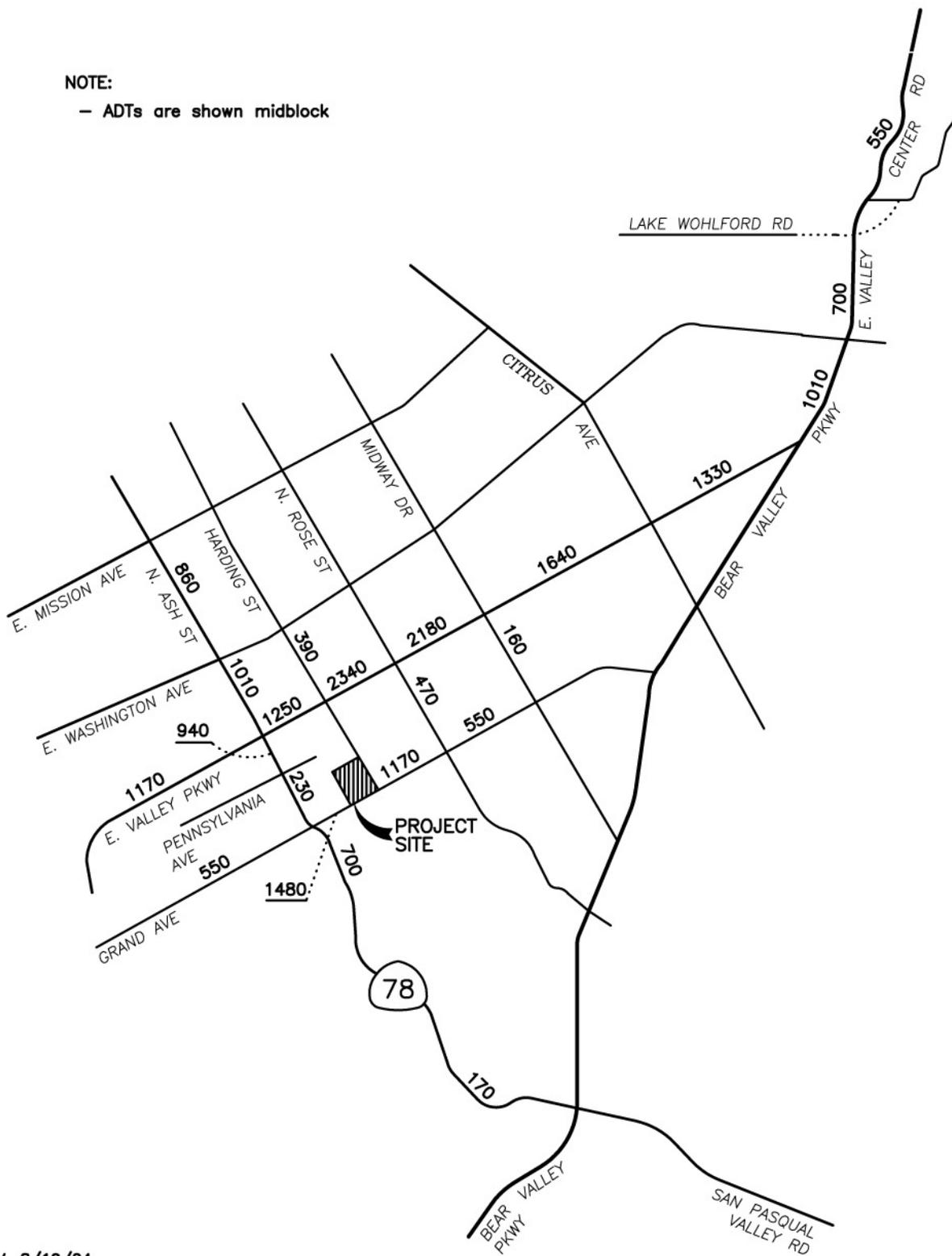
REV. 8/19/04



**FIGURE 4C-5**  
Regional Trip Distribution  
(Wal-Mart Traffic)

**NOTE:**

- ADTs are shown midblock



REV. 8/19/04



**FIGURE 4C-6**

Wal-Mart Daily Street Segment Traffic Volumes

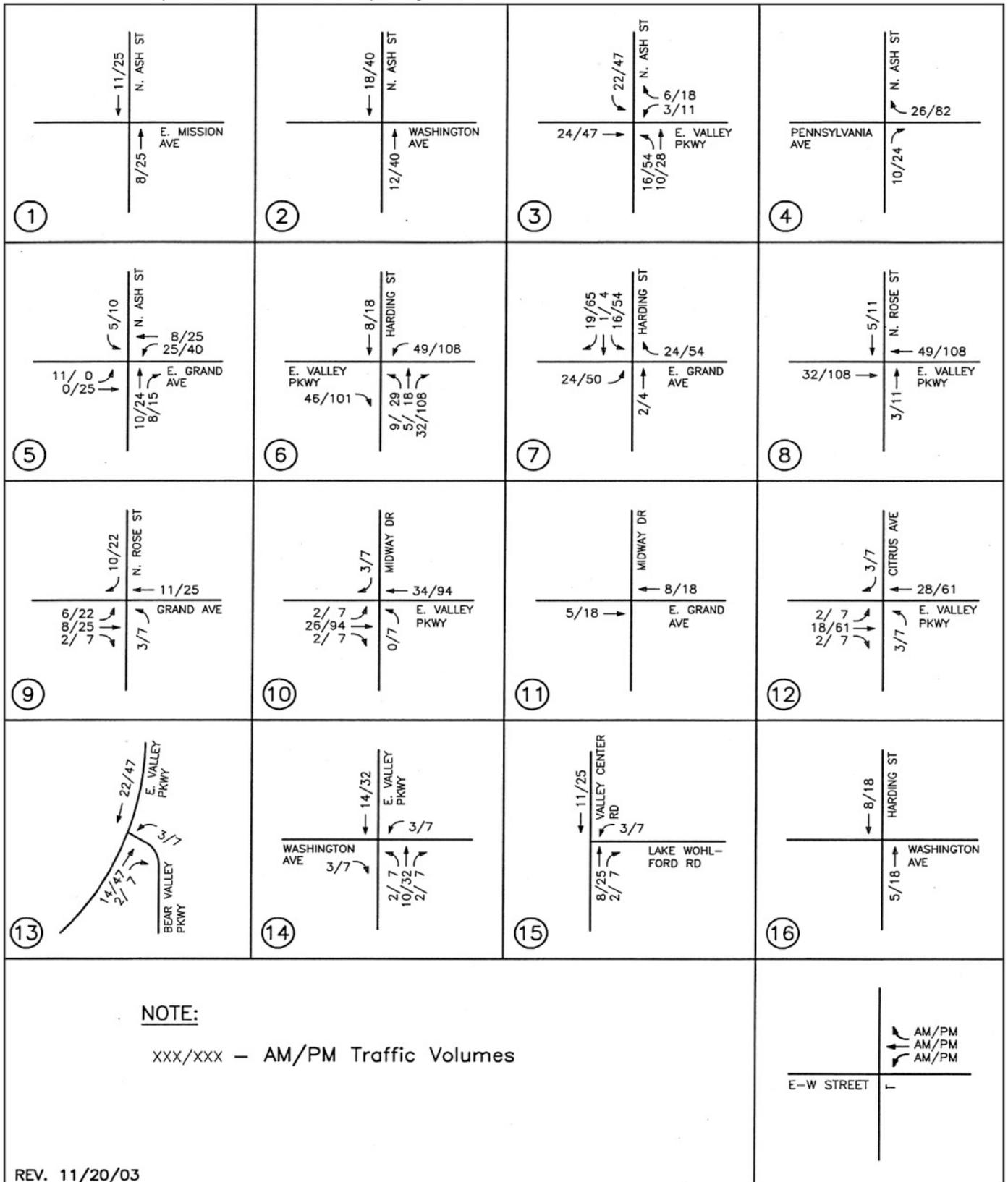
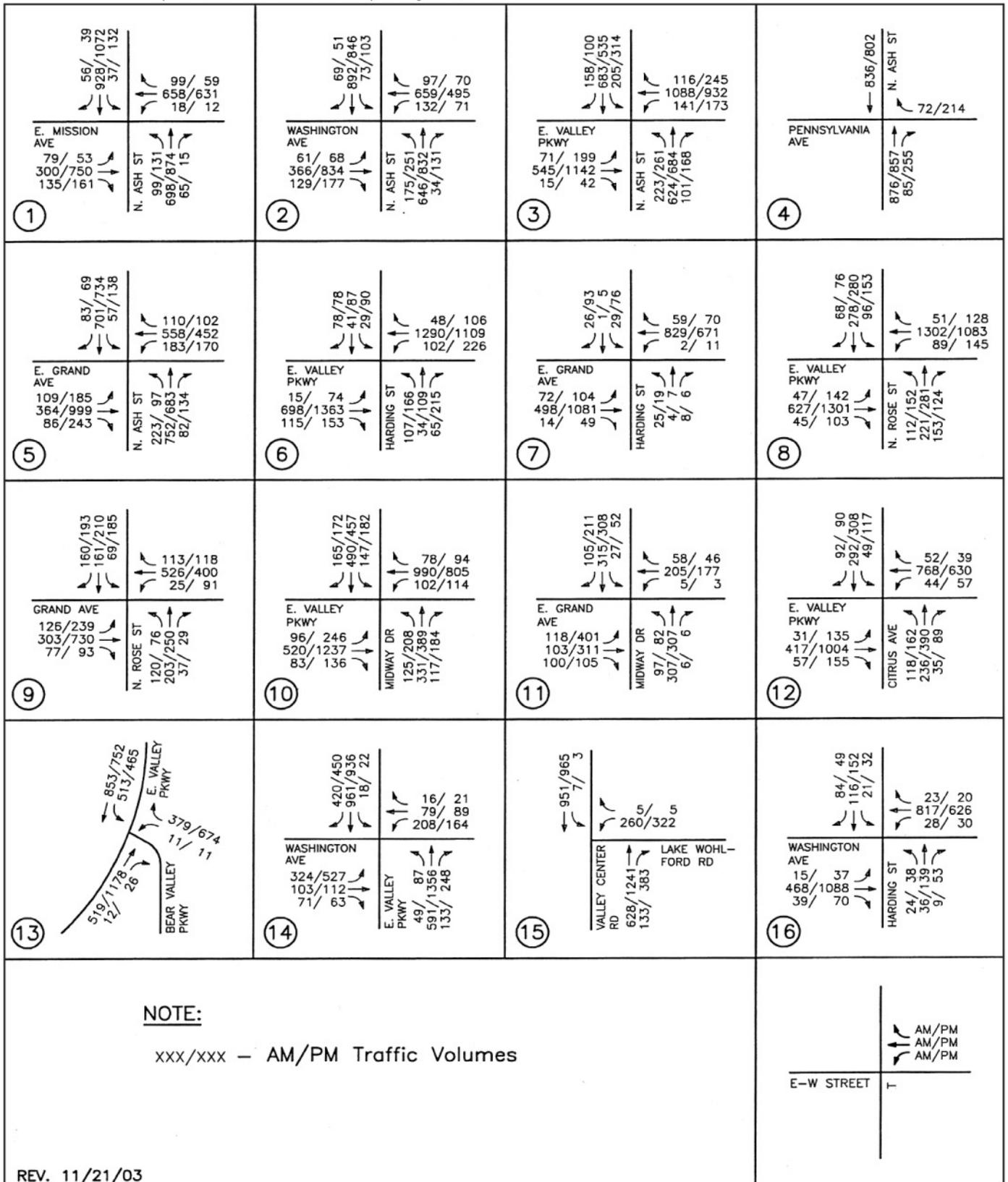


FIGURE 4C-7

Wal-Mart Intersection Traffic Volumes  
(A.M./P.M. Peak Hours)





Mission Avenue and North Ash Street/East Washington Avenue would continue to operate at over capacity. Remaining intersections would operate under or near capacity.

### **Street Segment Operations**

Table 4C-5 shows that all key street segments are calculated to operate at mid-LOS D or better with the exception of the following:

- East Valley Parkway from North Ash Street to Harding Street (LOS E)
- East Valley Parkway from Harding Street to North Rose Street (LOS E)
- East Valley Parkway from North Rose Street to Midway Drive (Worse than mid-LOS D)
- East Valley Parkway from Washington Avenue to Lake Wohlford Road (LOS F)
- Valley Center Road from north of Lake Wohlford Road (LOS F)

### ***Existing + Cumulative (Near-term/Baseline) Projects + Wal-Mart Project***

As seen on Table 4C-6, with the addition of traffic from the proposed Wal-Mart project, the majority of intersections are calculated to operate at better than mid-LOS D. However, operations at the following intersections are calculated to remain worse than mid-LOS D and would be considered **significant** as follows:

- North Ash Street/East Mission Avenue (LOS E during the PM peak hour)
- North Ash Street/Washington Avenue (LOS E during the PM peak hour)
- North Ash Street/East Valley Parkway (Worse than mid LOS D during the AM peak hour and LOS E during the PM peak hour)
- North Ash Street/E. Grand Ave. (Worse than mid LOS D during the PM peak hour)
- Harding Street/Grand Avenue (LOS E during the AM peak hour and LOS F during the PM peak hour)
- North Rose Street/East Valley Parkway (LOS E in the AM and PM peak hours)
- Midway Drive/East Valley Parkway (LOS E during the PM peak hour)
- Bear Valley Parkway/East Valley Parkway (LOS F during the AM and PM peak hours)

Table 4C-4 shows that, after applying the significance criteria presented in Section 2 above, the addition of traffic generated by the proposed Wal-Mart project would result in a **significant direct project impact** to the intersection of Harding Street and East Grand Avenue. Due to its close proximity to the intersection of East Valley Parkway and Harding Street, retention of the existing driveway at the southeast corner of the

intersection would result in significant traffic conflicts. LOS operations at this intersection would be reduced to worse than mid-level D. Delays would increase by 15.1 seconds and result in a calculated intersection delay greater than 45.1 seconds.

### **Intersection Lane Vehicles Operations Analysis**

Table 4C-7 shows that the only change in intersection capacity for study area intersections from the addition of Wal-Mart project trips as compared to the existing + cumulative project condition without the project, occurs during the PM peak hour on SR-78 (North Ash Street)/East Valley Parkway. Capacity at this intersection is calculated to deteriorate to over capacity and would be considered a **significant cumulative direct project impact**. The SR-78 (North Ash Street)/East Washington Avenue intersection is calculated to continue to operate over capacity during the AM peak hour. In the PM peak hour, intersections at SR-78 (North Ash Street)/East Mission Avenue and SR-78 (North Ash Street)/East Washington Avenue would continue to operate at over capacity. Remaining intersections would operate under or near capacity during the AM and PM peak hours.

### **Street Segment Operations**

As shown on Table 4C-5, all key street segments are calculated to continue to operate at mid-LOS D or better with the addition of Wal-Mart project traffic, except as follows:

- East Valley Parkway from North Ash Street to Harding Street (LOS E)
- East Valley Parkway from Harding Street to North Rose Street (LOS F)
- East Valley Parkway from North Rose Street to Midway Drive (LOS E)
- East Valley Parkway, Bear Valley Parkway to Washington Avenue (Worse than mid-LOS D)
- East Valley Parkway from Washington Avenue to Lake Wohlford Road (LOS F)
- Valley Center Road from north of Lake Wohlford Road (LOS F).

No direct significant impacts would result from the addition of trips generated by the proposed Wal-Mart project since LOS operations at the above intersections already operate at worse than mid-level D.

### **Congestion Management Program Compliance**

Since the project is calculated to add 50 or more peak hour trips to Ash Street between Mission Avenue and south of Grand Avenue, analysis of this arterial segment was completed in conformance with established CMP guidelines.

The evaluation of impacts is based on the addition of project traffic to the baseline condition (existing + cumulative [near-term/baseline] projects traffic). Table 4C-10 summarizes the significance of arterial operations with the addition of Wal-Mart project traffic. As indicated on the table, with the addition of Wal-Mart project traffic, all segments of Ash Street are calculated to continue to operate at the same service levels as for the baseline condition. Speeds are calculated to decrease marginally but the decrease in speed would be less than 1.0 mph. Consequently, direct impacts to Ash Street segments as calculated for the CMP analysis would be less than significant.

### **Access**

***Harding Street.*** The proposed project would extend Harding Street from East Valley Parkway to Grand Avenue. Currently, Harding Street terminates at East Valley Parkway, north of the Wal-Mart site where the south end of Harding Street is currently a driveway to the existing shopping center. The existing driveway alignment is very close to the project's proposed signalized intersection at Harding Street and East Valley Parkway and its continued use following implementation of the project would generate traffic flow conflicts. To avoid a **significant direct project impact**, the existing driveway should be closed when Harding Street is extended south to Grand Avenue.

***Grand Avenue/Harding Street Intersection.*** Sight restrictions at this intersection are due to an existing vertical curve in the Grand Avenue alignment west of the intersection. Installation of a "W41" (Signal Ahead) sign with a flashing beacon is recommended to avoid or reduce the **significant direct project impact** that results from extension of Harding Street and the increase of traffic at this intersection.

***Pennsylvania Avenue.*** Full access is currently permitted at the intersection with Ash Street but existing AM and PM intersection counts indicate few left-turns at this intersection. Sight distance is restricted south of the intersection due to a vertical curve and the traffic study for this project indicates that restrictions to allow only right-in/right-out turns at this location are required to avoid a **significant direct project impact**.

Extension of Harding Street would allow direct access between Pennsylvania Avenue and Harding Street south of Valley Parkway to Grand Avenue. No significant impacts would result from this action.

***Bus Service.*** Passenger access to the proposed Wal-Mart retail center would be facilitated by proximity to the existing bus line. Proposed development would not result in a significant impact to bus service in the area.

**TABLE 4C-10  
ASH STREET (SR-78) ARTERIAL OPERATIONS**

Segment	Existing		Existing + Cumulative Projects		Existing + Cumulative Projects + Project		Speed Δ	Significant?
	Speed (mph)	LOS	Speed (mph)	LOS	Speed (mph)	LOS		
<b>AM PEAK HOUR</b>								
Northbound								
Grand Ave. to E. Valley Pkwy.	15.1	D	15.0	D	14.8	D	0.2	Not Significant
E. Valley Pkwy. to Washington Ave.	13.6	E	12.9	E	12.7	E	0.2	Not Significant
Mission Ave. to Washington Ave.	15.5	D	15.4	D	15.3	D	0.1	Not Significant
Overall Northbound	16.4	D	16.1	D	15.8	D	0.3	Not Significant
Southbound								
Mission Ave. to Washington Ave.	15.5	D	15.4	D	15.3	D	0.1	Not Significant
Washington Ave. to Valley Pkwy.	12.6	E	12.7	E	12.7	E	0.0	Not Significant
E. Valley Pkwy. to Grand Ave.	14.6	D	14.5	D	14.0	D	0.5	Not Significant
Overall Southbound	13.1	E	13.0	E	12.8	E	0.2	Not Significant
<b>PM PEAK HOUR</b>								
Northbound								
Grand Ave. to E. Valley Pkwy.	11.8	E	11.5	E	10.8	E	0.7	Not Significant
E. Valley Pkwy. to Washington Ave.	8.3	F	7.4	F	6.7	F	0.7	Not Significant
Washington Ave. to Mission Ave.	19.3	C	19.2	C	19.1	C	0.1	Not Significant
Overall Northbound	12.5	E	12.0	E	11.2	E	0.8	Not Significant
Southbound								
Grand Ave. to E. Valley Pkwy.	14.4	D	13.9	E	13.4	E	0.5	Not Significant
E. Valley Pkwy. to Washington Ave.	11.5	E	11.4	E	11.0	E	0.4	Not Significant
Washington Ave. to Mission Ave.	12.5	E	12.3	E	12.2	E	0.1	Not Significant
Overall Southbound	12.4	E	12.2	E	12.0	E	0.2	Not Significant

### **Temporary Construction Traffic**

Temporary construction-related traffic impacts would occur during grading and construction activities. Heavy equipment used for grading and excavation would generally remain on-site and would not contribute to a substantial increase in traffic. For the Wal-Mart site, cut and fill would not be balanced due to excavation of the steep slope adjacent to Grand Avenue. Excess material would be removed, contributing to a short-term increase in associated truck traffic. The applicant's engineer estimates that in addition to the normal construction traffic, export of 64 loads of dirt per day (8 per hour) would be necessary to remove the estimated 63,000 cubic yards of dirt from the southwest corner of the site. Assuming trucks carry between approximately 15 cubic yards per load, export of approximately 4,200 loads would require an estimated 66 work days to complete removal of the material. Additional traffic would be associated with employee trips to and from the site, equipment delivery and removal, and other related activities. **Significant direct project impacts** would be avoided by requiring the project proponent to coordinate and implement safety/traffic control measures that minimize potential conflicts. Measures would be subject to approval by the City of Escondido prior to commencement of construction. All measures would be implemented prior to the onset of construction activities.

### **Parking**

The project would remove and replace approximately 66,000 square feet of office/retail space currently occupied by the ESUD, a Laundromat, and dry cleaners with 143,183 gross square feet of enclosed retail space and an additional 18,426 square feet of outdoor space. A total of 592 parking spaces would be required for the proposed project; 573 parking spaces to serve the enclosed space (at 1:250) and an additional 19 spaces for outdoor retail uses (1:1000). The site plan provides a total of 594 spaces.

The existing northern area provides 565 total spaces, less than the total required by ordinance for the existing mall's total 187,533 square feet. The project proposes either an amendment to the East Valley Parkway overlay zone or a rezone of the Escondido Village Mall to Planned Development for the portion of the site from Harding Street west to Ash Street. Approval of the planning action would avoid a significant impact by allowing a reduction in overall parking requirements consistent with the projected need and would bring the adopted plan into conformance with the project.

Katz, Okitsu & Associates conducted parking stall occupancy counts for the existing retail mall in July 2003 to identify potential direct and indirect impacts based on existing and projected parking demand. According to counts conducted for the parking study, the highest parking occupancy during the noon hour on Friday, July 11, 2003 was 321 spaces or 41 percent of the total existing available parking (northern and southern lots). This accounts for 57 percent of the 565 spaces available in the northern lot, which serves the retail mall uses fronting on East Valley Parkway. As previously noted, three of the north-

facing buildings, with a total of 46,050 square feet, are currently vacant but should be assumed as occupied in the future.

Projected peak parking demand for the existing Escondido Village Mall plus the Wal-Mart project is expected to occur on Thursdays at 7:00 P.M., on Fridays at 6:00 P.M., and Saturdays at 12:00 noon. The highest overall parking demand occurs on Fridays between 6:00 P.M. and 7:00 P.M. The maximum peak parking demand for the combined uses (existing retail mall facilities plus Wal-Mart minus the existing EUSD, laundromat, and drycleaners facilities) would occur on Friday evenings and is estimated at 1,054 spaces or 91 percent. The combined project plus existing spaces would total 1,159 parking spaces (594 in the southern lot serving the Wal-Mart site plus 565 existing spaces in the northern lot serving the existing mall uses). To avoid impacts from the approval of new development and construction of fewer combined parking spaces than required by existing ordinance, the project proposes an amendment to the existing overlay zone. The parking occupancy study prepared for this project shows that, assuming the existing mall parking rate remains constant, the demand for parking to serve the mall is less than would be required under the existing zoning. Approval of an amendment to the overlay zone would allow greater parking flexibility and can be supported as shown in the parking study prepared for the project (see Appendix D). The study shows that existing demand for spaces in the northern lot serving the mall is lower during peak periods than would be required by ordinance. Impacts would be less than significant provided parking demand for the Escondido Village Mall remains approximately the same as existing levels. Any increase in demand for parking above existing levels in the northern lot would result in a significant parking impact. Therefore, **significant direct project impacts** can be avoided or reduced to below a level of significance by implementation of a measure that maintains parking demand for the northern area at existing levels. To do this, a measure should be added to ensure that there would be no intensification of future uses fronting on East Valley Parkway as compared to those currently provided for the existing Escondido Village Mall.

### **Interim Phasing**

Interim occupancy of EUSD administration facilities may be required during construction of Wal-Mart retail facilities. Any activity or on-site use that reduces the number of available parking spaces below the planned 594 spaces would be considered a **significant direct project impact** to parking. Implementation of proposed Land Use mitigation measure 4A-3 reduces the impact to below a level of significance.

### **b) Escondido Union School District Administration Building Site**

Table 4C-11 shows the trip generation calculations for the proposed District project, using San Diego Association of Governments (SANDAG) generation rates. No new trips would be generated, as this is a relocation of an existing use from the proposed Wal-Mart

**TABLE 4C-11  
EUSD PROJECT TRIP GENERATION**

Land Use	Quantity	Daily Trip Ends (ADT)		% of ADT	AM Peak Hour				% of ADT	PM Peak Hour			
		Rate	Volume		In:Out Split	In	Out	Total		In:Out Split	In	Out	Total
Single Tenant Office	60,000 SF	14/1000 SF	840	15%	9:1	113	13	126	15%	2:8	25	101	126

NOTES: Generation rates obtained from the SANDAG Brief Guide (April 2002). Trip-ends are one-way traffic movements, either entering or leaving.

site to the parcel southeast of the intersection of North Ash Street and East Washington Avenue. Consequently, a total of 840 daily trips would be transferred from the proposed Wal-Mart site to the new location, with 126 trips (113 inbound/13 outbound) during the AM peak hour and 126 trips (25 inbound/101 outbound) during the PM peak hour.

No significant impacts have been identified to study area intersections or road segments from relocation of the existing use to the intersection of Washington Avenue and Ash Street. Table 4C-12 and Table 4C-13 show the LOS operational changes that result from the relocation of the proposed EUSD building to the intersection of North Ash Street and East Washington Avenue and street segments in the immediate area. The additional trips generated by the proposed Wal-Mart project are included in the cumulative projects total.

Figure 4C-10 depicts the regional trip distribution for the school district traffic based on a Select Zone assignment obtained from SANDAG (as modified in consultation with City of Escondido staff). Figure 4C-11 shows the school district traffic volumes and AM/PM peak hour trips along project street segments and at study area intersections.

Figure 4C-12 shows the street segment traffic volumes and AM/PM peak hour intersection operations for the combined “existing + cumulative projects + project” scenario.

### **Temporary Construction Traffic**

Construction impacts associated with development of the administration building would be reduced as compared to the Wal-Mart site because the existing site is relatively flat and overall construction is significantly less. Cut and fill quantities would be balanced thus further reducing traffic generation rates on area roadways serving this location. Nevertheless, construction-related traffic impacts would occur during grading and construction activities. Heavy equipment used for grading and excavation would generally remain on-site and would not contribute to a substantial increase in traffic.

### **Access**

**Washington Avenue.** Currently, Washington Avenue is a four-lane road without a center turn lane. Parking is provided on both sides of the street. **Significant direct impacts** along the project frontage would result unless curbside parking along Washington Avenue is removed along the project frontage and Washington Avenue is restriped between Ash Street and Harding Street to provide two travel lanes in each direction with a two-way center turn lane.

**Driveway 1 – Ash Street.** Existing access to this driveway is constrained due to the location of a bridge abutment immediately to the south. The potential for lane improvements is limited due to the close proximity of an existing 66 kV electric power line that would need to be relocated to provide a right-turn lane on Ash Street at the

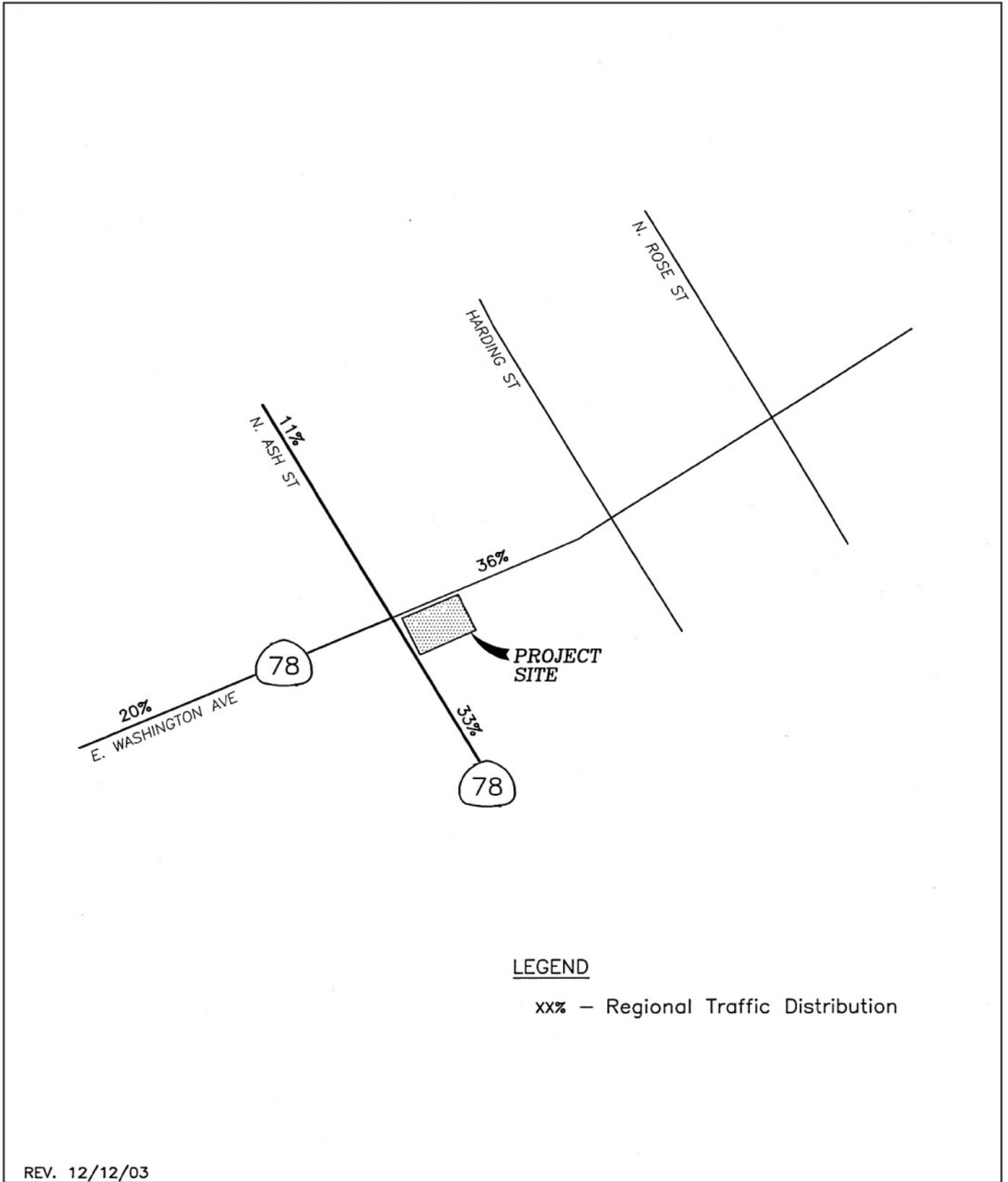
**TABLE 4C-12**  
**PEAK HOUR INTERSECTION OPERATIONS**

Intersection	Peak Hour	Existing		Existing + Cumulative Projects		Existing + Cumulative Projects + Project		Delay $\Delta$	Significant?
		Delay	LOS	Delay	LOS	Delay	LOS		
N. Ash St./E. Washington Ave.	AM	31.6	C	38.4	D	39.6	D	1.2	Not Significant
	PM	<b>49.8</b>	<b>D</b>	<b>68.7</b>	<b>E</b>	<b>69.9</b>	<b>E</b>	1.2	Not Significant
Harding St./E. Washington Ave.	AM	8.0	A	9.8	A	9.9	A	0.1	Not Significant
	PM	10.6	B	11.1	B	11.1	B	0.0	Not Significant

**TABLE 4C-13  
NEAR-TERM STREET SEGMENT OPERATIONS**

Segment	Existing Roadway Class	LOS E Capacity*	Mid-LOS D Capacity*	Existing			Existing + Cumulative Projects			Existing + Cumulative Projects + Project			v/c Δ	Significant?	
				ADT	V/C	LOS	ADT	V/C	LOS	ADT	V/C	LOS			
<b>Ash Street</b>															
Mission Ave. to Washington Ave.	4-Ln Major Road	37,000	31,500	22,400	0.61	B	23,920	0.65	B	24,020	0.65	B	0.00	Not Significant	
Washington Ave. to Valley Pkwy.	4-Ln Major Road	37,000	31,500	25,800	0.70	C	27,350	0.74	C	27,630	0.75	C	0.01	Not Significant	
<b>Washington Avenue</b>															
Date St. to N. Ash St.	4-Ln Collector	34,200	29,100	17,000	0.50	B	19,600	0.57	B	19,770	0.58	B	0.00	Not Significant	
N. Ash St. to Harding St.	4-Ln Collector	34,200	29,100	15,700	0.46	B	18,300	0.54	B	18,600	0.54	B	0.01	Not Significant	
Harding St. to N. Rose St.	4-Ln Collector	34,200	29,100	15,000	0.44	B	17,600	0.51	B	17,750	0.52	B	0.01	Not Significant	

\*City of Escondido standards.

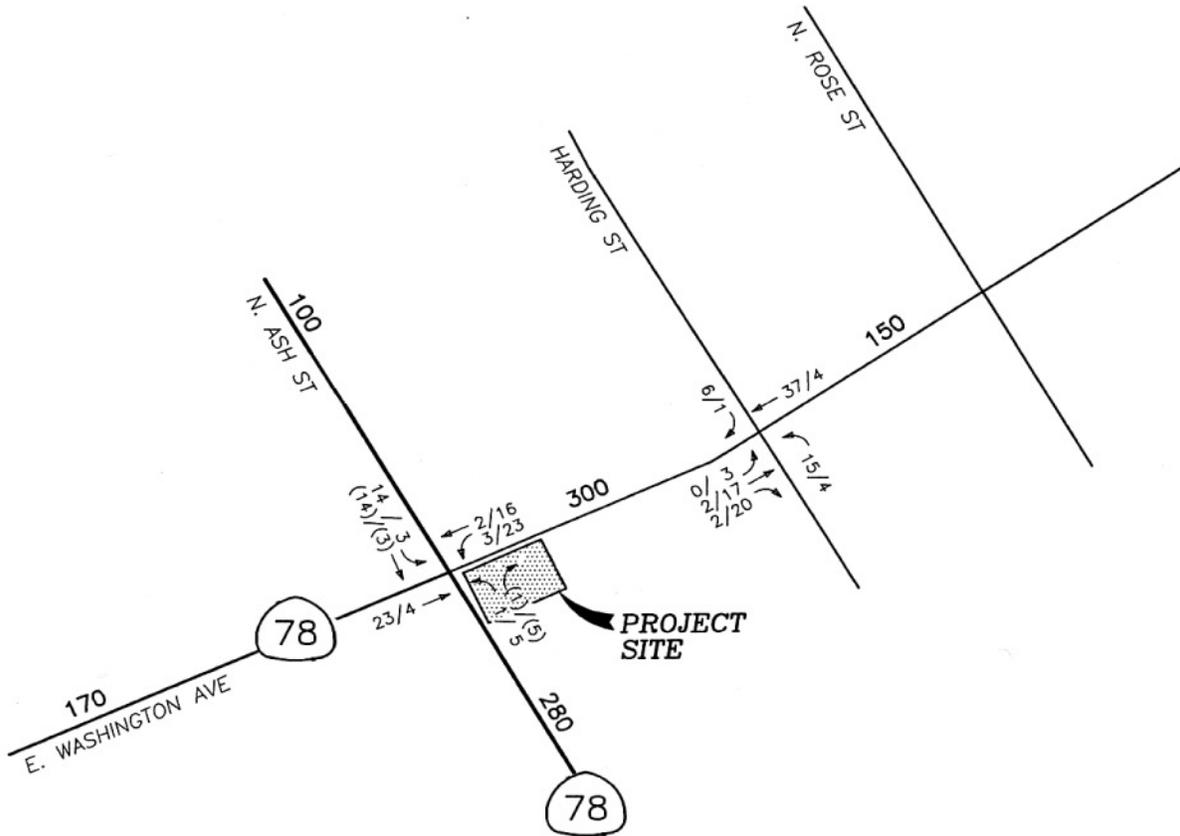


REV. 12/12/03



FIGURE 4C-10

Regional Trip Distribution (Escondido Union School District Administration Building Traffic Volumes)



NOTES:

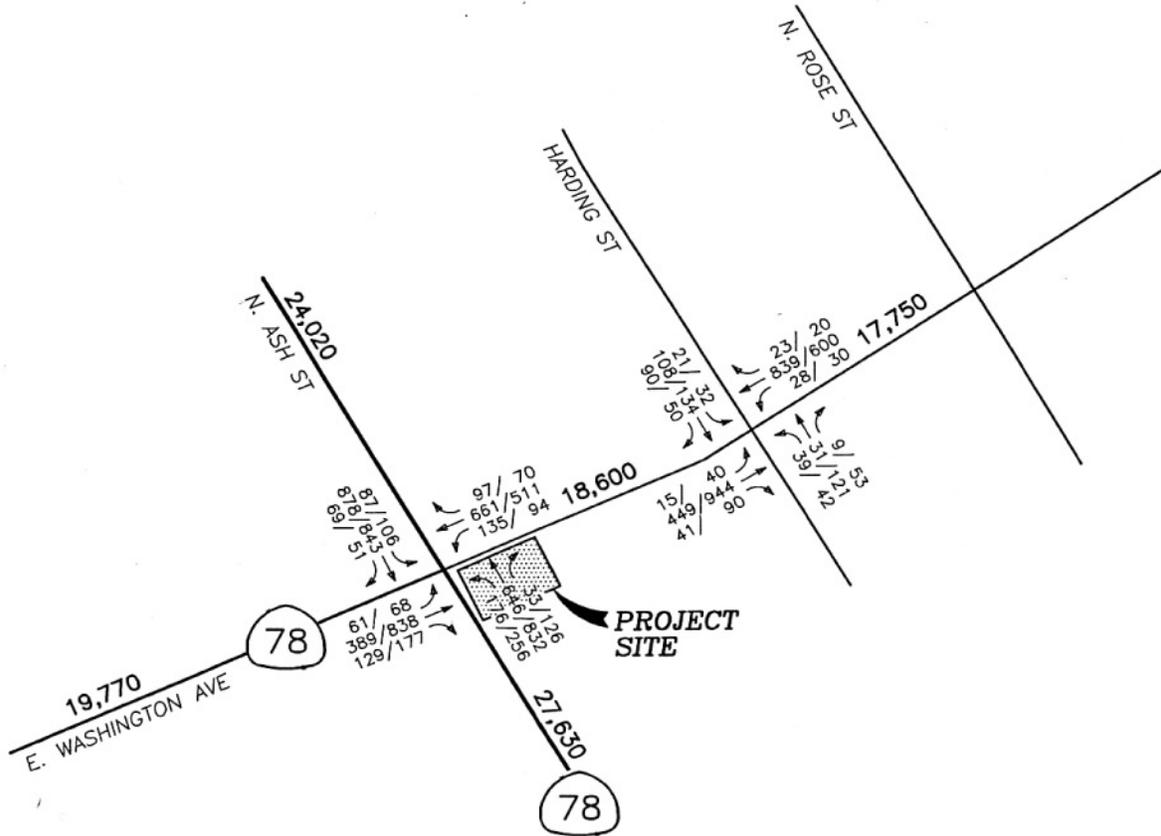
- ADTs are shown midblock
- AM/PM Peak hour volumes are shown at the intersections
- ( ) indicates negative volume since project is a relocation of an existing facility

REV. 12/10/03



FIGURE 4C-11

EUSD Administration Building Traffic Volumes



NOTES:

- ADTs are shown midblock
- AM/PM Peak hour volumes are shown at the intersections

RFV. 12/11/03



existing driveway. Consequently, **significant direct impacts** would occur unless access at this driveway is restricted to right-in/right-out turns only.

**Driveway 2 – Washington Avenue.** This driveway is approximately 60 feet east of Ash Street on Washington Avenue. **Significant direct project impacts** to the intersection would result unless this driveway is relocated about 250 feet east of Ash Street and a dedicated right-turn lane provided on Washington Avenue to facilitate safe turns into the driveway.

**Driveway 3 – Washington Avenue.** The location of this driveway is considered adequate to accommodate full access since it is located on the south curb of Washington Avenue at the project's eastern boundary.

**Bus Service.** Passenger access to the proposed EUSD Administration building would be facilitated by proximity to the existing bus line. Proposed development would not result in a significant impact to bus service along Washington Avenue.

### c) Cumulative Impacts

#### Intersection Operations

Table 4C-6 shows that **significant cumulative impacts** would occur at the following intersections:

- North Ash Street/East Valley Parkway (AM and PM peak hours);
- Harding Street/Grand Avenue (PM peak hour);
- North Rose Street/East Valley Parkway (PM peak hour)
- Bear Valley Parkway/East Valley Parkway (AM and PM peak hours).

As part of the traffic analysis, an attempt was made to identify whether a reduction in square footage for the proposed Wal-Mart would avoid the significant cumulative impacts predicted at the intersections of North Ash Street and East Valley Parkway and at North Rose Street and East Valley Parkway. Based on a trial-and-error method, it was determined that only if the proposed project were reduced to 20 percent of its current proposed size (or approximately 28,636 square feet) would significant cumulative impacts to these intersections be reduced to below a level of significant (see Appendix B).

### Street Segment Operations

As shown on Table 4C-5, impacts would be **cumulatively significant** on each of the following street segments since the proposed project increases the volume to capacity (v/c) ratio by more than 0.02.

- East Valley Parkway from North Ash Street to Harding Street (LOS E)
- East Valley Parkway from Harding Street to North Rose Street (LOS F)
- East Valley Parkway from North Rose Street to Midway Drive (LOS E)
- Bear Valley Road to Washington Avenue (Worse than mid-LOS D)
- East Valley Parkway from Washington Avenue to Lake Wohlford Road (LOS F)
- Valley Center Road from north of Lake Wohlford Road to the city limits (LOS F)

Relocation of the existing School District Administration Building would not result in any additional cumulative impacts.

#### **d) Year 2030 Street Segment Operations (Long-term Cumulative Impact)**

Cumulative 2030 traffic volumes were obtained from SANDAG Series 10.0 Forecast plots. Street segment volumes for the year 2030 are shown on Figure 4C-13. Table 4C-14 shows that all key street segments are calculated to operate at acceptable mid-LOS D or better with the exception of the following segments of East Valley Parkway/Valley Center Road:

- East Valley Parkway from North Ash Street to Harding Street (LOS F)
- East Valley Parkway from Harding Street to North Rose Street (LOS F)
- East Valley Parkway from North Rose Street to Midway Drive (LOS E)
- East Valley Parkway from Midway Drive to Citrus Avenue (worse than mid-LOS D)



**TABLE 4C-14  
YEAR 2030 STREET SEGMENT OPERATIONS**

Segment	Ultimate Roadway Class	LOS D Capacity	Mid-LOS D Capacity	ADT	V/C	LOS
<b>N. Ash Street</b>						
Mission Ave. to Washington Ave.	4-Lane Major Road	37,000	31,500	26,100	0.71	C
Washington Ave. to Valley Pkwy.	4-Lane Major Road	37,000	31,500	29,800	0.81	D
Valley Pkwy. to Pennsylvania Ave.	4-Lane Major Road	37,000	31,500	24,800	0.67	C
Pennsylvania Ave. to Grand Ave.	4-Lane Major Road	37,000	31,500	24,000	0.65	B
Grand Ave. to Oak Hill Dr.	4-Lane Major Road	37,000	31,500	25,800	0.7	C
<b>San Pasqual Valley Road</b>						
Oak Hill Dr. to Bear Valley Pkwy.	4-Lane Major Road	37,000	31,500	23,000	0.62	B
<b>N. Rose Street</b>						
Valley Pkwy. to Grand Ave.	4-Lane Collector	34,200	29,100	14,100	0.41	B
<b>Midway Drive</b>						
Valley Pkwy. to Grand Ave.	4-Lane Collector	34,200	29,100	15,800	0.46	B
<b>Washington Avenue</b>						
Date St. to N. Ash St.	4-Lane Collector	34,200	29,100	21,600	0.63	B
N. Ash St. to Harding St.	4-Lane Collector	34,200	29,100	20,100	0.59	B
Harding St. to N. Rose St.	4-Lane Collector	34,200	29,100	19,400	0.57	B
<b>Valley Parkway</b>						
Date St. to N. Ash St.	4-Lane Major Road	37,000	31,500	32,300	0.87	D
N. Ash St. to Harding St.	4-Lane Major Road	37,000	31,500	40,100	1.08	F
Harding St. to N. Rose St.	4-Lane Major Road	37,000	31,500	41,100	1.11	F
N. Rose St. to Midway Dr.	4-Lane Major Road	37,000	31,500	38,700	1.05	E
Midway Dr. to Citrus Ave.	4-Lane Major Road	37,000	31,500	34,500	0.93	D
Citrus Ave. to Bear Valley Pkwy.	4-Lane Major Road	37,000	31,500	26,800	0.72	C
Bear Valley Pkwy. to Washington Ave.	6-Lane Prime Arterial Road	60,000	46,500	35,390	0.59	C
Washington Ave. to Lake Wohlford Rd.	6-Lane Prime Arterial	60,000	46,500	39,800	0.66	C
<b>Valley Center Road</b>						
<del>North of Lake Wohlford Rd. to City Limits</del>	6-Lane Prime Arterial Collector	60,000	46,500	30,250	0.05	C
<b>Grand Avenue</b>						
Date St. to N. Ash St.	4-Lane Collector	34,200	29,100	21,900	0.64	B
N. Ash St. to Harding St.	4-Lane Collector	34,200	29,100	21,700	0.63	B
Harding St. to N. Rose St.	4-Lane Collector	34,200	29,100	21,200	0.62	B
N. Rose St. to Midway Dr.	4-Lane Collector	34,200	29,100	17,100	0.50	B

NOTE: Bold indicates worse than Mid LOS D operations.

## 4) Mitigation

### a) Wal-Mart

#### Intersection Operations

4C-1. As a condition of project approval and prior to opening of the Wal-Mart retail facility, the project applicant shall install a traffic signal and modifications to provide appropriate intersection geometry at the intersection of Harding Street and Grand Avenue. The final design of the intersection geometry and signal shall be approved by the City Engineer. Implementation of the above mitigation reduces the significant impact to the intersection of Harding Street and Grand Avenue to below a level of significance.

#### Access/Operations/Parking

4C-2. As a condition of project approval and prior to opening of the proposed Wal-Mart retail facility, the project applicant shall construct Harding Street between Valley Parkway and Grand Avenue to City of Escondido modified Collector Standards with three lanes to the satisfaction of the City Engineer. Implementation of the above mitigation reduces the significant impact to below a level of significance.

4C-3. As a condition of project approval and prior to the opening of the proposed Wal-Mart retail facility, the project applicant shall coordinate with the City Engineer to install signage and a raised island on the northerly leg (Wal-Mart side) of SR-78 (Ash Street) and Pennsylvania Avenue through the intersection restricting ingress and egress to right-in/right-out turns only. Implementation of the above mitigation reduces the significant impact at this intersection to below a level of significance. An encroachment permit must be acquired for any work within Caltrans' right-of-way.

4C-4. As a condition of project approval and prior to providing public access to the segment of Harding Street between East Valley Parkway and Grand Avenue, the project applicant shall close access to the driveway for an existing business at the southeast corner of the East Valley Parkway/Harding Street. Implementation of the above mitigation reduces the significant impact to below a level of significance.

4C-5. As a condition of project approval and prior to the opening of the proposed Wal-Mart retail facility, the project applicant shall coordinate with the City Engineer to install W41 (Signal Ahead symbol) signage with a flashing beacon warning eastbound traffic approaching Harding Street on Grand Avenue of restricted visibility due to the vertical curve. Implementation of the above mitigation reduces the significant impact to below a level of significance.

- 4C-6. As a condition of project approval and prior to opening of the proposed Wal-Mart facility, an agreement shall be provided to the satisfaction of the City Engineer that there shall be no increase of restaurant uses within the Escondido Village Mall beyond current levels so as to limit overall parking demand in the north parking lot during peak use hours to existing levels. The total allowable square footage for restaurant uses shall not exceed the amount existing at the commencement of the public review period for the DEIR.
- 4C-7. Construction Phasing shall be coordinated with interim use of the existing EUSD administration building. As a condition of project approval, adequate parking in conformance to the "interim parking needs study" ~~and fencing~~ shall be provided during construction to ensure on-going operations of the existing EUSD facility until such time as the structure is vacated. Wal-Mart operations shall not be permitted until full parking is available to serve the facility as shown on the site plan. Additionally, fencing shall be provided in conformance to a "fencing/site-safety plan" to ensure ongoing safety of EUSD staff and public during this timeframe.
- 4C-8. Prior to commencement of construction, the project applicant shall prepare a traffic control plan showing ingress/egress locations and haul routes for excavated material. The plan shall be subject to approval by the City Engineer.

## **Cumulative**

### ***Intersection Operations***

- 4C-9. As a condition of project approval and prior to the opening of the proposed Wal-Mart retail facility, the project applicant shall provide a fair share contribution to improve the following intersections:
- North Ash Street/East Valley Parkway;
  - Harding Street/Grand Avenue;
  - North Rose Street/East Valley Parkway;
  - Bear Valley Parkway/East Valley Parkway.

### ***Segment Operations***

- 4C-10. As a condition of project approval and prior to opening of the proposed Wal-Mart retail facility, the project applicant shall provide a fair share contribution to improve the following road segments:
- East Valley Parkway from North Ash Street to Harding Street (LOS E)

- East Valley Parkway from Harding Street to North Rose Street (LOS F)
- East Valley Parkway from North Rose Street to Midway Drive (LOS E)
- East Valley Parkway from Washington Avenue to Lake Wohlford Road (LOS F)
- Valley Center Road from north of Lake Wohlford Road (LOS F).

Implementation of the above mitigation reduces the significant cumulative impacts to intersection and road segment operations to below a level of significance.

## **b) Escondido Union School District Administration Building**

### **Access and Operations**

4C-11. As a condition of project approval and prior to building occupancy, the project applicant shall restrict access at Driveway 1 on Ash Street to right-in/right-out turns only. A raised island, proper signage, and pavement markings shall be installed in Driveway 1 to ensure limited access usage. Additional signage and any other improvements necessary to ensure conformance shall be reviewed and approved by the City Engineer prior to implementation.

4C-12. As a condition of project approval and prior to building occupancy, the project applicant shall relocate Driveway 2 easterly from its existing location on Washington Avenue to approximately 250 feet east of the Ash Street/Washington Avenue intersection. A raised island, proper signage, and pavement markings shall be installed in Driveway 2 to ensure limited access usage. The design and installation of improvements shall be reviewed and approved by the City Engineer prior to implementation.

4C-13. As a condition of project approval and prior to building occupancy, the project applicant shall restripe Washington Avenue between Ash Street and Harding Street to provide two travel lanes in each direction with a two-way center lane. Curbside parking shall be removed. The design and installation of improvements shall be reviewed and approved by the City Engineer prior to implementation.

4C-14. As a condition of project approval, and at the discretion of the project applicant, existing Driveway 3 may be retained at its current location.

## **5) Significance of Impacts After Mitigation**

Implementation of the mitigation recommended above would reduce the direct and cumulative traffic impacts to below a level of significance.

## **D. Noise**

The following discussion is based on information contained in the noise study prepared for the proposed construction of a Wal-Mart large-scale retail facility located at 1330 Grand Avenue and the Escondido Union High School offices located on the property southeast of the intersection of East Washington Avenue and Ash Street (RECON 2004). The technical study is included in Appendix E of this EIR. Additional studies cited in this report are available at the City of Escondido Planning Department, 201 N. Broadway, Escondido, California 92025.

### **1) Existing Conditions**

#### **a) Wal-Mart Site**

All properties adjacent to the project site are zoned General Commercial (C-G), Medium Multiple Residential (R-3), or Hospital Professional (H-P). The project site is zoned C-G.

The primary source of noise in the project area is vehicular traffic on Grand Avenue along the southern project boundary. Existing traffic volumes on Grand Avenue and Harding Street were obtained from the project traffic report (Linscott Law & Greenspan [LLG] 2004). Adjacent to the project site, Grand Avenue is a four-lane road with a painted median/turning lane. Grand Avenue has a posted speed limit of 35 miles per hour (mph). The existing traffic volume on Grand Avenue adjacent to the project site is 18,400 average daily trips (ADT). The existing traffic volume on Grand Avenue east of Harding Street is 17,600 ADT. Harding Street is not currently completed as a through street between Grand Avenue and East Valley Parkway. Existing traffic volume on Harding Street is approximately 3,800 ADT (Prasad, pers. com. 2003).

The traffic mix for modeling future conditions on Grand Avenue and Harding Street was based on the mix observed during field traffic counts. The traffic mix used was 98 percent cars, 1.3 percent medium trucks, and 0.7 percent heavy trucks. Existing average traffic speeds on Grand Avenue averaged 40 mph on Grand Avenue and 20 mph on Harding Street. A traffic distribution of 77 percent of the ADT during daytime hours, 10 percent during evening hours, and 13 percent during the nighttime hours was assumed for modeling the traffic. With this distribution, the community noise equivalent level (CNEL) is approximately two decibels greater than a noise level for an average daytime hour.

A total of three noise measurements were taken on the project site on Friday, August 25, 2003, between the hours of 1:30 P.M. and 1:45 P.M. The weather was warm and sunny with a slight breeze. Figure 4D-1 shows the existing site topography and locations of the

measurements. The average measured noise level for traffic on Grand Avenue and Harding Street was 66.4 A-weighted decibels [dB(A)] at a location 50 feet west of the centerline for Harding Street and 50 feet north of the centerline for Grand Avenue (Location 1). Noise levels at 100 feet west and north of the Harding Street and Grand Avenue centerlines, respectively, were measured at 58.9 dB(A) (Location 2). Measurements 150 feet west of Harding Street and 50 feet north of Grand Avenue averaged 57.3 dB(A) (see Location 3).

Table 4D-1 provides the results of the traffic counts. The noise measurement results are summarized in Table 4D-2. Noise levels for the future condition were calculated after validating that the Stamina model predicted the existing condition with acceptable accuracy.

**TABLE 4D-1  
WAL-MART SITE: 15-MINUTE TRAFFIC COUNTS**

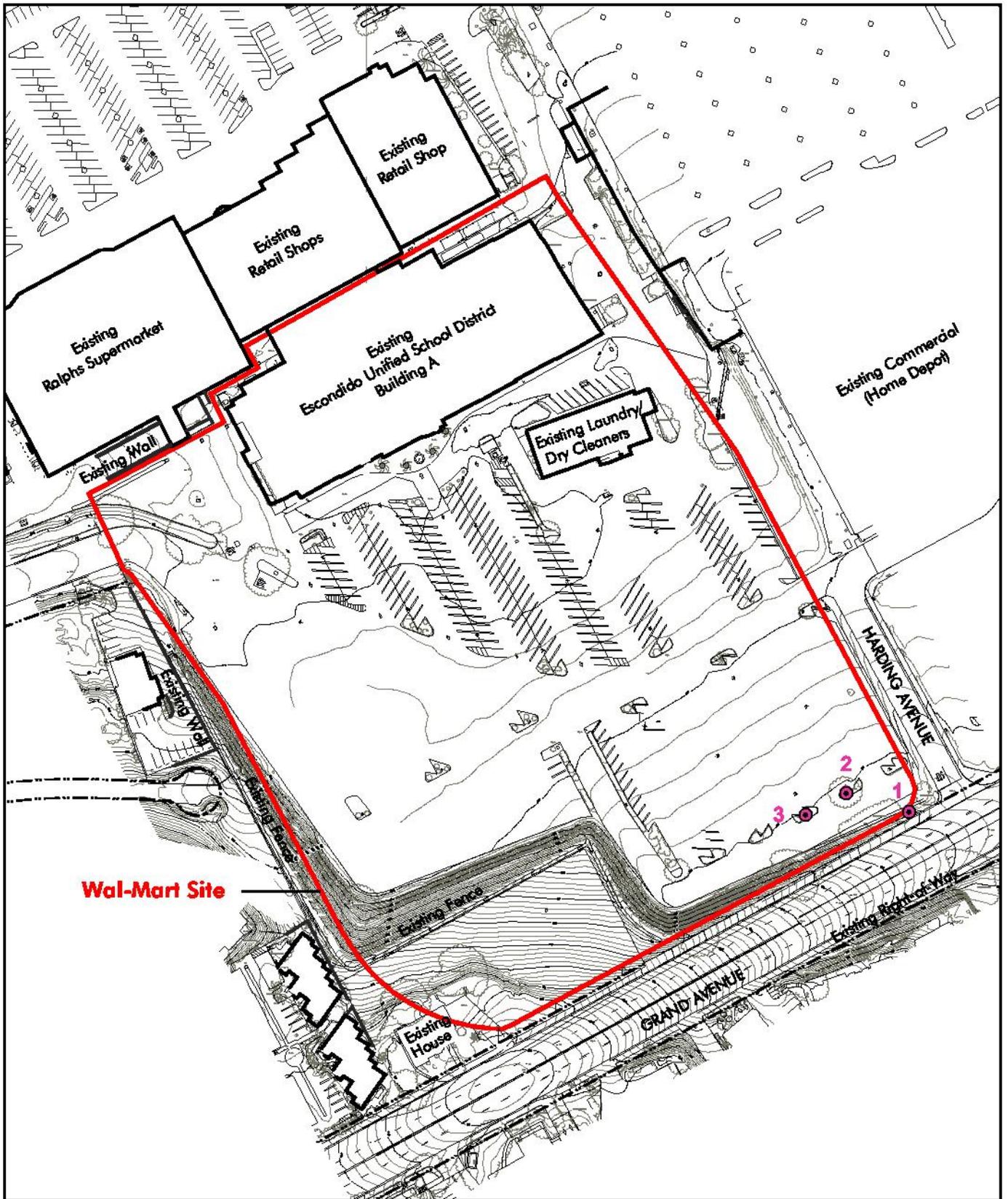
Roadway	Cars	Motorcycles	Medium Trucks	Buses	Heavy Trucks
Harding Street, northbound	24	0	0	0	0
Harding Street, southbound	9	0	0	0	0
Grand Avenue, eastbound	115	0	2	1	0
Grand Avenue, westbound	179	0	1	0	0

**TABLE 4D-2  
WAL-MART SITE: SUMMARY OF NOISE MEASUREMENT DATA  
[dB(A) L<sub>eq</sub>]**

Measurement Location	Measured Noise Levels
1	66.4
2	58.9
3	57.3

#### **b) EUSD Site**

All properties adjacent to the proposed project site are designated as General Commercial or Urban-III (multi-family residential) zones. The project site is zoned C-G. The primary



**Wal-Mart Site**

⊙ Noise measurement location



**FIGURE 4D-1**

**Wal-Mart Site - Existing Topography and Noise Measurement Locations**

source of noise in the project area is vehicular traffic on Washington Avenue and Ash Street along the western and northern project boundary. There are traffic signals at the intersections of Washington Avenue at Ash and Harding Streets. As discussed below, average traffic speeds of 32 and 30 mph for Washington Avenue and Ash Street, respectively, were found to match the noise measurement data well. To be conservative, the posted speed limit of 35 mph was used as the average traffic speed in this analysis.

Existing traffic volumes on Washington Avenue and Ash Street are 15,700 and 25,800 ADT, respectively (LLG 2004). A standard traffic mix of 95 percent autos, 3 percent medium trucks, and 2 percent heavy trucks was used in the analysis. This vehicle mix was chosen based on field traffic counts taken during the noise measurements.

Noise measurements were taken at three locations on the project site on Friday, August 25, 2003, between the hours of 2:00 P.M. and 3:00 P.M. The weather was warm, and sunny with a slight breeze. Figure 4D-2 shows the locations of the measurements. The noise measurement data is summarized below and the complete text is contained in Appendix E.

The day, evening, and nighttime traffic distribution was assumed to be 77 percent, 10 percent, and 13 percent respectively. With these assumptions, the CNEL due to traffic is approximately two decibels above the average daytime hourly equivalent noise level.

Adjacent to the project site, Washington Avenue is a four-lane roadway. Ash Street is a four-lane roadway with a painted median that becomes a left-turn lane near the intersection with Washington Avenue. Both streets have a posted speed limit of 35 mph.

Measurement 1 was located adjacent to Ash Street on the project site as shown in Figure 4D-2, approximately 83 feet east of the centerline of Ash Street. The existing ground is paved with asphalt. Traffic counts and noise measurements were obtained over a period of 15 minutes at this location. The average measured noise level at Location 1 was 64.4 dB(A). During this measurement, northbound traffic on Ash Street frequently slowed and stopped in front of the measurement location due to the traffic light at Washington Avenue. Traffic on Washington Avenue was also somewhat audible at this measurement location, but was not counted.

Noise levels at the two measurement locations on Washington Avenue ranged from a high of 66.2 dB(A) at Location 2 to a low of 61.4 dB(A) at Location 3. Measurements 2 and 3 were located adjacent to Washington Avenue on the project site. Measurement 2 was located approximately 59 feet south of the centerline, and Measurement 3 was located 159 feet east of the centerline.

Table 4D-3 provides the results of the traffic counts. The noise measurement results are summarized in Table 4D-4.



EUSD  
Administration Building  
Site

 Noise measurement location  
 EUSD administration building site

0 Feet 250 N

**FIGURE 4D-2**  
EUSD Administration Building Site - Existing  
Topography and Noise Measurement Locations

**TABLE 4D-3  
EUSD SITE: 15-MINUTE TRAFFIC COUNTS**

Roadway	Cars	Motorcycles	Medium Trucks	Buses	Heavy Trucks
Ash Street, northbound	214	0	3	0	2
Ash Street, southbound	204	1	4	1	1
Washington Avenue, eastbound	188	1	3	2	2
Washington Avenue, westbound	184	0	11	2	1

**TABLE 4D-4  
EUSD SITE: SUMMARY OF NOISE MEASUREMENT DATA  
[dB(A) L<sub>eq</sub>]**

Measurement Location	Measured Noise Levels
1	64.4
2	66.2
3	61.4

## 2) Standards of Significance

### a) Applicable Standards and Definitions of Terms

The hourly equivalent sound level (L<sub>eq</sub>) is the average A-weighted decibel [dB(A)] sound level over a one-hour period. A-weighting is a frequency correction that often correlates well with the subjective response of humans to noise.

The CNEL is a 24-hour A-weighted average sound level [dB(A) L<sub>eq</sub>] from midnight to midnight obtained after the addition of five dB to sound levels occurring between 7:00 P.M. and 10:00 P.M. and of 10 dB to the sound levels occurring between 10:00 P.M. and 7:00 A.M. A-weighting is a frequency correction that often correlates well with the subjective response of humans to noise. Adding 5 dB and 10 dB to the evening and nighttime hours, respectively, accounts for the added sensitivity of humans to noise during these time periods.

Impacts to future project sensitive receivers were evaluated in relation to the noise level standards promulgated in the City of Escondido's *General Plan Noise Element* (1990a) and the City's noise ordinance (1999).

**b) City of Escondido****On-Site Generated Stationary Noise**

The City of Escondido regulates noise produced on commercial property through the noise ordinance. The City's noise ordinance establishes a limit for one-hour average noise level at any time at the property line of 60 decibels in commercial zones between the hours of 7:00 A.M. and 10:00 P.M. and 55 decibels between the hours of 10:00 P.M. and 7:00 A.M.

All properties adjacent to the proposed Wal-Mart and EUSD sites are zoned as General Commercial (C-G), Medium Multiple Residential (R-3), or Hospital Professional (H-P). Both sites are zoned C-G. The zones of C-G and H-P fall into the commercial category. The City's noise ordinance establishes a limit for one-hour average noise level at any time at the property line of 55 decibels in multi-family residential zones between the hours of 7:00 A.M. and 10:00 P.M. and 50 decibels between the hours of 10:00 P.M. and 7:00 A.M.

Furthermore, the City of Escondido's noise ordinance states that:

(c)(4) If the measured ambient level exceeds that permissible in Subsection (a) above, the allowable noise exposure standard shall be the ambient noise level. The ambient level shall be measured when the alleged noise violations source is not operating.

(c)(5) The sound level limit at a location on a boundary between two (2) land use classifications is the limit applicable to the receiving land use...

**Off-Highway Vehicle Noise**

Truck access to the Wal-Mart site is covered by section 17-230(c) of the noise ordinance. This section states that:

(c) Off-Highway. Except as otherwise provided for in this ordinance, it shall be unlawful to operate any motor vehicle of any type on any site other than on a public street or highway as defined in the California Vehicle Code in a manner so as to cause noise in excess of those noise levels permitted for On-Highway motor vehicles as specified in the table "35 miles per hour or less speed limits" contained in Section 23130 of the California Vehicle Code.

This limit is 86 dB(A) at 50 feet from the source.

## **Traffic Noise**

The City of Escondido's General Plan Noise Element establishes a 65 CNEL exterior noise standard for receivers located in commercial land uses. The project site is designated for commercial use. Existing surrounding uses include residences. The City's noise standard for residential exterior use receivers is 60 CNEL.

If the increase in traffic-generated noise along a study area roadway segment were less than 3 decibels, the impact would not be considered significant. For the purpose of evaluating exterior noise levels, a change in ambient noise levels of 3 dB or more along study area roadways is considered perceptible; changes of less than 3 decibels in general are not noticeable in the outdoor environment (Bolt, Beranek, and Newman 1973:1-20; Beranek 1988:598-599).

## **Construction Noise**

The City of Escondido noise ordinance limits the hours of construction to between 7:00 A.M. and 6:00 P.M. Monday through Friday and between 9:00 A.M. and 5:00 P.M. on Saturday. Construction is not allowed on Sundays or on days appointed by the President, Governor, or City Council as a public holiday. The noise ordinance also limits the one-hour average noise level generated by construction equipment to 75 decibels.

# **3) Impacts**

## **a) Wal-Mart Site**

### **Parameters**

This noise analysis considers the projected traffic noise generated by the project and existing noise measurements to project noise levels for the future condition (see Appendix E). On-site existing noise levels were measured using three Larson-Davis Model 720 Type 2 Integrating Sound Level Meters, serial numbers 0261, 0264 and 0266. Three simultaneous ground-floor measurements (five feet above the ground) were made for a 15-minute period. Traffic volumes were also counted on the adjacent roadways during the measurement period.

### **On-Site Operations**

Noise generated by on-site activities was evaluated for conformance to the city of Escondido's noise ordinance. Future noise would be generated from the loading docks, parking lot activity, and heating, ventilation, and air conditioning (HVAC) equipment.

***Parking Lot Activity.*** Noise measurements taken at an office building parking indicate a reference hourly noise level of 33.7 dB(A) per vehicle at 50 feet from the source

(RECON 2002). The project parking lot is designed to have 594 parking spaces. The project traffic report specifies that worst-case peak hour project trip generation is 720 one-way trips. The resulting noise level for 720 cars entering or leaving the parking lot would be 62.3 dB(A)  $L_{eq(1)}$  at 50 feet from the center of the parking lot. The center of the parking lot is approximately 175 feet from the nearest project boundary. Average hourly noise levels due to parking lot noise would attenuate to 51.4 dB(A)  $L_{eq(1)}$  at the project site property boundary. Therefore, no significant impacts due to activities in the parking lot are anticipated.

**Deliveries.** The proposed project would accept delivery trucks 24-hours a day, seven days a week. Noise would be generated from these deliveries by trucks driving through the parking lot to and from the loading docks; detaching or attaching a trailer; and by forklifts moving pallets.

The truck activity driving to and from the loading docks is regulated by the City's noise ordinance for off-highway vehicles, which establishes a noise limit of 86 dB(A). Pass-by effects of trucks were measured to range between 67 and 73 decibels for passes taking between three and four minutes at a distance of 25 feet (RECON 2003). Truck activity is therefore anticipated to be within the noise ordinance standard.

Noise levels due to miscellaneous loading dock activities such as trucks attaching or detaching a trailer and forklifts moving pallets generate 63 dB(A)  $L_{eq}$  at a distance of 50 feet, as measured at another Wal-Mart facility (Gonzalez, pers. com. 2003). These noises would be short-term individual events and are therefore not anticipated to exceed hourly average noise ordinance standards but could still be perceived as a nuisance by neighboring uses.

**HVAC Noise.** Preliminary design plans have not identified the exact type and location of future rooftop HVAC equipment, which is proposed at 21 rooftop locations. Manufacturer's specifications for a range of equipment types were provided by the project engineer. Since it is not known at this time which would be selected for the project, the noise technical study presents a worst-case assessment at 10 receiver locations for equipment that would produce the loudest noise level. For the purpose of analysis only, the loudest unit produces a noise level of 73 dB(A) at 50 feet from the source. Applying the noise model, the technical study determined that installation of the loudest HVAC model at all locations shown on the rooftop drawings would exceed the noise ordinance at all ten receiver locations as shown in Table 4D-5 (**Significant Impact 4D-1**). Significant impacts would be avoided at all locations if the maximum noise level generated by HVAC equipment could be reduced to 56 dB(A) at 50 feet from the source.

**TABLE 4D-5  
HVAC NOISE LEVELS (WAL-MART)**

Receiver	Worst-Case Projected Noise Level ( $L_{eq[1]}$ )	Applicable Noise Ordinance Standard	Projected Noise Level ( $L_{eq[1]}$ ) with 58 dB(A) Sources
1 (1 <sup>st</sup> floor)	69	55	52
1 (2 <sup>nd</sup> floor)	69	57	52
2 (1 <sup>st</sup> floor)	70	53	53
2 (2 <sup>nd</sup> floor)	70	53	53
3	70	55	53
4	66	55	49
5	60	55	43
6	60	55	42
7	60	55	43
8	64	55	47
9 (1 <sup>st</sup> floor)	70	63	53
9 (2 <sup>nd</sup> floor)	71	62	54
10 (1 <sup>st</sup> floor)	70	63	53
10 (2 <sup>nd</sup> floor)	70	63	53

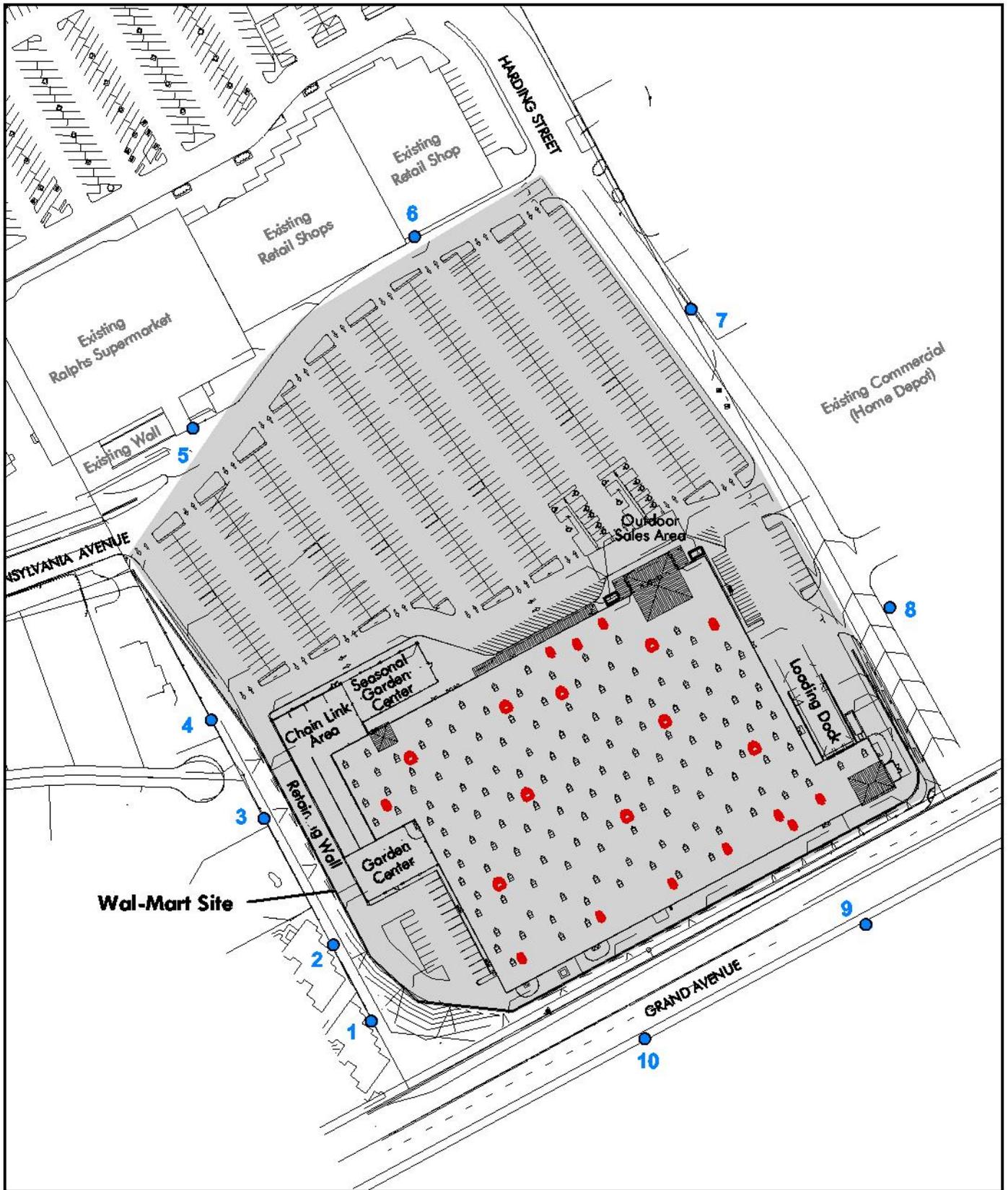
NOTE: See Figure 4D-3 for receiver locations.

### Traffic Noise

**On-Site Receivers.** The only outdoor useable area of the proposed Wal-Mart adjacent to Grand Avenue is the garden center located on the southwest corner of the building. The remaining outdoor useable areas (seasonal garden center and outdoor sales areas) are shielded from traffic noise by the building, and are not considered further in this analysis. Future traffic noise levels at existing residential buildings were also modeled. Future traffic noise levels affecting on-site receivers are projected to be below the threshold standard of 65 CNEL and would not be considered significant.

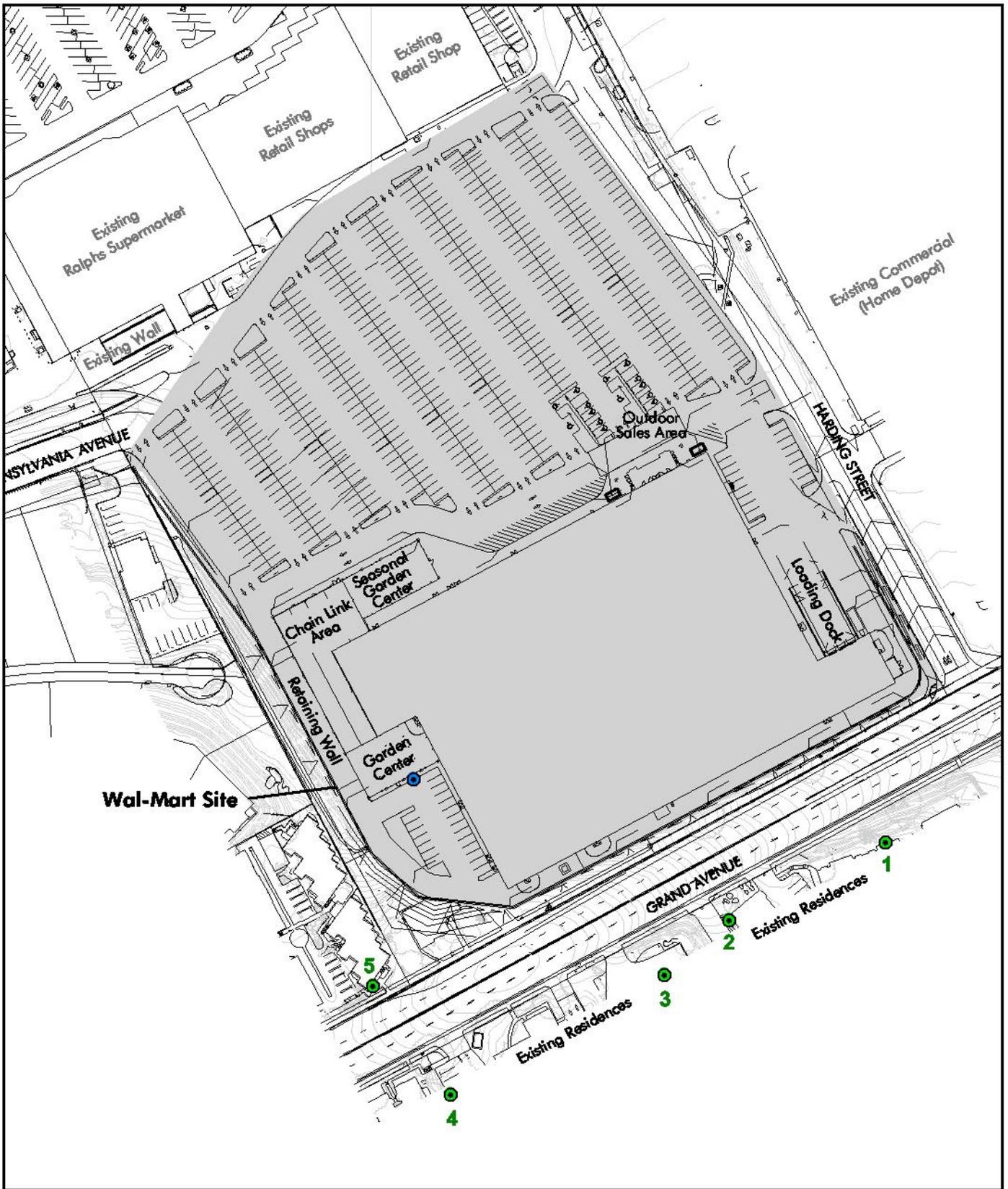
**Off-Site Receivers.** Noise levels were modeled at five locations for existing residences adjacent to Grand Avenue. The receivers were modeled at five feet above the local ground. The receiver locations are shown on Figure 4D-4.

Calculations were completed for a daytime hour and the resulting hourly  $L_{eq}$ s were weighted and combined into CNEL values. Calculated noise levels include the effects of



- Adjacent property receiver location
- HVAC units

**FIGURE 4D-3**  
**Wal-Mart Site - Adjacent Property Receiver Locations and Rooftop Design**



- Future traffic noise
- Garden Center (project) receiver location
- Residential receiver locations

0 Feet 150 N

**FIGURE 4D-4**  
**Wal-Mart Site - Future Traffic Noise**  
**Project and Residential Receiver Locations**

future grading on the property but do not take into account any noise mitigation measures or shielding provided by the proposed buildings. Hard site conditions were used in modeling noise levels at these receivers.

Table 4D-6 shows the contribution of future project traffic + cumulative projects on noise levels at existing residences. Existing noise levels without the project traffic were also modeled for comparison, and are shown in Table 4D-6. As can be seen, future noise levels at existing residences, with or without the project, are projected to exceed the City's 60 CNEL residential noise goal along Grand Avenue.

**TABLE 4D-6  
PROJECTED TRAFFIC NOISE LEVELS  
AT RESIDENTIAL RECEIVERS**

Receiver Number	Existing Noise (without Project Traffic) (CNEL)	Existing + Project Traffic Noise (CNEL)	Project Traffic Noise Contribution [dB(A)]	Existing + Project + Cumulative Projects Traffic Noise (CNEL)	Project + Cumulative Projects Traffic Noise Contribution [dB(A)]
1	68.2	68.4	0.2	68.7	0.5
2	68.6	68.9	0.3	69.2	0.6
3	67.4	67.6	0.2	68.0	0.6
4	67.3	67.5	0.2	67.9	0.6
5	69.8	70.0	0.2	70.4	0.6

As can be seen in Table 4D-6, only two- to three-tenths of a decibel increase would be generated by project traffic. As is also shown in Table 4D-6, the daily project-generated traffic plus the cumulative projects traffic is calculated to result in an increase in noise of approximately five- to six-tenths of a decibel. This small increase would not contribute to a significant direct, indirect, or cumulative impact. It should also be noted that implementation of the project would remove the existing school administration and miscellaneous other small businesses. This difference in current and future traffic trips generated by the subject property was not factored out of the project traffic noise contribution.

### **Construction**

Noise associated with the earthwork, construction, and surface preparation of the proposed project would result in short-term impacts. A variety of noise-generating equipment would be used during the construction phase of the project such as scrapers, dump trucks, backhoes, front-end loaders, jackhammers, concrete mixers, along with others.

Table 4D-7 indicates the types of construction equipment typically involved in the construction projects. This type of equipment can individually generate noise levels that range between 77 and 91 dB(A) at 50 feet from the source. Construction activities are estimated to generate average noise levels of 83-84 dB(A)  $L_{eq}$  50 feet from the site of construction (see Appendix E). This value is based on empirical data on the number and types of equipment at a construction site and their average cycle of operation.

**TABLE 4D-7  
MEASURED NOISE LEVELS OF  
COMMON CONSTRUCTION EQUIPMENT**

Equipment	Approximate Noise Level (dBA)
Air compressor	81
Backhoe	85
Concrete Mixer	85
Dozer	80
Generator	78
Grader	85
Jackhammer	88
Loader	79
Paver	89
Pneumatic tool	86
Saw	78
Scraper	88
Truck	91

SOURCE: Bolt, Beranek, and Newman 1971.

NOTE: Noise levels at 50 feet from the source.

Construction noise generally can be treated as a point source and would attenuate at approximately 6 dB(A) for every doubling of distance. A noise level of 84 dB(A)  $L_{eq}$  would attenuate to 75 dB(A)  $L_{eq}$  at approximately 150 feet from the noise source.

As stated above, the City of Escondido establishes a one-hour average noise level limit of 75 decibels for noise generated by construction equipment. Since a distance from the source where this limit applies is not specified, it would be reasonable to assume that this noise limit would apply at the property boundaries.

Construction activities, such as grading, which generate the loudest noise levels would occur over the entire site and would not be situated at any one location for a long period of time. Therefore, the acoustic center of the construction activity was assumed to be the center of the project site. As can be seen in Figure 4D-1, the center of the project site is

approximately 330 feet from the nearest project boundaries. Therefore, construction noise levels are projected to be below City standards.

## b) EUSD Site

### Parameters

Table 4D-8 summarizes the projected future traffic volume, vehicle distribution, and speed used for analysis of the EUSD site.

**TABLE 4D-8  
EUSD SITE: YEAR 2030 ROADWAY TRAFFIC FORECAST PARAMETERS**

Roadway	ADT	Percent Autos	Percent Medium Trucks	Percent Heavy Trucks	Speed (mph)
Ash Street	29,800	95	3	2	35
Washington Avenue	20,100	95	3	2	35

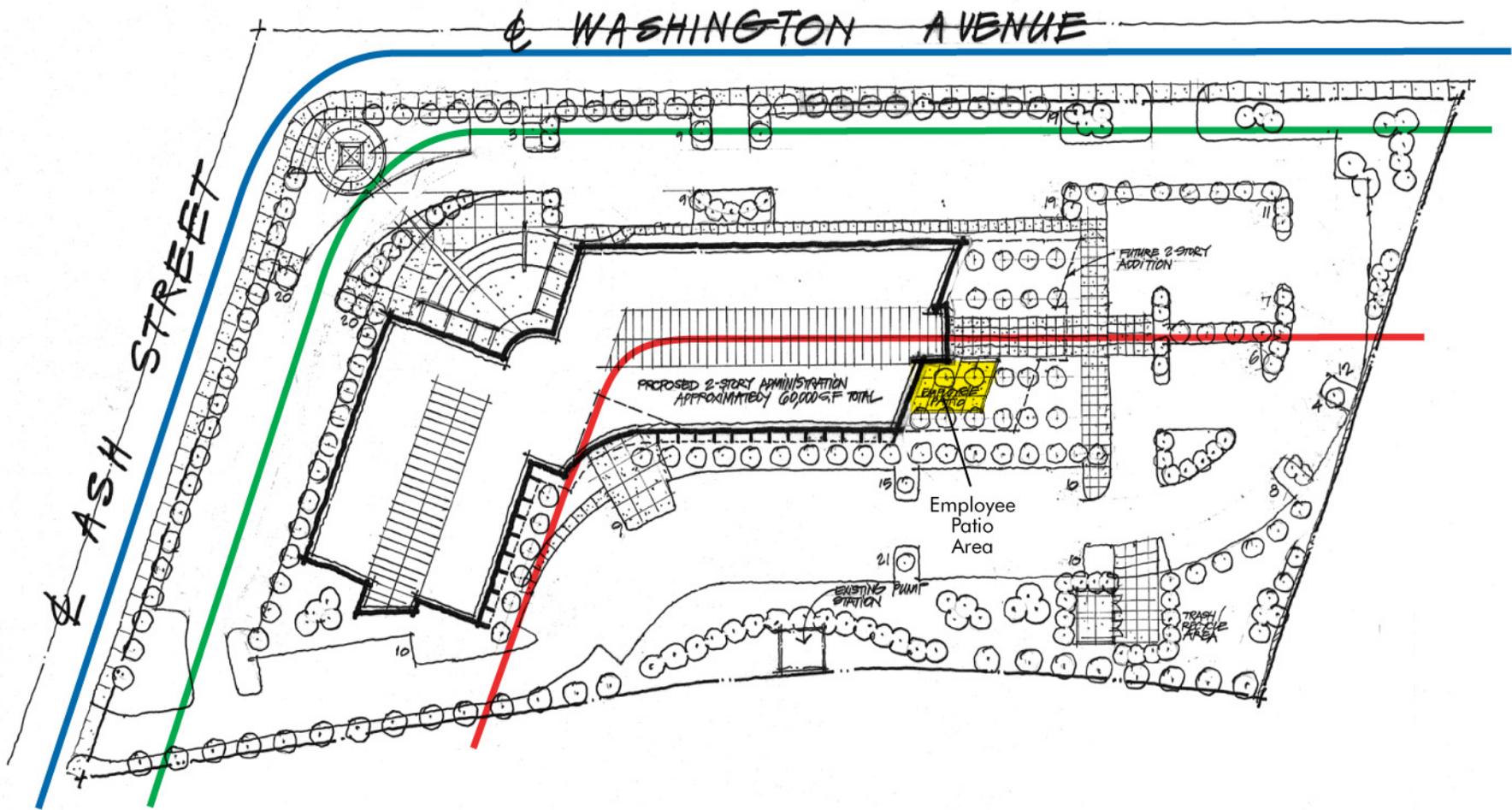
The day, evening, and nighttime traffic distribution was assumed to be 77 percent, 10 percent, and 13 percent respectively. With these assumptions, the CNEL due to traffic is approximately two decibels above the average daytime hourly equivalent noise level.

All noise generated by future traffic was projected using the federal Highway Administration Noise Prediction Model (FHWA 1979) along with the California vehicle noise emission levels (California Department of Transportation 1983). Distances to noise contours were also calculated using the FHWA model. These calculations assumed hard site conditions and flat topography with no shielding.

### Traffic Noise Analysis

The primary source of noise in the project area is vehicular traffic on Washington Avenue and Ash Street. Figure 4D-5 shows the projected noise contours for the conceptual site plan with the addition of Year 2030 traffic on Washington Avenue and Ash Street. Table 4D-9 lists the distances to these noise contours. It should be noted that the noise contours shown do not take into account any shielding provided by the future building.

Noise generated by on-site activities was evaluated in reference to the City of Escondido's noise ordinance. Future noise would be generated on-site from parking lot activity and HVAC equipment.



- 75 CNEL
- 70 CNEL
- 65 CNEL



FIGURE 4D-5

EUSD Administration Building Site  
Future Projected Conceptual Noise Contours

**TABLE 4D-9**  
**EUSD SITE: DISTANCE TO NOISE CONTOURS**

CNEL	Washington Avenue Distance (feet)	Ash Street Distance (feet)
75	15.6	23.2
70	49.5	73.4
65	156.5	232.0
60	494.9	733.7

As stated above, the maximum acceptable exterior-use noise level for Office Buildings, Business, Commercial and Professional land uses is 65 CNEL. The only outdoor use area is an employee patio to be located on the east end of the building. As seen in Figure 4D-5, noise levels at the employee patio are projected to be less than 65 CNEL. As such, future on-site traffic noise levels are not significant.

To assess the contribution of project traffic on noise levels at existing adjacent uses, future noise levels with and without project traffic were modeled, using the FHWA (1979) algorithms and the year 2030 traffic volumes shown in Table 4D-3. The vehicle mix and speed from Table 4D-3 were also used. The project is expected to generate 840 ADT (LLG 2004). The result of the addition of project traffic is an increase of between one-tenth and two-tenths of a decibel. As discussed in the Applicable Standards section above, this is not a perceptible increase in noise and is therefore not considered a significant impact.

### **On-Site Operations**

**Parking Lot.** Noise measurements taken at an office building parking lot indicate a reference hourly noise level of 33.7 dB(A) per vehicle at 50 feet from the source (RECON 2002). The conceptual site plan shows 222 parking spaces wrapping around the perimeter of the site. If vehicles park in all of the spaces within one hour, which is possible for employees arriving at or departing from work, the resulting noise level would be 57.2 dB(A)  $L_{eq(1)}$  at 50 feet from the center of the project site. This noise level would reduce to 47.1 dB(A)  $L_{eq(1)}$  at the nearest project boundary (160 feet from the center of the project site).

As discussed above, the strictest applicable noise ordinance standard is 50 dB(A) at adjacent multi-family zones during the nighttime hours. Parking lot noise is therefore projected to be within the noise ordinance standards for both commercial and multi-family adjacent zones.

***HVAC Equipment Noise.*** A site design with specifics on HVAC equipment is not available at this stage in the design process. Direct project impacts would be considered significant unless selection and design of rooftop HVAC equipment is reviewed and approved by the City Engineer to ensure that noise levels do not exceed the noise ordinance standards.

## **Construction**

Noise associated with the earthwork, construction, and surface preparation of the proposed project would result in short-term impacts. A variety of noise-generating equipment would be used during the construction phase of the project such as scrapers, dump trucks, backhoes, front-end loaders, jackhammers, and concrete mixers, along with others.

As indicated in Table 4D-6, equipment types typically involved in construction projects can individually generate noise levels that range between 77 and 91 dB(A) at 50 feet from the source. Construction activities are estimated to generate average noise levels of 83-84 dB(A)  $L_{eq}$  50 feet from the site of construction (see Appendix E).

Construction noise generally can be treated as a point source and would attenuate at approximately 6 dB(A) for every doubling of distance. A noise level of 84 dB(A)  $L_{eq}$  would attenuate to 75 dB(A)  $L_{eq}$  at approximately 150 feet from the noise source.

As stated above, the City of Escondido establishes a one-hour average noise level limit of 75 decibels for noise generated by construction equipment. Since a distance from the source where this limit applies is not specified, it would be reasonable to assume that this noise limit would apply at the property boundaries.

Construction activities, such as grading, which generate the loudest noise levels would occur over the entire site and would not be situated at any one location for a long period of time. Therefore, the acoustic center of the construction activity was assumed to be the center of the project site. As can be seen in Figure 4D-2, the center of the project site is approximately 160 feet from the nearest project boundaries. Therefore, construction noise levels are projected to be below City standards.

## **4) Mitigation**

The project is required to comply with the City's noise ordinance, which regulates the days and hours that construction may occur, and limits the average noise levels during construction. Compliance would ensure that short-term construction noise impacts are reduced to below a level of significance.

**a) Wal-Mart Site**

Because specifications for heating, ventilation and air conditioning equipment is not available at this time, the following mitigation is required to reduce the projected impacts that result from project development. All other impacts from operation of the retail store would remain less than significant.

**HVAC Equipment Design**

4D-1. Prior to issuance of grading permits, the project applicant shall provide specifications for the selection and placement of rooftop HVAC units. Selected units shall not produce sound levels in excess of 56 dB(A) at 50 feet from the source. A sound-rated manufacturer's enclosure may be used to achieve the desired noise level. It should be noted that if smaller HVAC equipment types with lower noise levels than considered for the "worst-case" analysis, the maximum noise level restriction on the larger units could be revised. In this case, an acoustical report shall be prepared showing, to the satisfaction of the City Engineer, that equipment will not exceed applicable noise ordinance standards at the project boundaries.

**b) EUSD Site**

Because only conceptual design plans are currently available, implementation of the following mitigation measure would reduce the potential impacts that could result with installation of HVAC equipment on the proposed facility. All other impacts from operation of the facility would remain less than significant.

**HVAC Equipment Design**

4D-2. Prior to issuance of grading permits, an acoustician shall be retained to review plans and specifications for the selection and placement of rooftop HVAC equipment. An acoustical report shall be prepared showing, to the satisfaction of the City Engineer, that equipment will not exceed applicable noise ordinance standards at the project boundaries.

**5) Significance of Impacts After Mitigation**

Compliance with the City's noise ordinance and implementation of the mitigation recommended above would reduce all potential noise impacts to below a level of significance.

## **E. Hazards and Hazardous Materials**

The discussion below is based on information contained in the Phase I Environmental Site Assessment for the Proposed Wal-Mart Supercenter #5214 prepared by Kleinfelder, Inc. dated June 13, 2003 and a second report, the Phase I and II Environmental Site Assessment for the City of Escondido Green Mutual Building at 1201 East Washington Avenue prepared by SECOR International Incorporated on September 24, 2003. The complete text for both studies, including regulatory requirements and a review of historical records, is included as Appendixes F and G, respectively, to this EIR. The Geotechnical Investigation Wal-Mart Supercenter No. 93105 prepared by Kleinfelder, Inc. dated May 7, 2003 discusses existing site conditions and provides guidelines to address the need for blasting to prepare the site. The geotechnical study is included as Appendix H.

### **1) Existing Conditions**

This section discusses the potential hazards associated with long-term uses at two locations in the city of Escondido. These include the proposed Wal-Mart project proposed for development at 1314, 1330, 1330B/1376, and 1378 East Grand Avenue (APNs 230-230-1400, -1500, -3100, and -3200) and the proposed EUSD Administration Building site at 1201 East Washington Avenue (APN 230-141-0100).

#### **a) Wal-Mart Site**

##### **Historic and Existing Conditions**

Aerial photographs show that a majority of the site was primarily used for agriculture until approximately 1963 when it was developed for commercial use. The exception is a single on-site residence which, based on the photographs, was constructed prior to 1946. City of Escondido Building Department records also indicate a past unauthorized garden/nursery commercial operation at the site of the single-family residence.

The site is located in the southwest portion of the existing Escondido Village Shopping Center. A portion is improved with asphalt concrete paving and various underground utilities including two 54-inch water pipelines near the east property boundary. The remainder of the site is located within the existing rock mass located in the southwest corner of the site. A total of three buildings, one residential and two single-story commercial, presently occupy the site. The two single-story commercial buildings, located in the flatter, lower elevations of the site, measure approximately 7,200 and 65,000 square feet, respectively. The single-family residence occupies the southwestern most parcels on the elevated terrace bordering the 1H:1V cut slopes. Maximum vertical relief from the top of the rock mass to the existing lower parking lot is approximately 65

feet. According to residents of the single-family residence, a septic tank is believed to be present but is no longer in use.

The EUSD facilities, at 1330 East Grand Avenue, occupies one of the two commercial buildings in the northern portion of the site. Three tenants, including Lovett's One Hour Cleaners, a laundromat, and the EUSD, occupy the second and smaller commercial building in the same area. Steep slopes with natural vegetation, landscaping, an asphalt concrete-paved parking lot, and access roads occupy remaining areas of the site. Adjacent properties are primarily commercial and residential.

Surface water runoff is directed to stormwater drain inlets throughout the on-site parking lot. Groundwater is present approximately 10 to 15 feet below ground surface.

## **b) EUSD Administration Building Site**

### **Historic and Existing Uses**

The historical uses on the future EUSD Administration Building site are documented in Chapter 4.I. of this EIR. Records indicate that the site was undeveloped prior to constructing the existing structure in approximately 1949. Several smaller buildings, once located to the southwest and southeast of the existing building during the 1960s through the 1980s, are no longer present. Over time, documents show that the site has been used for military surplus, storage and sales; City of Escondido Public Works Department (PWD) office space, storage, and an equipment shop (from the 1940s through the mid 1960s); Murry RV Center and Murry Oldsmobile (1970s); and the North County Food Bank (2000). The site had an outdoor equipment repair shop area where pipes were made and repaired during the period when used by the City as a storage yard. Currently the City of Escondido and the Humane Society use the site for the storage of miscellaneous office equipment.

### **Site Conditions**

As noted in Chapter 3 of this EIR, the surrounding area is generally characterized by mixed commercial and multi-family residential land uses. The Escondido Creek Flood Control Channel borders the property to the south. The EZ Gas Station (an open leaking underground storage tanks [LUST] case site) is located to the northwest of the subject property.

Three underground storage tanks (USTs) were previously located at the property. A City representative (Steve Hughes) was unable to provide information as to their exact location and size or information as to whether the USTs have been removed or not. A statement was provided that the City is unaware of any pending, threatened, or past litigation, administrative proceedings, or governmental notices of violations relevant to hazardous materials on the site (see Appendix G).

The Phase I/II Assessment consequently identified four RECs and four potential RECs on-site. These include the former documented presence of three USTs (one UST each with 1,200-, 600-, and 120-gallon capacity); two water supply wells (one to the northeast and one to the southwest of the half-round building); six pole-mounted transformers appearing to be from the 1940s and no longer in use; an area with hydraulic vehicle lifts and associated equipment in the south storage room of the existing building; hanging 15- to 20-gallon storage lubricating oil containers on the northern interior wall of the northeast portion of the existing building; and a former outdoor equipment repair area in the eastern storage yard. Additional concerns include the potential presence of asbestos containing materials (ACMs) and lead-based paint (LBPs) in the existing structure. A blue metal cylinder and lid were also identified in the yard to the southeast of the building but it could not be confirmed whether the cylinder is associated with a UST system or is part of a subsurface water line. Records do not clearly document the removal of former subsurface components of the USTs.

### **c) Regulatory Agency List/Environmental Status**

The Phase I/II Environmental Site Assessment for the EUSD building site and Phase I Environmental Site Assessment for the Wal-Mart site provide information as to the local, state, and federal database searches completed for each. These lists identify known or suspected contaminated sites, known handlers or generators of hazardous waste, known waste disposal facilities, and facilities with permitted underground storage tanks. The following is a list of the agency databases searched for this project during preparation of the assessment included in Appendixes F and G:

- Environmental Protection Agency (EPA): National Priorities List (NPL). Sites designated for superfund cleanup by the EPA, May 8, 2003. Review of the NPL list identified no facilities within a one-mile radius of the subject properties;
- EPA: Resource Conservation and Recovery Act (RCRA) Corrective Actions (CORRACTS), December 9, 2003. A corrective action order is issued pursuant to RCRA Section 3008(h) when there has been a release of a hazardous waste or constituents into the environment from a RCRA facility. No CORRACTS facilities were identified within a one-mile radius of the subject properties;
- EPA: Comprehensive Environmental Response, Cleanup and Liability Information System (CERCLIS): Sites under review by the EPA, June 9, 2003. This historical database list of contaminated sites which the EPA has or will evaluate to determine whether a particular site merits placement on the NPL. The review of the EPA CERCLIS list did not identify any facilities within a one-mile radius of the subject properties;

- EPA: RCRA Permitted Treatment, Storage, Disposal Facilities (TSDF; RCRA-TSD) and TSDF subject to violations/enforcement corrective actions (RCRIS TSDC), December 9, 2002. No TSD facilities were identified within a one-mile radius of the properties;
- California (State): (CAL CERCLIS): LUST listings: Sites with leaking underground storage tanks, December 11, 2002. The State CERCLIS database list contains information on properties (or sites) in California where hazardous substances have been released, or where the potential for such a release exists. These properties have been reviewed by the Department of Toxic Substances Control (DTSC) and are given a status as needing “No Further Action” (NFA) or are in various stages of review and remediation in order to determine if a problem exists at the site. The DTSC provides an annual prioritization of the SCL sites called the State Priority List (SPL). One site was identified within a one-mile radius of the subject property:
  - 500 East Valley Parkway – Redwood Town Court (No Action-For CalMortgage Only). Located approximately 0.73 mile southwest (down and cross gradient) from the EUSD building site. Based on its distance from and/or relative location to the subject property, the above listed site fails to meet the criteria for a REC of the subject property.
- State and San Diego (County): LUST listings: Sites with leaking underground storage tanks, December 11, 2002. The Cal-EPA and San Diego County DEH LUST List is a list of facilities that are known to have had a release of petroleum hydrocarbons to soil and/or groundwater. A total of 110 LUST sites were identified with a one-half-mile radius of the proposed EUSD building site. Of these, the following LUST sites were identified within a one-eighth-mile radius of the EUSD site. An estimate is also provided for the distance from the proposed Wal-Mart site:
  - 1158 East Washington Avenue – EZ Gas Elite Auto Center (Open Case-Aquifer Affected). This site is approximately 0.06-mile northeast (up-gradient) from the EUSD building site and an estimated 0.5-mile northwest from the Wal-Mart site. Elevated concentrations of soil and groundwater contamination were found during UST equipment replacement activities as reported in August 2002. Additionally, low levels of dissolved tetra-chloroethene (PCE; dry cleaning solvent) were found in the groundwater. Potential sources of the PCE were not identified in the DEH file. Since the extent of the groundwater plume has not been defined, and the LUST site is located up-gradient from the EUSD site, the Phase I/II Site Assessment considers the plume a REC for this location (SECOR 2003);

The following LUST sites are located south of the Escondido Creek, down-gradient from the EUSD site. Based on the distances and relative locations of these sites, it is unlikely that they have affected the EUSD building site.

- 425 North Ash Street – Ash Texaco (Open Case – Soil and Groundwater affected. This site is approximately 0.15 mile southwest (down-gradient) from the EUSD building site and an 0.25 mile northwest from the Wal-Mart site;
- 1266 East Valley Parkway – Express Gas Station #28-Firestone (Open Case-Aquifer Affected). This site is located approximately 0.15 mile southeast (down-gradient) from the EUSD property and less than one thousand feet northwest of the Wal-Mart site;
- 1300 East Valley Parkway – Escondido Car Wash (Closed Case). This site is located approximately 0.17 mile southeast (down-gradient) from the proposed EUSD building site and approximately the same distance north from the Wal-Mart site;
- 1202 East Valley Parkway – Home Federal Bank (Texaco) (Open Case-Soil and Groundwater Affected). This site is located approximately 0.17 mile south (down-gradient) from the EUSD site and approximately the same distance north from the Wal-Mart site;
- 1161 East Valley Parkway – Circle K, Rollies Valley Mobil, SANESCO (Case Closed). This site is located approximately 0.19 mile southwest (down and cross-gradient) from the EUSD site and 0.2 mile northwest from the Wal-Mart site.
- State: Solid Waste Landfills/Waste Management Unit Database System (SWLF/WMUDS) including Toxic Pits Clean-Up Facilities): Sites permitted as solid waste landfills incinerators, or transfer stations, August 4, 2003. Permitted SWLFs list and the WMUDS tracks active and inactive landfills, incinerators and transfer stations. No SWLF/WMUDS were located within a half-mile radius of the EUSD or Wal-Mart sites.
- State: Properties with Hazardous Waste (CORTESE): Sites on state index of properties with hazardous waste. CORTESE sites are listed individually as SCL, LUST, and SWL sites;
- State/County: Underground Storage Tanks/Aboveground Storage Tanks (USTs/ASTs): Sites with registered underground or aboveground storage tanks, June 25, 2003. The State Water Resources Control Board (SWRCB) maintains an inventory of registered USTs and ASTs. No facilities were listed as having registered ASTs. Four facilities with registered USTs were listed within a one-eighth-mile radius of the proposed EUSD building site and two adjacent facilities were identified:
  - 620 Ash Street – City of Escondido

- 1158 East Washington Avenue – EZ Gas

The nearest registered UST site to the proposed EUSD building site is 620 Ash Street, the north adjacent property located across East Washington Avenue. There were three UST sites removed from 620 Ash Street and no LUST case is listed for this property. Based on the available documentation, it is the professional opinion of the preparer of the Phase I/II Site Assessment that this property does not represent a REC for the EUSD site. The EZ Gas Station is listed as an up-gradient LUST site and is a REC of the EUSD site (SECOR 2003:Appendix G).

- EPA: Emergency Response Notification System (ERNS): Sites with previous hazardous materials spills, December 31, 2002. This national database system collects information on reported releases of oil and hazardous substances. The database includes information reported to the EPA, the U.S. Coast Guard, the National Response Center, and the Department of Transportation. The proposed EUSD site and adjacent properties were not identified on the ERNS List. However, the intersection of Washington Avenue and Ash Street was listed because a 20-gallon container of hydro chlorine acid was found somewhere near the intersection and removed by the County of San Diego. Based on the information reviewed in Appendix G, the container was not leaking and the study indicates that this incident does not represent a REC for the nearest study area location, the EUSD building site.
- EPA: Large or Small Quantity Generators (RCRA LQG and SQG): Facilities that generate large or small quantities of hazardous waste, December 9, 2002. The RCRA LQG and SQG List identifies and tracks hazardous waste from the point of generation to the point of disposal. Three facilities were located within a one-eighth-mile radius of the EUSD site but the EUSD site and adjacent properties were not identified on the RCRA Generators list.
- Local: County of San Diego Department of Environmental Health (DEH – HE17) Permits: listings of properties and facilities that handle hazardous materials; generate hazardous wastes and/or have had a release to the environment or other issue, June 3, 2003. Four properties and facilities are listed by DEH in their HE17 permitted facility database within a one-eighth-mile radius of the EUSD site. The properties and facilities that operate under DEH permits that have suffered known environmental releases are discussed above.

## 2) Standards of Significance

A significant effect may occur if proposed development would:

- Expose people or structures to a significant risk of injury or loss of property;

- Result in hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within a quarter-mile of an existing or proposed school;
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or environment;
- Be located on a site that appears on the County of San Diego Department of Environmental Health (DEH) Site Assessment and Mitigation Unauthorized Release List as an open file (<http://www.sdcounty.cca.gov/deh/permits/index.html>);
- Be located on a site located within 305 meters (1,000 feet) of a known contamination site;
- Be located on a project area containing listed DEH sites that have been closed; or
- Conflict with the following adopted General Plan Policies:

**Hazardous Materials Policy D3.3**, which regulates storage and disposal of hazardous materials to prevent leakage, potential explosion, fire, or the escape of harmful gases; and provides for review by appropriate City and responsible agencies (including police, fire, County DEH, State DHS, and U.S. EPA) prior to approval of new uses.

**Hazardous Materials Policy D3.5**, which provides for review to prevent site contamination by use, disposal, or storage of hazardous materials associated with future land use decisions. Any use that could contribute to contact with or introduction of contaminated soil or groundwater would be subject to federal, state, and local regulations until health risks are determined to no longer be of concern by the City and the State Department of Health Services.

### 3) Impacts

#### a) Wal-Mart Site

##### Site Preparation/Blasting

To make room for the proposed Wal-Mart, a rock mass in the southwestern portion of the site will be removed from a summit elevation of approximately 740 feet above mean sea level down to a finished pad elevation of approximately 675 feet to generally match the grades of the existing parking lot. The resulting 65-foot-deep (maximum) excavation will be supported by a continuous 20- to 50-foot-high retaining wall that will be

constructed along Grand Avenue (approximately 35 feet north of the existing curb) and continue just inside the western property line.

Heavy equipment would be used during demolition of existing structures and site preparation. In addition, blasting would likely be necessary to remove hard, non-rippable rock zones in the granitic rock mass comprising the steeper slope areas. No blasting operations are currently anticipated elsewhere within the flatter portions of the site. Blasting would likely be used for hard rock excavations deeper than 10 to 20 feet and would occur during the construction phase of the project only. Blasting would involve three primary steps: (1) drilling holes in rocks for placing the explosives, (2) detonating the explosives, and (3) processing the fractured rock. Special precautions would be taken to reduce any potential for impacts to adjacent commercial property, residential buildings, and public walkways and streets (see Appendix H, Sections 5.3.4 and 5.3.5). Modern blasting procedures are quite precise in their methodology and effects. Charges are carefully controlled and placed to limit effects, such as excessive fracturing of rock, noise and vibration, and fugitive dust. Very small charges are inserted into many drill holes to fracture the rock. Upon detonation, the ground in the immediate vicinity rumbles slightly and a dull “thud” is heard.

The use of explosives is highly regulated and is by definition part of the project and not specifically defined as mitigation. Mandatory compliance with all applicable local, state, and federal regulations for blasting, including blasting ordinances for the City of Escondido (Section 7705) and the County of San Diego (Number 7821) which require pre- and post-blast surveys of adjacent structures, public noticing and other measures, is considered sufficient to ensure that impacts would be less than significant.

### **Construction Phasing**

Timing for demolition of existing EUSD administration facilities and construction of the new Wal-Mart retail center is currently unknown. Planning efforts indicate a possible need for EUSD to occupy existing on-site administration facilities during initial stages of on-site construction for the Wal-Mart. **Significant direct and indirect short-term impacts** could result, depending on the location of needed staging areas and heavy equipment operations. Careful planning and implementation of mitigation measures would be required to reduce the potential impact and ensure adequate access and protection for public safety as construction proceeds.

### **Phase I Records Search Results and Records Findings**

The Phase I Records Search reveals the presence of a contaminant, perchloroethylene (PCE), in on-site soils, groundwater, and soil vapor. The PCE is suspected to have been released by a dry cleaning machine that was removed in 1994 from the Lovett’s One Hour Cleaners (Case No. H11085). A new owner replaced the machine in 1996 with another dry cleaning machine. Existing equipment showed no signs of leakage during a

site visit to the project site. The existing Lovett's One Hour Cleaners disposes of approximately five gallons of PCE per month through a permitted disposal company (Safety Kleen). Groundwater monitoring wells have been located on the site. The most recent of eight subsequent site assessments indicates that groundwater in the vicinity has been impacted by PCE and two of its degradation by products, trichloroethylene (TCE) and dichloroethylene (DCE). PCE-impacted soils were encountered at depths ranging from 1.5 feet to 14 feet below ground surface (bgs). No groundwater production wells or other hydrologic receptors were identified within approximately 1,000 feet of the dry cleaners and pipelines associated with the San Jacinto-San Vicente Aqueduct are located above the water table. A Site Assessment Summary Report for the Lovett's One Hour Cleaners at 1378 East Grand Avenue prepared in April 2001 for the La Caze Development Company, manager of the shopping center, determined that the level of risk from vapor exposure associated with PCE-impacted soil and groundwater beneath the property is considered insignificant (see Appendix F, Attachment prepared by PIC Environmental Services 2001). Subsequent contact with the County of San Diego Department of Environmental Health (DEH) indicates that the case is expected to be closed by mid-July 2004 or by the time this EIR is released for public review (Schuck 2004). The "case closure letter" recommends that an "environmental consultant observe the final stages of building demolition and any subsurface grading work to ensure that any contaminated soil encountered is managed in accordance with the legal requirements at the time." Copies of the case closure letter and summary are available at County DEH, 1255 Imperial Avenue, Suite 300, San Diego or by calling Joyce Elman (DEH) at 619-338-2268 (reference file number H11085-001).

In addition to the above, the project site includes existing buildings that are likely to be constructed with asbestos-containing building materials and lead-based paint due to their age and the existing residence likely includes an abandoned septic system. Other contaminants, including pesticides, fungicides, and/or fertilizers, may have been released during past activities associated with nursery operations at the residential site. Documented and potential releases associated with the above comprise potential historical and/or existing REC.

The site assessment identified six solid waste disposal bins located behind the existing on-site retail facilities and five electrical transformers located west of the multi-unit building on-site. There were no signs of inappropriate disposal associated with the disposal bins and the transformers showed no signs of leakage or staining. On-site chemical storage and use for print shop operations or conventional cleaning in the EUSD facilities showed no indication of any potential RECs. A record review of the off-site adjacent commercial properties to the north, east, and west, and of the adjacent residential properties to the south and west, appear not to pose an environmental threat to the proposed development site.

## Summary

Site excavation and grading has the potential to disturb an abandoned subsurface septic system and soils that may be contaminated from previous use of pesticides, fertilizers, and/or herbicides used for an unauthorized nursery operation. Demolition of structures could expose lead-based paints and asbestos-containing materials used in older construction. Finally, site excavation and grading within the subject property, especially in the vicinity of the existing commercial buildings, could expose PCE-contaminated soils.

**Significant direct project impacts** would result from the potential release or exposure of contaminants to the environment during excavation, grading, or construction on PCE-contaminated soils in the vicinity of the existing laundromat (Case No. H11085), from contaminated soils at the single-family residence associated with former nursery activities or the underground septic tank, and/or from asbestos or lead-containing components in the existing structures. Proposed mitigation would reduce impacts to below a level of significance.

### b) EUSD Site

For the purpose of regulatory review, the proposed project is the construction of an administrative office building and would not be subject to state regulations applicable to the siting and construction of a new school. No state funding would be required for construction. Consequently, approval by the State Department of Toxic Substance Control (DTSC) for compliance with State Assembly Bill 387 (Wildman) and Senate Bill 162 (Escutia) would not be applicable.

### Phase I/II Records Search Results and Assessment Findings

The Phase II Environmental Site Assessment (ESA) addresses four RECs, four potential RECs, and other environmental concerns identified in the Phase I portion of the project. No signs of staining or stressed vegetation were reported in the site assessment.

A Pre-Demolition Asbestos Survey of the existing half-round building found that the window putty, floor tiles and mastic, and hot water heater insulation contained therein were identified as ACMs. The hot water heater ACM is considered a Class I ACM material and the remaining components are considered Class II ACM Materials. The survey also identified significant levels of lead in the building's paint and adjacent soil samples. Future demolition of the structure could release hazardous materials into the environment and would be considered a **significant direct project impact**. Removal in conformance to existing regulatory abatement requirements would reduce impacts to below a level of significance.

Soil borings performed in the areas of the former UST system, hydraulic vehicle lifts, and concrete patches detected no concentrations of contaminants in excess of laboratory detection limits. The site assessment also found no indication of contamination related to the blue cylinder and lid; however, an elongated metallic object is located in the subsurface adjacent and west of this feature and confirmation as to whether the cylinder is associated with a UST system or part of a subsurface water line was not possible as part of the site assessment (see Appendix G). Because the conclusions of the site assessment were inconclusive with regard to the presence or absence of former UST systems located in the south-southeast vicinity of the half-round building, **significant direct project impacts** could result if future excavation and construction in the vicinity of these or other subsurface features increased the potential to expose the environment to unknown contaminants. Removal or additional testing verifying that the features have either been removed or determined to have no potential for contamination would reduce impacts to below a level of significance.

## 4) Mitigation

### a) Wal-Mart Site

- 4E-1. As a condition of approval and prior to commencement of operations at the Wal-Mart retail center, construction staging and access plans ensuring safe vehicle and pedestrian access to on-site administration facilities shall be submitted and approved by the Director of Community Development and implemented as approved (see also related Land Use Mitigation Measure 4A-3).
- 4E-2. As a condition of approval and throughout site grading and construction, the project proponent shall be responsible for ongoing monitoring, risk assessment, and possibly remediation of PCE and its degradation by-products on-site. These measures shall be conducted in accordance with DEH guidelines and recommendations until Case No. H11085 is closed.
- 4E-3. As a condition of project approval, and prior to any demolition of the existing on-site structures (single-family residential and commercial uses), a hazardous material building survey and remediation, as required, shall be performed in accordance with existing federal, state, and local regulations, including guidelines established by the County of San Diego DEH. Any required remediation shall be supervised by a registered environmental health specialist (REHS).
- 4E-4. As a condition of project approval, and prior to any site grading or demolition of the existing on-site structures (single-family residential and commercial uses), soil samples shall be collected and analyzed for pesticides, arsenic and copper (fungicides), and nitrates (fertilizers) at the former garden nursery. Remediation shall be implemented as warranted.

4E-5. As a condition of project approval, and prior to any grading or demolition of the existing single-family residence, the existing septic tank, if present, shall be removed in accordance with DEH guidelines.

**b) EUSD Administration Building Site**

4E-6. As a condition of project approval, and prior to any scraping, equipment removal, or demolition of the existing half-round building, the City of Escondido/EUSD shall ensure that a Certified Asbestos Abatement Contractor removes existing ACMs. The identified ACMs may be left in place under an asbestos operations and maintenance (O&M) program only if the building remains on the property.

4E-7. As a condition of project approval, and prior to any scraping, equipment removal, or demolition of the existing half-round building, the City of Escondido/EUSD shall ensure that a LBP professional shall create an abatement plan the contractors can use to protect workers and the environment from lead exposure. Contractors responsible for removal of equipment or demolition shall possess all necessary training, certifications, and licenses pertaining to LBP abatement and shall follow all applicable federal state and local regulations, including County Department of Health Services (DHS), regulations pertaining to LBP removal.

4E-8. As a condition of project approval and prior to any demolition, excavation, or construction, project contractors shall conduct additional subsurface investigations prior to impacting the former locations of USTs, outdoor equipment storage and repair operations, patched concrete areas reported to be former vehicle maintenance pits, or the area of the blue metal cylinder and lid to avoid the potential for impacts to UST systems or other potential contamination sites.

4E-9. As a condition of project approval, and prior to any scraping, equipment removal, or demolition, the City of Escondido/EUSD shall ensure that the two on-site water supply wells are properly destroyed and either capped or filled.

4E-10. As a condition of project approval, and prior to any scraping, equipment removal, or demolition, the City of Escondido/EUSD shall arrange for San Diego Gas & Electric (SDG&E) to remove on-site transformers that appear to be from the 1940's era. A letter, signed by the responsible party at SDG&E, shall be submitted to the City Planning Department stating that the transformers have been removed and all appropriate remediation completed such that the environmental impact related to the presence of insulating fluids in older transformers is deemed less than significant.

4E-11. As a condition of project approval, and prior to any scraping, equipment removal, or demolition, the City of Escondido/EUSD shall ensure that all on-site containers, including containers possibly filled with oil and suspended from the north interior wall in the northeast portion of the half-round building, shall be properly removed and the contents (if any) properly disposed of or recycled.

4E-12. As a condition of project approval, and prior to any scraping, equipment removal, or demolition, the City of Escondido/EUSD shall ensure that the hydraulic vehicle lifts and associated equipment shall be properly removed and disposed of by a certified contractor.

4E-13. Due to the large quantity of storage materials located throughout the interior of the half-round building, all interior storage materials shall be removed and, as a condition of approval and prior to any scraping, or demolition of the site, the City of Escondido/EUSD shall provide for an additional site visit by the preparer of the Environmental Site Assessment to verify that no additional areas of concern are identified within the structure.

**c) Wal-Mart/EUSD Sites**

4E-14. As a condition of project approval, all of the above environmental investigations and/or remediation shall be conducted under a work plan which is approved by a regulatory agency that has jurisdiction to oversee hazardous waste cleanup.

## **5) Significance of Impacts After Mitigation**

Implementation of the mitigation measures recommended above would reduce all potential impacts due to hazardous materials to below a level of significance.

## **F. Public Services and Utilities**

### **1) Existing Conditions**

#### **a) Water**

The County of San Diego imports most of its potable water supply from the Colorado River via the Colorado River Aqueduct, and the Sacramento-San Joaquin Delta via the California Aqueduct of the State Water Project. The San Diego County Water Authority (SDCWA) purchases imported water from the Metropolitan Water District of Southern California (MWD) and is the wholesaler of water to 23 water agencies in San Diego County, including the City of Escondido. Water is supplied from SDCWA's water pipeline nos. 1 and 2 of the First San Diego Aqueduct.

The City's water supply is generated primarily from one of two sources: local water, derived from precipitation and stored in Lakes Henshaw and Wohlford, and imported water transmitted by the SDCWA. The imported water is stored in Lake Dixon. The City administers a master plan to ensure that water supply facilities are adequate to meet projected development demand over the General Plan horizon (City of Escondido 1990a). The project is located in the City of Escondido's water service area and the Escondido Water District currently provides water service at both the proposed Wal-Mart and EUSD sites. An existing water lateral serves the existing EUSD administration building nearby retail uses.

In addition, the San Diego County Water Authority maintains two 48-inch concrete pipelines within an 80-foot easement on the east side of the Wal-Mart site. The easement runs generally north to south and correlates with the Harding Street right-of-way.

#### **b) Sewer**

The Escondido Water District is responsible for sewer service in the project area. According to the City's General Plan Policies Regarding Sewer Systems (City of Escondido General Plan 1990a, as amended):

Escondido's wastewater is treated at the Hale Avenue wastewater treatment plant, conveyed over land, and discharged through an ocean outfall. A Master Plan, administered by the City, ensures the adequacy of these facilities to meet the demands imposed by development projected over the General Plan horizon. Significantly, the availability of sewer service distinguishes between urban development and rural development. Thus, the extension of services and availability of capacity will influence how much and where Escondido grows.

The Hale Avenue wastewater treatment plant is operating at approximately 88 percent of its rated treatment capacity of 16.5 million gallons per day (mgd). The City's current average wastewater flow into the system is 14.5 mgd, leaving an estimated 2.0 mgd remaining available capacity (Larzalere 2004).

The City of Escondido has threshold standards for sewer services. The threshold standards require all new developments to be consistent with the Sewer Master Plan and City Engineering Standards, and the sewage flows and volumes must not exceed City Engineering Standards. The system is designed to allow for full development of each service area at the intensity proposed by the land use element of the General Plan (Policy G2.4).

### c) **Police Services**

Police protection for the Wal-Mart and proposed EUSD sites is provided by the Escondido Police Department, headquartered at 700 West Grand Avenue. For the year 2003, the Department served a population of approximately 138,000 and a 34-square-mile area (SANDAG 2004). Police protection for the Harding and Grand Avenue site is provided within Beat 54. Beat 44 provides protection for the Ash Street and Washington Avenue site. The department has an authorized staffing level of 163 sworn officers, resulting in a ratio of approximately 1.2 sworn officers per 1,000 citizens/population (Lt. Albergo, pers. com. 2004). Additional full-time and part-time civilian personnel, and volunteer support staff also serve the Department.

Quality of Life Standard 4 (Police) establishes the standard for Escondido Police Department response times. The standard is used to determine whether there are adequate facilities for staff and equipment to provide police protection throughout the city of Escondido.

The City's Quality of Life Standard for police protection is an initial response time of no more than five minutes for priority 1 calls (crimes in progress or life threatening, or both), and no more than six minutes for priority 2 calls (serious, but not life threatening incidents). The department has been successful in achieving times close to those standards.

**General Plan - Police Policy C1.7** anticipates that Police Personnel will conduct a routine review of new development applications as they relate to street access and safety. An important goal is to increase the defensible space provided in the physical design and to include surveillance techniques to deter crime. The plan check includes a review of the structure's size, number of entrances, orientation of parking, and so on, and physical features of the project such as landscaping and lighting to facilitate safety. Security guidelines, including but not limited to the following, should be incorporated for new development proposals:

- (a) All common and private spaces should be well-defined, utilizing physical design features, such as building enclosures, landscaping, screens and walls, vegetation, paving, grade separation, lighting, fencing, gates, and doors.
- (b) Entrances to a site and to buildings should be clearly identified; conversely, where access is not desirable, a formal or symbolic barrier should exist and opportunities for informal surveillance should be available.
- (c) Common spaces, such as parking lots or plazas, should be open, visually unobstructed, and well-lit.

#### **d) Fire Services**

The mission of the Escondido Fire Department is to protect the health, safety, and welfare of the Escondido community. The fire department is the City's lead agency for dealing with natural disasters such as earthquakes, floods, and storms, and for other emergencies related to fire, explosion, hazardous materials, rescue, and medical problems. The station nearest the Grand Avenue/Harding Street and Ash Street/Washington Avenue locations is Fire Station No. 2, located within one mile of the project sites at 421 North Midway Drive near the intersection with East Valley Parkway. Two full-time companies are located at the Midway station.

The following policies are intended to provide general guidelines for the delivery of services by the fire department and would apply to the proposed project sites.

**Fire Policy B1.1 (a, c)** identifies an initial response time for urbanized areas of seven and one-half minutes for all structure, fire and emergency Advanced Life Support (ALS) calls and a maximum response time of ten (10) minutes for supporting companies. Response time is the elapsed time from receiving a call for service to the responding unit's arrival at the scene. The Fire Department intends to meet these times for no less than 90 percent of all emergency responses by engine companies.

**Fire Policy B1.3** calls for the City to strive to maintain the current maximum fire flow limit of 2,500 net gallons per minute in relation to structure size, design, and requirements for construction and/or built-in fire protection.

**Fire Policy B1.10** anticipates routine review of development applications by the Escondido Fire Department to ensure that proposals provide adequate emergency access, driveway widths, turning radii, fire hydrant locations, and Needed Fire Flow requirements.

**e) Solid Waste**

Existing City policies for waste disposal provide for the maintenance of adequate facilities for disposal (Policy G5.1) and conformance with City policies to promote recycling of waste materials (Policy G5.2).

**f) Gas/Electricity**

Both sites are located in existing urbanized areas and natural gas and electricity are currently provided to both sites by San Diego Gas & Electric (SDG&E), which is located in San Diego. Future development plans would be reviewed by the Energy Planning Department of SDG&E for needs assessment as part of the development review process.

**2) Standards of Significance**

The project could result in a substantial adverse physical impact if the project:

- Would be inconsistent with adopted City objectives and policies or Quality of Life Standards identified in the General Plan for water, sewer, police, fire or gas, and electric services.
- Requires the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service, response times or other performance objectives for fire protection, police protection, schools, parks, or other public facilities;
- Requires or results in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- Requires new or expanded water entitlements and resources to serve the project;
- Exceeds the capacity of wastewater treatment facilities which serve or may serve the project when considered with the provider's existing commitments;
- Would be served by a landfill with insufficient permitted capacity to accommodate solid waste generated by the project; or
- Does not comply with federal, state, and local statutes and regulations related to solid waste.

### 3) Impacts

As discussed in the land use section of this EIR, commercial uses are consistent with the adopted land use plan and zoning at both the proposed Wal-Mart and EUSD administration building sites.

#### a) Water

**Wal-Mart Site.** For planning purposes, the average water demand for the Wal-Mart project would be an estimated 4,000 gallons per day (gpd). During periods of peak demand, 110 gallons per minute (gpm) would be required to meet the estimated domestic water instantaneous peak flow. Average irrigation water demand is estimated at 4,300 gpd with fluctuations due to variations in rainfall at any given time of year. The maximum residual pressure required to serve the retail store would be 39 pounds per square inch (psi) (Gonzalez, pers. com. 2004). The existing City water system in the vicinity of the project has adequate capacity to accommodate the project water needs. The project would be required to construct on-site water system improvements to provide adequate water for domestic and fire protection needs for the project (Namdari, pers. com. 2004).

**EUSD Site.** Detailed plans for future water use at the EUSD administration building are not currently available. The site is located in the urbanized area of the city and is connected to the potable water supply. Future development requires coordination with the city utility provider to ensure proper sizing of pipes to meet domestic water needs and adequate pressure to meet demand.

**Summary.** The Escondido Water District has determined that sufficient excess capacity is available to serve both proposed project sites (Namdari, pers. com. 2004). An existing water lateral currently serves each site. For the Wal-Mart site, demand generated by the proposed retail use is estimated to be equivalent to or less than the demand generated by the combined existing EUSD administration facilities and retail uses that would be replaced. Demand generated for the new EUSD facility is not expected to exceed the existing or planned capacity at the Ash Street and Washington Avenue site. Consequently, more than enough capacity is available to serve the needs of the proposed Wal-Mart store (Gonzalez, pers. com. 2004) and the proposed EUSD administration building (Namdari, pers. com. 2004). Impacts would be less than significant and mitigation would not be required.

#### b) Sewer

**Wal-Mart Site.** The average sewer load is based on 90 percent of the domestic water demand. The calculated load is therefore estimated at 3,600 gpd. The existing sewer system has adequate capacity to accommodate project sewer needs. The project will be

required to construct an on-site sewer system to provide for the project's sewage disposal needs (Namdari, pers. com. 2004). Design plans for the project anticipate use of the lateral that serves the existing administration and retail facilities on the proposed Wal-Mart site for the new retail operation since future demand is estimated to be less than or equal to the current demand (Gonzalez, pers. com. 2004).

**EUSD Site.** Because construction would be a replacement of an existing use, relocation of the EUSD facility to Ash Street and Washington Avenue would not generate a need for sewer treatment capacity in excess of existing capacity requirements. Due to its proposed location in the urbanized area of the city, an existing lateral currently serves the proposed site. Plan design would be reviewed by the City Engineer to ensure adequate sizing of pipes to serve the project.

**Summary.** Construction of the new Wal-Mart and EUSD buildings would not exceed the current or future capacity of facilities serving each site and there is adequate capacity to serve the future needs of the proposed facilities (Larzalere, pers. com. 2004). Impacts would be less than significant and no mitigation would be required.

### c) Police Services

**Wal-Mart/EUSD Sites.** The proposed project sites currently receive police service. Implementation of proposed site designs at each location would not result in a substantial change to existing response times. Furthermore, both designs would conform to General Plan policies for street access and safety. Building entrances would be clearly identified and parking lots would be open, visually unobstructed, and lighted to promote safety.

Police protection services are currently available to the EUSD site and relocation of the facility to Ash Street and Washington Avenue would not result in a substantial change in services required. Demolition of existing structures and new construction of the Wal-Mart and EUSD administration buildings is not expected to result in a significant impact to police services (Lt. Albergo, pers. com. 2004).

### d) Fire Services

Both project sites are, and would continue to be served by the Escondido Fire Department, which provides fire protection to the project area. The Department currently has five fire stations serving the city. The station nearest the proposed Wal-Mart and EUSD sites is Fire Station No. 2, located at 421 North Midway Drive. The station is approximately one mile from either site. Two full-time companies are now located at the Midway station. No other facilities are planned for this area of Escondido.

**Wal-Mart Site.** Emergency vehicle access is too narrow to allow for fire fighting equipment along the south side of the retail site, adjacent to Grand Avenue in the event of

an emergency. Consequently, implementation would result in a **direct project impact (Significant Impact 4F-1)** requiring additional coordination with the fire department at the time plans are submitted for review. Typical mitigation would include but not be limited to installation of fire sprinkler systems, standpipe systems, fire alarm systems, equipment caches, and interior roof access. Access for emergency personnel as well as exits would be required on all four sides of the building and paved. In addition, the fire department has requested that paved access be provided and hydrants be installed prior to the placement of any combustible materials on the site. The paved access must be a minimum width of 24 feet (Calhoun 2004).

The site plan shows the placement of future fire hydrants in conformance to City Fire Department recommendations. Furthermore, the proposed extension of Harding Street between East Valley Parkway and Grand Avenue would improve overall emergency access to the site as a whole.

Sprinklers would be required for both the Wal-Mart and EUSD structures to conform to existing building codes. Furthermore, removal of older structures and construction of the new buildings, which incorporate upgrades for fire safety and comply with the most recent building codes, would incrementally benefit fire services as compared to the current condition of structures at each location. Project implementation is not expected to increase the overall need for fire services and improvements would reduce all other impacts below a level of significance.

#### e) **Solid Waste**

Solid waste would be generated during demolition, construction and ongoing operations at each site. Both the Wal-Mart and EUSD management provide for recycling of glass, paper and plastic waste, as appropriate. Operational waste would be transported to a regional landfill.

For the Wal-Mart site, a compactor located in the store would be used to compact waste and provide storage until pick-up. The company contracts for waste service collection and maintains a regular pick-up schedule based on need (Gonzalez, pers. com. 2004). Cardboard is bailed and stored on-site (approximately 25-30 bails at a time). Bails are picked up on a weekly basis and transported to the nearest distribution center prior to being sold to a national recycling company. Paper waste is typically bundled with cardboard waste unless local stores establish their own alternative recycling policies. In addition, Wal-Mart encourages stores to provide recycling bins for aluminum cans and plastic bottles in parking lots. Finally, corporate policy provides for stores with a snack bar to recycle used cooking oil. Silver that is acquired during the photo development process is reclaimed and sent out for recycling. No open storage of waste or recyclables would occur.

Solid waste generation at the EUSD site would remain approximately the same as for the existing operations. No increase in the generation rate for solid waste is anticipated. Impacts would be less than significant.

#### **f) Gas/Electricity**

Both project sites are currently served by electricity and gas. The estimated “connected gas load” for the proposed Wal-Mart site is 5,365 million BTU per hour (MBH) and the diversified electric load is estimated at 1,266 Kilovolt-Amperes (kVA). The estimated demand is typical for a retail operation of this size (Gonzalez, pers. com. 2004). Costs associated with new development, e.g., construction of new or upgraded facilities to serve the site, would be financed by the developer and constructed to meet City standards.

No substantial increase in the demand for service is anticipated for the proposed new EUSD facility as compared to the existing facility.

Impacts would be less than significant and no mitigation would be required.

## **4) Mitigation**

### **Fire Services**

The following mitigation is required to reduce the significant direct project impact resulting from reduced emergency vehicle access at the Wal-Mart site:

- 4F-1. Prior to approval of final plans, the project applicant shall submit a technical opinion and report to the City of Escondido Fire Chief. The opinion and report shall be prepared by a qualified engineer acceptable to the chief and property owner and shall analyze the fire-safety properties of the design, operation, or use of the building or premises and the facilities and appurtenances situated thereon. Fire flow rates must be calculated using the Insurance Services Office (ISO) Method. The opinion and report shall reference all applicable codes including but not limited to 2001 California Fire Code, Escondido Amendments to the 2001 California Fire Code, and National Fire Protection Association Standards. Once the chief and owner accept the technical opinion and report, approved fire protection plans must be submitted to the City of Escondido Fire Department for review. The opinion, report, and fire protection plans shall be prepared by and bear the stamp of a certified engineer.

No other significant direct or cumulative impacts to public services or utilities would result with development of the two sites. No additional mitigation is required.

## **5) Significance of Impacts After Mitigation**

Impacts would be reduced to below a level of significance.

## **G. Hydrology/Water Quality**

Information contained in this subchapter was obtained from the City of Escondido General Plan, California Regional Water Quality Control Board (RWQCB) San Diego Region *Water Quality Control Plan for the San Diego Region (9)* or “Basin Plan” (1994), and a Water Quality Technical Report prepared by Nasland Engineering 2004 (Appendix I). The ability of the developed site and proposed drainage features (i.e., drainage pipes, detention basins, and inlet/outlet structures) to avoid downstream drainage impacts will be addressed in this section of the EIR. In addition, water quality impacts associated with the developed project condition will also be addressed. The discussion also addresses National Pollution Discharge Elimination System permitting requirements and best management practices necessary to avoid downstream water quality impacts.

### **1) Existing Conditions**

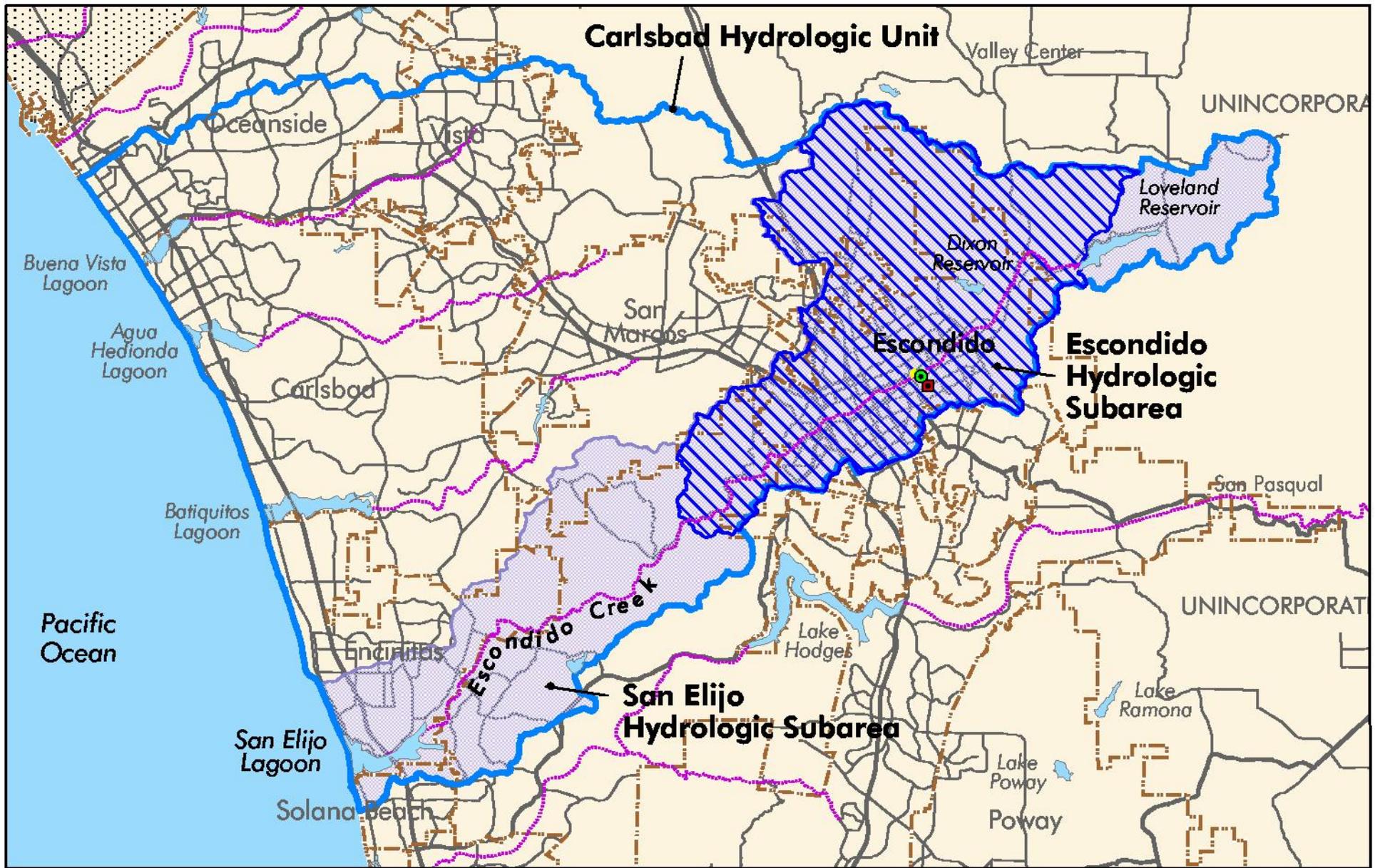
#### **a) Physical Conditions**

The project area is located in the central portion of the San Diego Basin. The San Diego Basin has been divided into 11 hydrologic units and 54 hydrologic subunits, which are based primarily on surface water drainage basins (RWQCB 1975). The proposed site(s) is located within the Escondido Hydrologic Subarea, within the Escondido Creek Hydrologic Area of the Carlsbad Hydrologic Unit (Figure 4G-1). The Escondido Creek watershed encompasses 77 square miles and includes the major tributaries of Escondido and La Orilla Creeks. Beneficial uses of groundwater include municipal, agricultural, and industrial service supply (PIC 2003).

The Escondido Creek runs in a concrete-lined, flood control channel. The flood control channel originates on the east side of Valley Parkway just north of Lake Wohlford Road, crosses under Valley Parkway north of the Specific Plan area, and continues south through the project area and city of Escondido and ending near Harmony Grove. The channel is a storm drain for the collection of runoff along its course. Downstream from the concrete channel, the waters are drained into a reservoir near Olivenhain before ultimately draining into San Elijo Lagoon. The San Elijo Lagoon is listed as in Section 303(d) of the Clean Water Act as an impaired waterbody for eutrophic, coliform bacteria, and sedimentation.

#### **Wal-Mart Site**

The relatively flat, paved site slopes gently to the north, with elevations averaging 670 feet MSL. Runoff flows in a northwesterly direction towards an existing storm drain system, ultimately draining into the Escondido Creek Flood Control Channel. The



- Walmart site
- School administration site
- City boundaries
- Carlsbad Hydrologic Unit (HU)
- Escondido Creek Hydrologic Area (HA)
- Escondido Hydrologic Subarea (HSA)
- ~ Streams



**FIGURE 4G-1**  
**Escondido Hydrologic Subarea**

Escondido Flood Control Channel is located approximately one-quarter mile north of the site.

## **EUSD**

The EUSD site is located directly adjacent to and north of the Escondido Flood Control Channel. The site is relatively flat, with an elevation of approximately 671 feet MSL. Runoff from the EUSD site flows in a southerly direction via a concrete channel with a bottom width of 10 feet, 1.5:1 side slopes, and an approximate depth of 16 feet.

### **b) Regulatory Requirements and Best Management Practices**

For the management of storm water, municipalities in the San Diego region, including the City of Escondido, must comply with federal, state, and regional water quality objectives. This includes NPDES permit requirements and San Diego RWQCB Order No. 2001-01, for Municipal Storm Water, issued in February of 2001. The Municipal Storm Water Permit Order No. 2001-01 requires controls to reduce the discharge of pollutants to the maximum extent practicable. Implementation measures employ the use of best management practices, control techniques and systems, and design and engineering methods. The RWQCB's NPDES Permit No. CA 0108758 consists of wastewater discharge requirements for storm water and urban runoff. In compliance with Permit No. CA 0108758, a Best Management Practices (BMPs) Program for Stormwater Pollution Control would be required. BMPs appropriate to the characteristics of a project may be employed to reduce pollutants available for transport or to reduce the amount of pollutants in runoff prior to discharge to a surface water body. Additional measures are required to control potential construction-related impacts. BMPs that could be employed to reduce runoff rates and volumes from an increase in impervious surfaces include:

- Infiltration trenches and dry wells, holes, or trenches filled with aggregate and then covered. Dry wells are typically used for runoff from roofs; infiltration trenches typically serve larger areas, such as streets and parking lots in commercial areas. Both are best suited for areas with permeable soils and a sufficiently low water table or bedrock.
- Vegetative controls, plant materials which intercept rainfall and filter pollutants and absorb nutrients.

BMPs can also include nonstructural methods, such as controlling litter and waste disposal practices.

The NPDES construction permit requires that the project provide similar temporary or permanent measures to reduce or eliminate non-storm water discharges to the storm water conveyance system. In addition, the project must develop and implement a Storm Water

Pollution Prevention Plan (SWPPP) and a monitoring and reporting program that includes site inspections before and after every storm event to assess the integrity and effectiveness of erosion control measures and other BMPs.

### **c) Flooding**

#### **Wal-Mart Site**

The current Flood Insurance Rate Map (FIRM) published by the Federal Emergency Management Agency (FEMA) for the City of Escondido indicates that the project area is located within Zone-B, which is defined as areas of between 100- and 500-year flooding or 100-year flooding of less than one-foot depth. Areas within Zone B currently hold no floodplain development restrictions based on federal guidelines and the City's current Floodplain Ordinance. Although areas within Zone B are considered to be of moderate to minimal hazard from the principal sources of flooding in the region, these areas may be flooded due to inadequate local drainage systems, inadequate erosion control measures, or very localized high-intensity rainfall patterns.

#### **EUSD Site**

The current FIRM published by FEMA for the City of Escondido indicates that the project area is located within the Zone-X-500-year flood zone. Areas within Zone X are considered to be of minimal hazard from the principal sources of flooding in the region. Areas within Zone X currently hold no floodplain development restrictions based on federal guidelines and the City's current Floodplain Ordinance.

## **2) Standards of Significance**

Impacts would be considered significant if development of the project:

- Violates any water quality standards or waste discharge requirements;
- Substantially alters the existing drainage pattern of the site or area in a manner which would result in substantial erosion or siltation on- or off-site;
- Places structures which would impede or redirect flood flow within a 100-year flood hazard area; or
- Significantly degrades surface or groundwater quality.

### 3) Impacts

#### Wal-Mart and EUSD Sites

Both sites are located outside the 100-year flood hazard areas and would therefore avoid impacts to this sensitive area. Existing on-site drainage patterns would be maintained with development of both sites and would continue to drain toward the Escondido Creek flood control channel via the existing storm drain system. However, grading and construction of previously stable soils could expose soils to erosion during storm conditions. Mitigation provides for the installation of additional control measures to address the potential for downstream sedimentation. San Elijo Lagoon, the receiving water body for the Escondido Creek, which drains the project area, is listed in Section 303(d) of the Clean Water Act as a contaminated or stressed waterbody. Existing water quality regulations require the implementation of BMPs during construction and operation to reduce the potential for downstream effects. Installation of BMPs and proper treatment of urban runoff from the developed sites would reduce the potential for transported pollutants to significantly degrade the water quality in downstream areas. Based on the project's location and distance some 30 miles east of the lagoon, significant direct impacts to the receiving water body from project implementation would be less than significant.

Development of the proposed project sites would contribute cumulatively with other projects in this portion of the watershed to water quality effects. Implementation of pollution control devices and BMPs in conformance with water quality regulations and an approved SWPPP that must be prepared for each site would help to lessen the cumulative effect to below a level of significance.

#### Wal-Mart Site

Most (83 percent) of the project site is relatively flat with gradients between 0 and 15 percent. Approximately 10 percent of the site contains slopes greater than 25 percent. Existing surface drainage is generally from the south to the northwest. Storm water is conveyed from the project site via drains that direct flow northwesterly to the Escondido Creek Flood Control Channel.

The project entails redevelopment of an existing site consisting of existing structures and a paved parking area. Redevelopment would therefore not substantially increase the amount of impervious surface area. Pavement and other impermeable surfaces associated with development would not significantly increase the amount of runoff or reduce the ability of water to percolate into the ground. Because this project is the redevelopment of an existing commercial area with replacement commercial uses, the site already has a predetermined area of impervious surfaces.

The proposed project would not significantly alter existing drainage patterns. The Wal-Mart structure would drain to five roof drains and connect to the proposed storm drain system. This design is calculated to decrease the current amount of storm water discharge into the local drainage basin from 29.09 cubic feet per second (cfs) to 25.90 cfs.

Runoff patterns would be essentially unchanged from existing conditions. Because the existing site is fully developed and planned improvements would be developed in essentially the same footprint in accordance with design regulations and codes, structural treatment Best Management Practices (BMPs) would be used as the primary method for treatment of storm water prior to leaving the site. Construction of site design BMPs such as preservation of natural areas or installation of grass-lined swales to reduce impervious surfaces would not be possible on the extent of existing and future development. Source control BMPs would also be employed as appropriate to prevent stormwater from coming into contact with trash storage receptacles. Structural BMPs would allow potential pollutants of concern to be filtered and settled out before storm water runoff is discharged into the local storm water conveyance system. The on-site runoff would be directed northwesterly through existing storm drains to two off-site discharge points, and filtered/treated by means of CDS filtration devices at these points before leaving the site. This system would be designed to filter more than 95 percent of first flush storm runoff, which meets the 85 percentile requirement set by the City of Escondido. Any potential pollutants that could flow into the storm water collection points would be collected by the proposed filtration system. The manufacturer recommends that the system be cleaned, drained, and inspected at regular intervals to ensure efficient operations, that the sump be cleaned when the surface is above 85 percent fill, and that the entire unit be drained completely and inspected at least once a year (see Appendix I).

The current Flood Insurance Rate Map (FIRM) published by the Federal Emergency Management Agency (FEMA) for the City of Escondido indicates that the project area is not located within the 100-year flooding boundary. The FIRM indicates that the Wal-Mart site is located in Zone B (500-Year Flood Boundary). The flood plane elevation at the property is 671. The 500-year floodplain elevation is approximated at 682. The building finish floor would be set at approximately 680. The associated grading would not affect the flood elevations (Paul, pers. com. 2004).

Groundwater was encountered at depths ranging from 12 to 18 feet below ground surface (bgs) in several locations during test borings in the lower parking lot (more northerly area of the site). Additionally, the geotechnical study noted that groundwater elevations within the project area will likely vary depending on seasonal rainfall, irrigation practices, land use, and/or runoff conditions that may not have been present or apparent at the time of the field investigations (see Appendix I). Direct project impacts are not anticipated however because the expected depth of removal and recompaction would be on the order of three feet below existing grades around the buildings. The geotechnical engineer in the field

must evaluate the actual depth of removal at the time of construction. Since site preparation is not expected to encroach beyond three feet in depth, the need for groundwater extraction or remediation is not proposed nor anticipated. Consequently, impacts to groundwater would be avoided provided excavation does not penetrate the groundwater level and would therefore be less than significant.

### **EUSD Site**

On-site drainage from the EUSD site would be directed southerly via existing storm drain systems to the Escondido Flood Control Channel. These systems are designed to collect and treat the first flush runoff, as defined by the RWQCB Order No.2001-01. No further impact to the local drainage beyond that of the existing conditions would result with project construction.

The current Flood Insurance Rate Map published by the Federal Emergency Management Agency for the City of Escondido indicates that the project area is not located within the 100-year flooding boundary. The FIRM indicates that the EUSD site is located in Zone X (500-Year Flood Boundary).

Runoff patterns would be essentially unchanged from existing conditions. The project would not result in an increase in the paved surface area of the site, thereby not altering the rate of runoff.

On-site soil sampling was conducted during performance of a hazardous materials site assessment for the property. Groundwater was detected at approximately 13 to 14 feet bgs. Soil excavation at a depth where ground water is detected would require additional extraction or remediation to protect groundwater quality. The preliminary design for the project does not anticipate the need for excavation to the groundwater table. Excavation and construction impacts that avoid the groundwater table would be less than significant. Any excavation or drilling that penetrates the table would require additional permits and preparation of a site-specific remediation plan.

Potential direct and cumulative contribution to impacts due to grading and construction activities for development of the EUSD Ash Street/Washington Avenue site would be reduced to below a level of significance through compliance with existing regulations and additional mitigation as stated below.

## 4) Mitigation

### a) Regulatory Requirements Relied Upon to Avoid Significant Impacts

- Municipalities in the San Diego region, including the City of Escondido, must comply with the SWRCB's Order 2001-01 and U.S. Environmental Protection Agency Permit No. CA0108758, which consists of waste discharge requirements for storm water and urban runoff. Implementation of appropriate BMPs would reduce the proposed project's direct and cumulative water quality and hydrology impacts to a level below significant.
- The project area shall comply with all requirements of State Water Resources Control Board Order No. 99-08-DWQ (NPDES General Permit in No. CAS000002), Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction Activity. In accordance with said permits, a SWPPP and a Monitoring Program Plan shall be developed prior to the issuance of grading permits, and a complete and accurate Notice of Intent (NOI) shall be filed with the SWRCB. A copy of the acknowledgment from the SWRCB that an NOI has been received for this project shall be filed with the City of Escondido when received; further, a copy of the completed NOI from the SWRCB showing the construction permit number for this project shall be filed with the City of Escondido when received. Best Management Practices shall be included in the SWPPP and shall be designed in accordance with the Engineering Department's standard for SWPPPs to the satisfaction of the City Engineer. The SWPPP shall be approved by the City Storm Water Administrator prior to issuance of grading permits.

### b) Site Specific Mitigation (Wal-Mart and EUSD Sites)

Design and implementation measures shall be in accordance with City Engineering Department Standards for Urban Storm Water Management.

- 4G-1. As a condition of project approval, drainage from the proposed parking lots shall be directed through filter devices effective at removing and/or mitigating contaminants such as petroleum hydrocarbons, heavy metals, and other particulates. The design, capacity, and location of the proposed filter devices shall be subject to approval by the City of Escondido Engineer and conform to adopted City of Escondido requirements as set forth in Ordinance 2001-21.
- 4G-2. Prior to the issuance of building permits, the project shall install a filtering system. Installation and operation of the filtering devices shall be verified by a City field inspector prior to the issuance of building permits. The filtering system shall significantly reduce contaminated fine sediments, sands, petroleum products,

and other settleable/floatable contaminants. The permittee shall maintain the filtering system to the satisfaction of the City Engineer.

4G-3. The permittee shall provide for maintaining the BMPs so that they are functional throughout the life of the approved development. Such ongoing maintenance shall include the following:

- a) all BMP traps/separators and/or filters must be cleaned prior to the onset of the storm season, no later than September 30 each year;
- b) debris and other water pollutants contained in BMP device(s) shall be contained and disposed of in a proper manner; and
- c) the permittee shall inspect the filter devices each year at the time of cleaning, and shall replace any found damaged or nonfunctional.

An annual report documenting the above shall be submitted to show ongoing maintenance to the satisfaction of the City Engineer.

4G-4. Landscape all exposed, manufactured slopes per City of Escondido erosion control standards to the satisfaction of the City Engineer.

## **5) Significance of Impacts After Mitigation**

Implementation of the mitigation recommended above would reduce all potential hydrology/water quality impacts to below a level of significance.

## **H. Air Quality**

The discussion below is based on information contained in the Wal-Mart/EUSD project air quality study prepared by RECON and dated July 13, 2004. The complete text, including regulatory requirements, is included as Appendix J to this EIR. The purpose of the study is to assess the potential short- and long-term local and regional air quality impacts resulting from air emissions that would be generated as a result of the proposed project.

### **1) Existing Conditions**

#### **a) Climate**

Air quality is a function of both the rate and location of pollutant emissions and how meteorological conditions and topographic features influence these pollutants. Atmospheric conditions, such as wind speed and direction, and air temperature gradients interact with the physical features of the landscape to determine the movement and dispersal of air pollutants and, consequently, affect air quality.

The climate of coastal southern California, including the city of Escondido, is determined largely by high pressure that is almost always present off the west coast of North America. High-pressure systems are characterized by an upper layer of dry air that warms as it descends. This warm, dry air acts as a lid, restricting the mobility of the cool, ocean-modified air located near the surface creating an inversion or a reversal of the typical decreasing temperature with height structure of the atmosphere.

Moisture trapped in the cool, lowest layer of the atmosphere forms clouds that make up what is referred to as the “marine layer.” The marine layer is the prominent weather feature in the San Diego Air Basin (SDAB), an area that is defined roughly by the boundary of San Diego County. The temperature inversion associated with the marine layer also plays an important role in determining the quality of the air in the SDAB. During the summer and fall, emissions generated in the region combine with abundant sunshine under the restraining influences of topography and inversion to create conditions that are conducive to the formation of photochemical pollutants, such as ozone, and secondary particulates, such as sulfates and nitrates. As a result, the quality of the air in the SDAB is often the poorest during the warmer summer and fall months.

According to the Western Regional Climate Center, approximately 90 percent of the yearly total precipitation in San Diego County occurs during the period of November through April (U.S. Department of Commerce 2000). During these months, the area of high pressure in the eastern Pacific is occasionally displaced allowing storm systems to spread unsettled weather including precipitation into southern California. This wet period

of the year is characterized by increased mixing in the atmosphere and occasional rainfall that helps cleanse the air of pollutants. As a result, air quality in San Diego County is often the best during this time of the year.

The prevailing wind in San Diego County is from the west. As a result, the temperature and moisture content of the air near the ground is often strongly influenced by the cool waters of the Pacific Ocean. Occasionally, when high pressure is centered near the Great Basin, hot, dry winds called “Santa Ana winds” develop over southern California. These winds blow from the east or offshore and can bring some of the warmest temperatures of the year to San Diego County. Santa Ana wind events occur most often during the winter months and can occasionally allow pollutant-laden air from the Los Angeles area to be drawn southward into the SDAB. This often occurs during the onset or final stages of a Santa Ana wind event. These conditions have the potential to produce some of the poorest air quality days of the year in San Diego County.

Average summer high temperatures in the project vicinity are approximately 87 degrees Fahrenheit (°F). Average winter low temperatures are approximately 43 °F. The average rainfall in the project vicinity is approximately 16 inches annually (Southern California Climate Summaries found at <<http://www.wrcc.dri.edu/summary/climsmsca.html>>).

## **b) Regulatory Framework**

The analysis of impacts is based on state and federal ambient air quality standards and is assessed in accordance with the guidelines, policies, and standards established by the City of Escondido and the County of San Diego Air Pollution Control District (APCD).

Currently about half of the smog-forming emissions are produced by cars, trucks, and other motor vehicles (County of San Diego 2004). Emission standards for mobile sources are established by state and federal agencies such as the California Air Resources Board (CARB) and the U.S. Environmental Protection Agency (EPA). Reducing mobile source emissions requires the technological improvement of existing mobile sources and the examination of future mobile sources such as those associated with new or modification projects. The Wal-Mart/EUSD project is an example of one of these projects. The regulatory framework described below details the federal and state agencies that are in charge of monitoring and controlling mobile source air pollutants and what measures are currently being taken to achieve and maintain healthful air quality in the SDAB.

The state of California is divided geographically into 15 air basins for the purpose of managing the air resources of the state on a regional basis. Areas within each air basin are considered to share the same air masses and are, therefore, expected to have similar ambient air quality. If an air basin is not in either federal or state attainment for a particular pollutant, the basin is classified as moderate, serious, severe, or extreme (there is also a marginal classification for federal nonattainment areas).

## Federal Regulations

The federal Clean Air Act (CAA) was enacted in 1970 and amended in 1977 and 1990 [42 U.S.C. 7506(c)] for the purposes of protecting and enhancing the quality of the nation's air resources to benefit public health, welfare, and productivity.

In 1971, in order to achieve the purposes of Section 109 of the CAA, the EPA developed primary and secondary national ambient air quality standards (NAAQS). Six pollutants of primary concern were designated: ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide, lead, and suspended particulates (PM<sub>10</sub>). The primary NAAQS must "protect the public health with an adequate margin of safety" and the secondary standards must "protect the public welfare from known or anticipated adverse effects (aesthetics, crops, architecture, etc.)" (Federal Clean Air Act 1990:Section 109). The primary standards were established, with a margin of safety, considering long-term exposures for the most sensitive groups in the general population (i.e., children, senior citizens, and people with breathing difficulties). Current state and federal ambient air quality standards are shown in Table 4H-1.

If a basin is not in federal attainment for a particular pollutant, the basin is classified as marginal, moderate, serious, severe, or extreme. The SDAB was formally designated a federal attainment area for the one-hour ozone standard on July 28, 2003. With the attainment of the federal ozone standards, the SDAB was in attainment of all federal criteria pollutants and is currently operating under a maintenance plan for ozone. Implementation of transportation control measures, enhanced motor vehicle inspection and maintenance programs, and a clean-fuel vehicle program helped reduce overall emissions levels and achieve attainment.

In 1997, the EPA promulgated a new eight-hour ozone standard of 8 parts per hundred million (pphm) to replace the existing one-hour standard of 12 pphm. For areas in attainment of the one-hour standard, the eight-hour standard replaced the one-hour standard. However, the existing one-hour standard continued to apply in each nonattainment area until attainment of the one-hour standard was achieved. After attainment of the one-hour standard, the standard is revoked, leaving only the eight-hour standard in force (County of San Diego 1999).

Until recently, the EPA had been unable to implement and enforce the eight-hour ozone standard established in 1997 as a result of several legal challenges culminating with the U.S. Supreme Court. With the suspension of the enforcement ability of the eight-hour standard, the EPA felt that those areas, where the one-hour standard had been revoked, were no longer protected by any federal ozone standard. Consequently, on July 5, 2000, the EPA reinstated the one-hour ozone standard for all areas where the one-hour standard had been revoked, thereby ensuring that the entire nation was covered by the original one-hour ozone standard.

**TABLE 4H-1  
AMBIENT AIR QUALITY STANDARDS**

Pollutant	Averaging Time	California Standards <sup>1</sup>		Federal Standards <sup>2</sup>		
		Concentration <sup>3</sup>	Method <sup>4</sup>	Primary <sup>3,5</sup>	Secondary <sup>3,6</sup>	Method <sup>7</sup>
Ozone (O <sub>3</sub> )	1 Hour	0.09 ppm (180 µg/m <sup>3</sup> )	Ultraviolet Photometry	0.12 ppm (235 µg/m <sup>3</sup> ) <sup>8</sup>	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	--		0.08 ppm (157 µg/m <sup>3</sup> )		
Respirable Particulate Matter (PM <sub>10</sub> )	24 Hour	50 µg/m <sup>3</sup>	Gravimetric or Beta Attenuation	150 µg/m <sup>3</sup>	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m <sup>3</sup>		50 µg/m <sup>3</sup>		
Fine Particulate Matter (PM <sub>2.5</sub> )	24 Hour	No Separate State Standard		65 µg/m <sup>3</sup>	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m <sup>3</sup>	Gravimetric or Beta Attenuation	15 µg/m <sup>3</sup>		
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10 mg/m <sup>3</sup> )	Non-dispersive Infrared Photometry (NDIR)	9 ppm (10 mg/m <sup>3</sup> )	None	Non-dispersive Infrared Photometry (NDIR)
	1 Hour	20 ppm (23 mg/m <sup>3</sup> )		35 ppm (40 mg/m <sup>3</sup> )		
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m <sup>3</sup> )		--		
Nitrogen Dioxide (NO <sub>2</sub> )	Annual Arithmetic Mean	--	Gas Phase Chemilumine- scence	0.053 ppm (100 µg/m <sup>3</sup> )	Same as Primary Standard	Gas Phase Chemiluminescence
	1 Hour	0.25 ppm (470 µg/m <sup>3</sup> )		--		
Lead	30 days average	1.5 µg/m <sup>3</sup>	AIHL Method 54 (12/74) Atomic Absorption	--	--	High Volume Sampler and Atomic Absorption
	Calendar Quarter	--		1.5 µg/m <sup>3</sup>	Same as Primary Standard	
Sulfur Dioxide (SO <sub>2</sub> )	Annual Arithmetic Mean	--	Fluorescence	0.030 ppm (80 µg/m <sup>3</sup> )	--	Pararosaniline
	24 Hour	0.04 ppm (105 µg/m <sup>3</sup> )		0.14 ppm (365 µg/m <sup>3</sup> )	--	
	3 Hour	--		--	0.5 ppm (1300 µg/m <sup>3</sup> )	
	1 Hour	0.25 ppm (665 µg/m <sup>3</sup> )		--	--	
Visibility Reducing Particles	8 Hour	Extinction coefficient of 0.23 per kilometer –visibility of 10 miles or more (0.07 – 30 miles or more for Lake Tahoe) due to particles when relative humidity is less than 70 percent. Method: Beta Attenuation and Transmittance through Filter Tape.		No Federal Standards		
Sulfates	24 Hour	25 µg/m <sup>3</sup>	Ion Chroma- tography*	No Federal Standards		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m <sup>3</sup> )	Ultraviolet Fluorescence	No Federal Standards		
Vinyl Chloride <sup>9</sup>	24 Hour	0.01 ppm (26 µg/m <sup>3</sup> )	Gas Chroma- tography	No Federal Standards		

See also footnotes on next page.

**TABLE 4H-1**  
**AMBIENT AIR QUALITY STANDARDS**  
**(continued)**

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ppm = parts per million;  $\mu\text{g}/\text{m}^3$  = micrograms per cubic meter.

<sup>1</sup>California standards for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, suspended particulate matter— $\text{PM}_{10}$ ,  $\text{PM}_{2.5}$ , and visibility reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

<sup>2</sup>National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest eight-hour concentration in a year, averaged over three years, is equal to or less than the standard. For  $\text{PM}_{10}$ , the 24-hour standard is attained when 99 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. For  $\text{PM}_{2.5}$ , the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact U.S. EPA for further clarification and current federal policies.

<sup>3</sup>Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25° C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25° C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

<sup>4</sup>Any equivalent procedure which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.

<sup>5</sup>National Primary Standards: The levels of air quality necessary, with an adequate margin of safety, to protect the public health.

<sup>6</sup>National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

<sup>7</sup>Reference method as described by the EPA. An “equivalent method” of measurement may be used but must have a “consistent relationship to the reference method” and must be approved by the EPA.

<sup>8</sup>New federal 8-hour ozone and fine particulate matter standards were promulgated by U.S. EPA on July 18, 1997. Contact U.S. EPA for further clarification and current federal policies.

<sup>9</sup>The ARB has identified lead and vinyl chloride as “toxic air contaminants” with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

The Supreme Court issued its opinion on February 27, 2001 upholding the new ozone standard. However, the court stated that EPA must reconsider its implementation plan for moving from the one-hour standard to the revised standard. The Supreme Court instructed EPA to develop an implementation plan (including a timetable) consistent with the court's opinion. While the case was pending before the Supreme Court, the ozone and fine particle standards remained in effect as a legal matter, because the D.C. Circuit Court had not vacated the standards.

Consequently, although enforcement of the standard had been delayed by the litigation, the EPA directed air districts to begin collecting eight-hour ozone data to be used in determining the attainment status of the districts relative to the new standard. The resolution of litigation regarding the new eight-hour ozone standard has allowed the EPA to move forward with implementation of the standard.

The EPA requested states to provide designation recommendations to the Regional Administrator by July 15, 2003. The CARB supplied monitoring data for the years 2000 through 2002 to the EPA on July 15, 2003. The EPA reviewed the designation recommendations and on April 30, 2004 listed the final designations in the Federal Register (EPA 2004a). These designations are to become effective June 15, 2004.

The portion of the SDAB containing the project sites has been designated a "basic" nonattainment area for the eight-hour ozone standard under Subpart 1 of Part D of the Clean Air Act (EPA 2004a). Using the discretion provided by Section 172(a)(1) of the CAA, the EPA has chosen not to classify the basin (e.g., moderate, serious, etc.). For areas subject to Subpart 1, consistent with Section 172(a)(2)(A) of the CAA, the period of attainment will be no more than five years from the effective date of designation (EPA 2004b). Consequently, the SDAB must demonstrate attainment by June 15, 2009. If warranted, the EPA may grant an extension of the attainment date to no more than 10 years after designation (June 15, 2014).

A new federal fine particle standard was also established in 1997, targeting PM<sub>2.5</sub> or inhalable particles that are 2.5 microns or less in diameter. Despite the new PM<sub>2.5</sub> standard, the existing federal standard for particles that are 10 microns or less in diameter (PM<sub>10</sub>) has been retained. Federal regulations required PM<sub>2.5</sub> monitoring to begin on January 1, 1999 (County of San Diego 1999). Monitoring data is currently being collected at five monitoring sites in the SDAB (State of California 2001).

A list of recommended designations was due to the EPA by February 15, 2004. The CARB supplied monitoring data for the years 2000 through 2002 to the EPA on February 11, 2004. It has been initially recommended that the SDAB be classified as a nonattainment area for PM<sub>2.5</sub>. The EPA must issue final PM<sub>2.5</sub> designations for all areas by December 2004. Attainment of the PM<sub>2.5</sub> standards must be achieved five years after the designation date (a five-year extension is possible with adequate demonstration).

## State Regulations

The EPA allows states the option to develop different (stricter) standards. The state of California generally has set more stringent limits on the six pollutants of national concern (see Table 4H-1). The California Clean Air Act (CCAA), also known as the Sher Bill or Assembly Bill (AB) 2595, was signed into law on September 30, 1988, and became effective on January 1, 1989. The CCAA requires that districts implement regulations to reduce emissions from mobile sources through the adoption and enforcement of transportation control measures. As a state serious ozone nonattainment area, San Diego is subject to various requirements including (County of San Diego 1998):

- Five percent annual reduction in hydrocarbons and oxides of nitrogen emissions from 1987, until standards are attained. If this reduction cannot be obtained, all feasible measures must be implemented.
- Air quality permitting program requiring: (1) Best Available Control Technology (BACT) on new and modified equipment that emits 10 or more pounds per day of nonattainment pollutants or precursors, and (2) emission offsets for all increases in emissions of nonattainment pollutants or precursors at sources with emissions of nonattainment pollutants or precursors of 15 or more tons per year.

## Toxic Air Contaminants

### DIESEL PARTICULATE MATTER

The public's exposure to toxic air contaminants (TACs) is a significant public health issue in California. In 1983, the California Legislature enacted a program to identify the health effects of TACs and to reduce exposure to these contaminants to protect the public health (AB 1807: Health and Safety Code sections 39650-39674). The legislature established a two-step process to address the potential health effects from TACs. The first step is the risk assessment (or identification) phase. The second step is the risk management (or control) phase of the process.

Diesel-exhaust particulate matter emissions have since been established as TACs. Diesel emissions occurring during construction and those associated with the operations associated with the proposed Wal-Mart/EUSD project pose a potential hazard to residents and visitors in the immediate area. In order to address the diesel emissions concern in all of the state of California, CARB has adopted regulations that reduce diesel-exhaust particulate matter emissions, nitrogen oxides (NOx), and sulfur oxides (SOx). They include (when adopted):

- A requirement for low sulfur/low aromatic diesel fuel that reduces particulate matter, NOx, and SOx emissions (October 1993);

- Emission standards that restrict the amount of particulate matter emitted by new diesel cars, trucks, urban buses, and heavy-duty trucks (phased in from 1982 through 1996);
- Emissions standards for NO<sub>x</sub> emissions from diesel cars, trucks, and urban buses (phased in from 1984 through 2004);
- The roadside testing of heavy-duty on-road vehicles for excessive particulate matter emissions (1991) and a requirement for fleet inspection and maintenance of heavy-duty vehicles (June and July 1998); and
- Emission standards that restrict the amount of particulate matter and NO<sub>x</sub> that can be emitted from many 1995 and newer diesel-utility engines.

The airborne toxic control measure development process described above will determine whether additional regulations and control of diesel-exhaust emissions are required.

#### **ASBESTOS CONTAINING MATERIALS**

Demolition and renovation activities where asbestos is present are highly regulated under the Clean Air Act. State, local, and EPA regional offices must be notified of such activities and special processing, handling, and disposal methods for all asbestos-containing materials must be employed in order to contain emissions.

The CAA requires the EPA to develop and enforce regulations to protect the general public from exposure to airborne contaminants that are known to be hazardous to human health. In accordance with Section 112 of the CAA, EPA established National Emissions Standards for Hazardous Air Pollutants (NESHAP) to protect the public. Asbestos was one of the first hazardous air pollutants regulated under Section 112. On March 31, 1971, EPA identified asbestos as a hazardous pollutant, and on April 6, 1973, EPA first promulgated the Asbestos NESHAP in 40 CFR Part 61.

In 1990, EPA promulgated a revised NESHAP regulation. The Asbestos NESHAP regulations protect the public by minimizing the release of asbestos fibers during activities involving the processing, handling, and disposal of asbestos-containing material. Accordingly, the Asbestos NESHAP specifies work practices to be followed during demolitions and renovations of all structures, installations, and buildings. In addition, the regulations require the owner of the building or the contractor to notify applicable state and local agencies and/or EPA regional offices before all demolitions or before renovations of buildings that contain a certain threshold amount of asbestos.

The Asbestos NESHAP relating to demolitions or renovations is a work practice standard and consequently does not place specific numerical emission limitations for asbestos

fibers on asbestos demolitions and removals. Instead, it requires specific actions to be taken to control emissions.

Asbestos NESHAP regulations must be followed for demolitions of facilities with at least 260 linear feet of regulated asbestos-containing materials (RACM) on pipes, 160 square feet of regulated RACM on other facility components, or at least 35 cubic feet of facility components where the amount of RACM previously removed from pipes and other facility components could not be measured before stripping.

However, the appropriate regulatory agency must be notified prior to all demolitions, even if no asbestos is present at the site, and all demolitions and renovations are “subject” to the Asbestos NESHAP insofar as owners and operators must determine if and how much asbestos is present at the site.

Under Section 112 of the CAA, Congress gave EPA the responsibility for enforcing regulations relating to asbestos renovations and demolitions. The CAA allows EPA to delegate this authority to state and local agencies. Even after EPA delegates responsibility to a state or local agency, EPA retains the authority to oversee agency performance and to enforce NESHAP regulations as appropriate.

In the SDAB, authority to regulate the Asbestos NESHAP has been delegated to the San Diego Air Pollution Control District. Demolition and renovation operations involving the presence of RACM are covered by Regulation XI, Subpart M Rule 361.145. This rule specifies the notification requirements as well as procedures for asbestos emission control. Additionally, the Occupational Safety and Health Administration (OSHA) has developed safety and health regulations for construction in 40 CFR Part 1926; 40 CFR 1926.1101 specifically addresses asbestos.

#### **LEAD-BASED PAINT**

Human exposure to lead has been determined to be an adverse health risk by EPA and OSHA. Lead-based paint is defined as paint that contains a total lead content of more than 600 parts per million (ppm). Special handling is required for materials containing lead-based paints. Site preparation, demolition, removal, and cleanup activities must comply with all applicable federal and state regulations pertaining to the handling and disposal of lead-based paints.

#### **State Implementation Plan**

The State Implementation Plan (SIP) is the document that sets forth the state’s strategies for achieving air quality standards. The San Diego APCD is responsible for preparing and implementing the portion of the SIP applicable to the SDAB. The San Diego APCD

adopts rules, regulations, and programs to attain state and federal air quality standards, and appropriates money (including permit fees) to achieve these objectives.

### **California Environmental Quality Act**

Section 15125(d) of the California Environmental Quality Act (CEQA) Guidelines requires discussion of any inconsistencies between the proposed project and applicable general plans and regional plans, including the applicable air quality attainment or maintenance plan (or State Implementation Plan). The SIP for the SDAB is the Regional Air Quality Strategy (RAQS) discussed below.

### **San Diego Air Pollution Control District**

The San Diego APCD is the agency that regulates air quality in the SDAB. The APCD prepared the 1991/1992 RAQS in response to the requirements set forth in CCAA. The draft was adopted, with amendments, on June 30, 1992 (County of San Diego 1992). Attached as part of the RAQS are the transportation control measures (TCM) for the air quality plan prepared by the San Diego Association of Governments (SANDAG) in accordance with the CCAA and adopted by SANDAG on March 27, 1992, as Resolution Number 92-49 and Addendum. The required triennial update of the RAQS and corresponding TCM was adopted in 1995, 1998, and 2001. The RAQS and TCM plan set forth the steps needed to accomplish attainment of state and federal ambient air quality standards.

The APCD has also established a set of rules and regulations initially adopted on January 1, 1969, and periodically reviewed and updated. The rules and regulations define requirements regarding stationary sources of air pollutants and fugitive dust. These rules and regulations are available for review on the agency's Web site ([www.sdapcd.co.san-diego.ca.us](http://www.sdapcd.co.san-diego.ca.us)).

The San Diego APCD is the primary agency that handles industrial odor and dust complaints. As a part of their nuisance complaint program, the San Diego APCD responds to citizen complaints concerning air pollution problems, such as smoke, odors, and dust from permitted and unpermitted operations. State and local regulations prohibit air pollution discharges which may cause injury, detriment, nuisance, or annoyance to any considerable number of persons, or the public, or which cause or have the tendency to cause injury or damage to business or property. These regulations, which are referred to as the public nuisance laws, do not apply to odors from agricultural operations in the growing of crops, or raising of fowl or animals, or to composting facilities (County of San Diego 2002a).

### **City of Escondido**

Section 33-924 of the City's Municipal Code, "Coordination of CEQA, Quality-of-Life Standards, and Growth Management Provisions" provides quality-of-life thresholds related to air quality for projects proposed within the city of Escondido. Per section 33-924(a)(1)(G)(ii):

Although the above standards constitute the threshold for preparing an environmental impact report, findings regarding the significance shall be based on the results of the EIR.

Consequently, in accordance with City planning guidance if the air emission thresholds provided in Section 33-924(a)(1)(G)(i) are anticipated to be exceeded, then a more detailed analysis of potential air quality impacts is required (Petrek, per. com. 2004). However, simply exceeding these thresholds does not constitute a significant air quality impact. Significance of potential air quality impacts is based on additional project specific analysis.

Additionally, the City of Escondido General Plan Community Open Space and Conservation Element includes policies for assessing air quality impacts. These policies are generally consistent with those identified in Appendix G of the 2000 CEQA Guidelines. In combination, these policies and guidelines provide guidance as to what would be considered significant under CEQA.

#### **c) Existing Air Quality**

Air quality is commonly expressed as the number of days in which air pollution levels exceed state standards set by the CARB and federal standards set by the EPA. The concentration of pollutants within the SDAB is measured at 10 air quality-monitoring stations located throughout the greater San Diego metropolitan region. Air pollutant concentrations and meteorological information are continuously recorded and measurements are used by scientists to help forecast daily air pollution levels. The station nearest the project area measuring a full range of pollutants is located at 600 East Valley Parkway in the city of Escondido, approximately one-half to three-quarters of a mile southwest of the Wal-Mart and EUSD project sites.

Table 4H-2 summarizes the number of days per year during which state and federal standards were exceeded in the SDAB overall during the years 1999 to 2003. Table 4H-3 lists these data along with maximum concentration values recorded at the Escondido monitoring station during the past five years (1999-2003).

**TABLE 4H-2  
 AMBIENT AIR QUALITY SUMMARY – SAN DIEGO AIR BASIN**

Pollutant	Average Time	California Ambient Air Quality Standards <sup>a</sup>	Attainment Status	National Ambient Air Quality Standards <sup>b</sup>	Attainment Status <sup>c</sup>	Maximum Concentration <sup>d</sup>					Number of Days Exceeding State Standard <sup>d</sup>					Number of Days Exceeding National Standard <sup>d</sup>				
						1999	2000	2001	2002	2003	1999	2000	2001	2002	2003	1999	2000	2001	2002	2003
						O <sub>3</sub>	1 hour	0.09 ppm	N	0.12 ppm	M	0.12	0.12	0.14	0.12	0.12	27	24	29	15
O <sub>3</sub>	8 hours	N/A	N/A	0.08 ppm	**	0.10	0.11	0.12	0.10	0.10	N/A	N/A	N/A	N/A	N/A	16	16	17	13	6
CO	1 hour	20 ppm	A	35 ppm	A	9.9	9.3	8.5	Na	Na	0	0	0	Na	Na	0	0	0	Na	Na
CO	8 hours	9.0 ppm	A	9 ppm	A	6.0	5.9	5.1	4.7	10.6	0	0	0	0	1	0	0	0	0	1
NO <sub>2</sub>	1 hour	0.25 ppm	A	N/A	N/A	.172	.117	.148	.126	.148	N/A	N/A	N/A	N/A	N/A	0	0	0	0	0
NO <sub>2</sub>	Annual	N/A	N/A	0.053 ppm	A	.021	.020	.018	.018	.019	0	0	0	0	0	N/A	N/A	N/A	N/A	N/A
SO <sub>2</sub>	1 hour	25 pphm	A	N/A	N/A	8.4	5.8	6.0	Na	Na	N/A	N/A	N/A	Na	Na	0	0	0	Na	Na
SO <sub>2</sub>	24 hours	4 pphm	A	14 pphm	A	1.9	1.1	1.4	Na	Na	0	0	0	Na	Na	0	0	0	Na	Na
SO <sub>2</sub>	Annual	N/A	N/A	3 pphm	A	0.3	0.4	0.4	Na	Na	N/A	N/A	N/A	Na	Na	N/A	N/A	N/A	Na	Na
PM <sub>10</sub>	24 hours	50 µg/m <sup>3</sup>	N	150 µg/m <sup>3</sup>	U	121	139	107	130	280	126*	111*	129*	173*	151*	0	0	0	0	9
PM <sub>10</sub>	Annual	30 µg/m <sup>3</sup>	N	50 µg/m <sup>3</sup>	A	52	46	49	50	52	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
PM <sub>2.5</sub>	24 hours	N/A	N/A	65 µg/m <sup>3</sup>	**	64.3	66.3	60.0	Na	Na	N/A	N/A	N/A	Na	Na	0	1	0	Na	Na
PM <sub>2.5</sub>	Annual	N/A	N/A	15 µg/m <sup>3</sup>	**	18.0	15.8	17.7	Na	Na	N/A	N/A	N/A	Na	Na	N/A	N/A	N/A	Na	Na

SOURCE: State of California 2004.

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

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

<sup>c</sup>A-attainment; M-maintenance; N-nonattainment; U-unclassifiable; N/A-not applicable; \*\*-Attainment status to be determined.

<sup>d</sup>N/A – not applicable; Na – data not available

ppm-parts per million, pphm-parts per hundred million, µg/m<sup>3</sup>-micrograms per cubic meter

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

**TABLE 4H-3  
SUMMARY OF AIR QUALITY MEASUREMENTS RECORDED  
AT THE ESCONDIDO-EAST VALLEY PARKWAY MONITORING STATION**

Pollutant/Standard	1999	2000	2001	2002	2003
<b>Ozone</b>					
Days State 1-hour Standard Exceeded (0.09 ppm)	1	6	4	2	3
Days Federal 1-hour Standard Exceeded (0.12 ppm)	0	0	1	0	0
Max. 1-hr (ppm)	0.104	0.124	0.141	0.100	0.105
Days Federal 8-hour Standard Exceeded (0.08 ppm)	0	3	1	0	0
Max. 8-hr (ppm)	0.080	0.106	0.098	0.081	0.083
<b>Carbon Monoxide</b>					
Days State 8-hour Standard Exceeded (9.0 ppm)	0	0	0	0	1
Days Federal 8-hour Standard Exceeded (9 ppm)	0	0	0	0	1
State Max. 8-hr (ppm)	5.26	4.93	5.11	3.85	10.64
Federal Max. 8-hr (ppm)	5.26	4.93	5.11	3.85	10.64
<b>Nitrogen Dioxide</b>					
Days State 1-hour Standard Exceeded (0.25 ppm)	0	0	0	0	0
Max. 1-hr (ppm)	0.100	0.083	0.088	0.084	0.135
Federal Annual Average (0.053 ppm)	0.023	0.021	0.020	0.021	0.020
<b>PM<sub>10</sub></b>					
Days State 24-hour Standard Exceeded (50 µg/m <sup>3</sup> )*	0.0	12.3	12.6	0.0	30.7
Days Federal 24-hour Standard Exceeded (150 µg/m <sup>3</sup> )*	0.0	0.0	0.0	0.0	3.3
State Max. Daily (µg/m <sup>3</sup> )	50.0	63.0	72.0	50.0	179.0
Federal Max. Daily (µg/m <sup>3</sup> )	52.0	65.0	74.0	51.0	179.0
State Annual Average (µg/m <sup>3</sup> )	29.7	29.5	30.6	25.1	32.7
Federal Annual Average (µg/m <sup>3</sup> )	30.0	29.6	31.2	27.1	31.6
<b>PM<sub>2.5</sub></b>					
Days Federal 24-hour Standard Exceeded (65 µg/m <sup>3</sup> )	0	1	0	0	1
State Max. Daily (µg/m <sup>3</sup> )	64.3	65.9	60.0	53.6	69.2
Federal Max. Daily (µg/m <sup>3</sup> )	64.3	65.9	60.0	53.6	69.2
State Annual Average (µg/m <sup>3</sup> )	NA	NA	NA	NA	14.2
Federal Annual Average (µg/m <sup>3</sup> )	18.0	15.8	17.5	16.0	14.2

SOURCE: State of California 2004.

NOTE: Lead concentrations in the SDAB have not exceeded the state or federal standard during at least the past 10 years.

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

NA: Not Available

## Ozone

Historically, ozone has been the primary air pollution problem in the SDAB. Ozone pollution, or smog, is mainly a concern during the daytime in summer months because sunlight is an important contributor to its formation. Nitrogen oxides and hydrocarbons (reactive organic gases [ROG]) are known as the chief “precursors” of ozone and in the presence of sunlight, these compounds react to produce it. The SDAB is currently designated a federal maintenance area for the one-hour ozone standard, a federal “basic” non-attainment area for the eight-hour ozone standard, and a state non-attainment area for ozone. Ozone concentration measurements recorded in the SDAB dating back to the late 1970s show a distinctive downward trend with occasional peaks due primarily to meteorological influences.

About half of the smog-forming emissions come from cars, trucks, and other motor vehicles (County of San Diego 2004). Population growth in the San Diego region has resulted in a large increase in the number of automobiles expelling ozone-forming pollutants while operating on area roadways. In addition, the occasional transport of smog-filled air from Los Angeles only adds to the SDAB’s ozone problem. More strict automobile emission controls including more efficient automobile engines have played a large role in why ozone levels have steadily decreased.

The national one-hour ozone standard was exceeded only once at the Escondido–East Valley Parkway monitoring station during the five-year period between 1999 and 2003 (occurring on September 30, 2001). However, the national eight-hour standard was exceeded three days in 2000 and one day in 2001. The stricter state standard for ozone was exceeded at the nearest monitoring station (East Valley Parkway) one day in 1999, six days in 2000, four days in 2001, two days in 2002, and three days in 2003 (State of California 2004).

Not all of the ozone within the SDAB is derived from local sources. Under certain meteorological conditions such as during Santa Ana wind events, ozone and other pollutants are transported from the Los Angeles Basin and combine with ozone formed from local emissions sources to produce elevated ozone levels in the SDAB. According to SANDAG, on average approximately 42 percent of the days that ozone concentrations exceeded the state standard between 1987 and 1994 were attributable to pollution transported from Los Angeles (SANDAG 1994:249-250).

More recent data suggests that this percentage is even higher. According to the San Diego APCD, ozone transported into the SDAB from the South Coast Air Basin (Los Angeles area) was the primary cause for the SDAB exceeding national ozone thresholds on 27 of a total of 33 days from 1994 to 1998 (County of San Diego 2000). The San Diego APCD further explains that the two days in which the national 1-hour standard was exceeded in 2001 (see Table 4H-2) were both caused by ozone-rich air transported

from the Los Angeles Basin (County of San Diego 2003). There also was an exceedance of the national one-hour standard in 2003 (occurring on September 21, 2003). This, too, may have been due to transport from outside of the basin; however, the SDAPCD has yet to determine the cause.

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

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

- **Transportation Control Measures if vehicle travel and emissions exceed attainment demonstration levels.** TCMs are strategies to reduce transportation-related emissions by reducing vehicle use or improving traffic flow.
- **Enhanced motor vehicle inspection and maintenance program.** The smog check program monitors the amount of pollutants automobiles produce. One focus of the program is identifying "gross polluters" or vehicles that exceed two times the allowable emissions for a particular model. Regular maintenance and tune-ups, changing the oil, and checking tire inflation can improve gas mileage and lower air pollutant emissions. It can also reduce traffic congestion due to preventable breakdowns, further lowering emissions.
- **Old car buy-back and retrofit programs.** The old car buy-back program is an incentive program offered by the San Diego County APCD to purchase older, more polluting vehicles (1985 and older) and scrap them, thereby getting them off the road. Old car sellers are paid \$600 for vehicles built prior to 1975 and \$500 for 1975-1985 cars and trucks. There is also a retrofit program designed to retrofit 1975-1980 vehicles with a new technology upgrade kit that reduces smog-forming emissions.
- **Clean-fuel vehicle program.** Cleaner vehicles and fuels will result in continued reductions in vehicle pollutant emissions despite increases in travel.

### **Carbon Monoxide**

The SDAB is classified as a state and federal attainment area for carbon monoxide (CO) (County of San Diego 1998). Until 2003 no violations of the state standard for CO had been recorded in the SDAB since 1991 and no violations of the national standard had been recorded in the SDAB since 1989. As seen in Tables 4H-2 and 4H-3, both the federal and state eight-hour CO standards were exceeded throughout the county on one day in 2003. These exceedances occurred on October 28, 2003, at a time when major

wildfires were raging throughout the county. Consequently, this exceedance was likely caused by the wildfires (a natural event) and would be considered beyond the control of the San Diego APCD.

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

### **Particulates (PM<sub>10</sub>)**

Particulate matter is a complex mixture of very tiny solid or liquid particles composed of chemicals, soot, and dust. Sources of PM<sub>10</sub> emissions in the SDAB consist mainly of urban activities, dust suspended by vehicle traffic, and secondary aerosols formed by reactions in the atmosphere. For comparison, 10 microns is about one-seventh the diameter of a human hair.

The EPA has designated San Diego County as unclassifiable for PM<sub>10</sub>, while the SDAB is a state non-attainment area for PM<sub>10</sub>. Until 2003, federal standards for PM<sub>10</sub> had never been exceeded in the SDAB since the standards were established in 1987. In 2003, the measured federal PM<sub>10</sub> standard was exceeded twice. These two exceedances result in a calculated number of days that the federal standard was exceeded of approximately nine days for the year (see Table 4H-2). The first exceedance occurred on October 29, 2003, at a time when major wildfires were raging throughout the county. The second exceedance occurred on November 23, 2003, during high winds, which caused large amounts of ash from the previous fires to be suspended.

Consequently, these exceedances were likely caused by or were a subsequent result of the wildfires (a natural event) and would be considered beyond the control of the San Diego APCD. As such, these events likely would be covered under the U.S. EPA’s Natural Events Policy that permits, under certain circumstances, the exclusion of air quality data attributable to uncontrollable natural events (e.g., volcanic activity, wildland fires, and high wind events).

In addition to the two federal exceedances in 2003, the more strict state standards for PM<sub>10</sub> historically have not been met. As a result, the SDAB is designated a state nonattainment area for PM<sub>10</sub>.

Table 4H-2 shows that the 24-hour state PM<sub>10</sub> standard of 50 µg/m<sup>3</sup> was exceeded in the SDAB each year from 1999 through 2003. The number of calculated days in which state PM<sub>10</sub> standards were exceeded at the Escondido monitoring station during the years

1999-2003 appears to be relatively consistent over the five-year period. Except for 2003, the much higher 24-hour federal PM<sub>10</sub> was not exceeded in the SDAB during the same time period.

The calculated number of days the state standard was exceeded at the Escondido–East Valley Parkway monitoring station between 1999 and 2003 were 0, 13, 12, 0, and 31 days for each successive year, respectively. Calculated days are the estimated number of days that a measurement would have been greater than the level of the standard had measurements been collected every day.

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

### **Particulates (PM<sub>2.5</sub>)**

Airborne, inhalable particles with aerodynamic diameters of 2.5 microns or less have recently been recognized as an air quality concern requiring regular monitoring. Federal regulations required that PM<sub>2.5</sub> monitoring begin January 1, 1999 (County of San Diego 1999). The Escondido–East Valley Parkway monitoring station is one of five stations in the SDAB that monitors PM<sub>2.5</sub>. Monitoring data has been collected in order to make a determination as to whether the PM<sub>2.5</sub> standard is currently being met in the SDAB. The initial recommendation is that the SDAB is nonattainment for PM<sub>2.5</sub>.

An official determination of the attainment status for PM<sub>2.5</sub> in the SDAB is anticipated by December 15, 2004. Federal PM<sub>2.5</sub> standards established in 1997 include an annual arithmetic mean of 15 µg/m<sup>3</sup> and a 24-hour concentration of 65 µg/m<sup>3</sup>. State PM<sub>2.5</sub> standards established in 2002 include an annual arithmetic mean of 12 µg/m<sup>3</sup> but no separate 24-hour standard. Table 4H-3 shows that the 24-hour PM<sub>2.5</sub> standard was exceeded once in 2000 and once in 2003 at the Escondido–East Valley Parkway monitoring station since monitoring began there in 1999. With the exception of the federal standard in 2003, both the state and federal annual average standards have consistently been exceeded since monitoring began in 1999.

### **Other Criteria Pollutants**

The national and state standards for NO<sub>2</sub>, SO<sub>2</sub>, and lead are being met in the SDAB and the latest pollutant trends suggest that these standards will not be exceeded in the foreseeable future.

## 2) Standards of Significance

### a) California Air Resources Board Guidelines

For purposes of assessing the significance of air quality impacts, the California Air Resources Board has established guidelines, as described below.

For long-term emissions, the direct impacts of a project can be measured by the degree to which the project is consistent with regional plans to improve and maintain air quality. The regional plan for San Diego is the 1991/1992 RAQS and attached TCM plan, as revised by the triennial updates adopted in 1995, 1998, and 2001. The CARB provides criteria for determining whether a project conforms with the RAQS (State of California 1989), which include the following:

1. Is a regional air quality plan being implemented in the project area?
2. Is the project consistent with the growth assumptions in the regional air quality plan?
3. Does the project incorporate all feasible and available air quality control measures?

### b) City of Escondido

Section 33-924 of the City's Municipal Code, "Coordination of CEQA, Quality-of-Life Standards, and Growth Management Provisions" establishes quality-of-life emission thresholds related to air quality for projects proposed within the city of Escondido (Table 4H-4).

**TABLE 4H-4  
CITY OF ESCONDIDO AIR EMISSIONS THRESHOLDS**

Pollutant	Threshold
CO	550 lbs/day
ROG	55 lbs/day
NO <sub>x</sub>	55 lbs/day
PM <sub>10</sub>	150 lbs/day
SO <sub>x</sub>	250 lbs/day
Lead	3.2 lbs/day

SOURCE: Escondido Municipal Code §33-924(a)(1)(G)(i).

If the project has the potential to produce emissions that would exceed these thresholds, in accordance with City planning guidance a more detailed analysis of potential air quality impacts is then required (Petrek, per. com. 2004). However, simply exceeding these thresholds does not constitute a significant air quality impact. Significance of potential air quality impacts is based on the additional project specific analysis.

The City of Escondido General Plan Community Open Space and Conservation Element includes Quality of Life Thresholds for Air Quality (Policy J1.5). The threshold policies are generally consistent with those identified in Appendix G of the 2000 CEQA Guidelines. In combination, these policies and guidelines provide guidance as to what would be considered significant under CEQA. For direct applicability within the city of Escondido, the questions have been revised to reflect regulations and plans for the SDAB and the Escondido area in particular, as well as current air quality designations. The following are used as the basis for analysis of project impacts:

1. Would the proposed project conflict or obstruct the implementation of the San Diego RAQS or applicable portions of the SIP? (City threshold–Is the proposed project consistent with the adopted air quality management plan?)
2. Would the proposed project result in emissions that would violate any air quality standard or contribute substantially to an existing or projected air quality violation? (City threshold–Would potential emissions exceed air quality standards?)
3. Since San Diego County is presently in non-attainment of the federal and/or state ambient air quality standards for ozone and federal and state ambient air quality standards for PM<sub>10</sub>, would the proposed project result in a cumulatively considerable net increase of PM<sub>10</sub> or exceed quantitative thresholds for O<sub>3</sub> precursors, oxides of nitrogen (NO<sub>x</sub>), and volatile organic compounds (VOCs)?
4. Would the proposed project expose sensitive receptors (schools, hospitals, resident care facilities, or day-care centers) to substantial pollutant concentrations? (City threshold–Would the proposed project expose sensitive receptors [schools, hospitals, convalescent homes] to substantial pollutant concentrations?)

### **c) Emissions Criteria**

Emissions resulting from implementation of the proposed project would be due primarily to an increase in traffic associated with the construction and the daily operations of the proposed project. The San Diego APCD does not provide specific numerics for determining the significance of mobile source-related impacts. However, the district does specify Air Quality Impact Analysis (AQIA) trigger levels for new or modified stationary sources (APCD Rules 20.2 and 20.3). If these incremental levels are exceeded, then the district requires that an AQIA be performed for the proposed project. Although these trigger levels do not generally apply to mobile sources, for comparative purposes, these levels are used to evaluate the increased emissions which would be discharged to the SDAB if the proposed project was approved. The AQIA trigger levels are shown in Table 4H-5 (Note: There is no level specified for reactive organic compounds).

**TABLE 4H-5  
AIR QUALITY IMPACT TRIGGER LEVELS**

Pollutant	City of Escondido Threshold
NO <sub>x</sub>	250 lbs/day
SO <sub>x</sub>	250 lbs/day
CO	550 lbs/day
PM <sub>10</sub>	100 lbs/day
Lead	3.2 lbs/day

SOURCE: Escondido Municipal Code §33-924(a)(1)(G)(i).

In addition to a comparison with the thresholds, the project should be evaluated to determine if it has the potential to produce carbon monoxide hot spots at intersections near the project site. A hot spot is a localized area, most often near a congested intersection, where the state's 1-hour or 8-hour carbon monoxide standards are exceeded. Localized carbon monoxide impacts can occur where projects contribute traffic to intersections in areas where the ambient carbon monoxide concentrations are projected to be above the state's standards. However, hot spots almost exclusively occur near intersections with LOS E or worse.

#### **d) Public Nuisance Law (Odors)**

The State of California Health and Safety Code Sections 41700 and 41705, and San Diego APCD Rule 51, commonly referred to as public nuisance law, prohibits emissions from any source whatsoever in such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to the public health or damage to property. The provisions of these regulations do not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals. It is generally accepted that the considerable number of person's requirement in Rule 51 is normally satisfied when 10 different individuals/households have made separate complaints within 90 days. Odor complaints from a "considerable" number of persons or businesses in the area will be considered to be a significant, adverse odor impact.

Every use and operation shall be conducted so that no unreasonable heat, odor, vapor, glare, vibration (displacement), dust, smoke, or other forms of air pollution subject to air pollution control district standards of particulate matter shall be discernible at the property line of the parcel upon which the use or operation is located.

Therefore, any unreasonable odor discernible at the property line of the project site will be considered a significant odor impact.

### 3) Impacts

Analysis considers buildout of both the proposed Wal-Mart and EUSD sites. Impacts to air quality can result from the construction and operation of the facilities. Construction impacts are short-term and result from fugitive dust, equipment exhaust, and indirect effects associated with construction workers and deliveries. In the case of this project, operational impacts result mainly from mobile sources associated with the vehicular travel along the roadways within the project area.

Operational impacts can occur on two levels. Regional impacts resulting from growth-inducing development or local hot-spot effects stemming from sensitive receivers being placed close to highly congested roadways.

#### a) Construction-Related Emissions

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

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

The proposed Wal-Mart project would develop a 143,183-gross-square-foot building with an outdoor seasonal garden center, outdoor display and sales areas, loading dock, retaining wall, parking, and landscaping on the 11.11-acre parcel. The project would require demolition and removal of a single-family residence in the southern portion of the site and removal of two office/retail buildings consisting of the existing 61,500-square-foot administrative office building occupied by the EUSD and a 7,245-square-foot ancillary building used by the EUSD for storage and by a neighborhood retail use. In addition, site preparation calls for the removal of a portion of the existing slope in the southern and western portions of the site. A total of 80,000 cubic yards of cut and 17,000 cubic yards of fill are required for the project with 63,000 cubic yards remaining for export.

The proposed EUSD building would provide office and meeting space for ongoing EUSD activities within a two-story building of approximately 60,000 gross square feet with a loading dock and landscaping on a 4.57-acre site. The EUSD requires parking for approximately 220 cars, which would allow for on-site employee parking, expected to be at the rear of the site, and visitor parking to be available in front. The site is relatively

flat and very little grading would be required during site preparation. The project would also require demolition and removal of a 1940s era half-round wood and metal shop/warehouse currently owned by the City of Escondido. The structure is still used for storage.

### **Equipment Emissions**

Heavy-duty construction equipment is usually diesel-powered. In general, emissions from diesel-powered equipment contain more nitrogen oxides, sulfur oxides, and particulate matter than gasoline-powered engines. However, diesel-powered engines generally produce less carbon monoxide and less reactive organic gases than do gasoline-powered engines.

Standard construction equipment includes dozers, rollers, scrapers, dewatering pumps, backhoes, loaders, paving equipment, delivery/haul trucks, jacking equipment, welding machines, pile drivers, and so on. Heavy-duty equipment emissions are difficult to quantify because of day-to-day variability in construction activities and equipment used.

Table 4H-6 gives emissions factors for a typical mix of equipment on a large construction site. For example, a diesel-powered scraper, the most common type of equipment used during grading operations, generates 1.26 pounds per hour (lb/hr) of carbon monoxide, 0.28 lb/hr of hydrocarbons, 3.84 lb/hr of nitrogen oxides, 0.46 lb/hr of sulfur oxides, and 0.41 lb/hr of particulate matter. Actual air emissions at any given time would depend on the number and type of equipment in operation.

Table 4H-7 provides a list of the equipment that will be involved with this project. Table 4H-7 also indicates the total number of hours that each type of equipment is anticipated to operate over the duration of construction. In addition to the on-site equipment, it is assumed that eight trucks per hour will access the site to haul the exported material from grading (63,000 cubic yards) off-site.

Maximum daily emissions during construction are anticipated to occur during site grading activities. For estimating maximum daily equipment emissions, it is assumed that every piece of equipment could operate simultaneously for a period of eight hours a day. Furthermore, it is assumed that the haul trucks would make eight round trips per hour (64 round trips per day), have a capacity of 20 cubic yards, and would haul the material 10 miles one-way. Twenty-two construction days per month were assumed. With these assumptions, it is estimated that it will take approximately 49 construction days to haul all of the material off-site.

**TABLE 4H-6**  
**EXHAUST EMISSIONS FACTORS FROM TYPICAL CONSTRUCTION EQUIPMENT**  
**[in grams (pounds) per hour]**

Equipment Type	Carbon Monoxide		Hydrocarbons		Nitrogen Oxides		Sulfur Oxides		Particulate	
	G	D	G	D	G	D	G	D	G	D
Trucks: off-highway	-	816.81 (1.794)	-	86.84 (0.192)	-	1889.16 (4.166)	-	206.0 (0.454)	-	116.0 (0.256)
Tracked loader	-	91.15 (0.201)	-	44.55 (0.098)	-	375.22 (0.827)	-	34.4 (0.076)	-	26.4 (0.058)
Tracked tractor	-	157.01 (0.346)	-	55.06 (0.121)	-	570.70 (1.26)	-	62.3 (0.137)	-	50.7 (0.112)
Scraper	-	568.19 (1.257)	-	128.15 (0.282)	-	1740.74 (3.840)	-	210.0 (0.463)	-	184.0 (0.406)
Motor grader	5490.0 (12.1)	68.46 (0.151)	186.0 (0.410)	18.07 (0.040)	145.0 (0.320)	324.43 (0.713)	7.59 (0.0167)	39.0 (0.086)	9.40 (0.0207)	27.7 (0.061)
Wheeled dozer	-	816.81 (1.794)	-	86.84 (0.192)	-	1889.16 (4.166)	-	206.0 (0.454)	-	116.0 (0.256)
Wheeled loader	7060.0 (15.6)	259.58 (0.572)	241.0 (0.531)	113.17 (0.25)	235.0 (0.518)	858.19 (1.89)	10.6 (0.0234)	85.2 (0.182)	13.5 (0.0298)	77.9 (0.172)
Wheeled tractor	4320.0 (9.52)	1622.77 (3.59)	164.0 (0.362)	85.26 (0.188)	195.0 (0.430)	575.84 (1.269)	7.03 (0.0155)	40.9 (0.090)	10.9 (0.0240)	61.5 (0.136)

SOURCE: EPA AP-42 1985:Tables II-7.1 and II-7.2.

Fuel types: G = gasoline-powered; D = diesel-powered.

**TABLE 4H-7  
PROJECT EQUIPMENT LIST AND ESTIMATED ACTIVITY IN HOURS**

Equipment	Number	Total Cumulative Hours of Operation (all pieces of equipment)
Track Dozer	1	80
Track Loader	1	80
Scraper	2	30
Compactor	2	30
Water Truck	1	80

SOURCE: Gonzalez, pers. com. 2004.

Construction emissions were calculated using the URBEMIS2002 computer program (Yolo-Solano Air Quality Management District 2003). Table 4H-8 shows the projected maximum daily emission levels for each pollutant. Emission factors are not available for lead and, consequently, lead emissions are not calculated. The basin is currently in attainment of the state and federal lead standards. Furthermore, diesel fuel is not leaded.

**TABLE 4H-8  
CONSTRUCTION GRADING EMISSIONS  
(pounds per day)**

Pollutant	Maximum Daily Emissions (pounds)	Average Daily Emissions (pounds)*	City of Escondido Significance Threshold (pounds/day)	APCD Significance Threshold (pounds/day)
CO	129.3	15.4	550	550
ROG	18.8	2.1	55	---
NO <sub>x</sub>	<b>166.5</b>	16.5	55	250
SO <sub>x</sub> <sup>(1)</sup>	0.5	0	250	---
PM <sub>10</sub>	31.4	4.0	150	100

\*Assumes grading activities occurs over 49 days.

Bold type indicates emissions exceed threshold.

<sup>1</sup>Emissions calculated by URBEMIS2002 are for SO<sub>2</sub>.

As seen in Table 4H-8, maximum daily emissions of NO<sub>x</sub> are projected to exceed the City of Escondido thresholds. Consequently, under City of Escondido guidance additional analysis of potential air quality impacts must be performed to evaluate the significance of the potential impacts. All other pollutant emissions are below threshold levels. Average daily construction emissions were calculated by averaging the on-site equipment emissions over the assume 49 day hauling period. Table 4H-8 also shows the

average daily construction emissions over the period of grading. As seen, the average daily emissions are less than the City's thresholds.

For assessing the significance of the air quality emissions resulting during construction of the proposed projects, the construction emissions were compared to the APCD AQIA thresholds as described above. As seen in Table 4H-8, both maximum daily and average daily construction emissions are projected to be less than the APCD thresholds.

Because construction is a one time, temporary activity, and because both maximum and average daily construction emissions are projected to be below the APCD AQIA thresholds, operation of equipment during project construction is not anticipated to result in significant air quality impacts.

### **Fugitive Dust**

Fugitive dust is any solid particulate matter that becomes airborne directly or indirectly as a result of the activities of man or natural events (such as windborne dust), other than that emitted from an exhaust stack. Construction dust is comprised primarily of chemically inert particles that are too large to enter the human respiratory tract when inhaled. As on-going construction activities are a part of normal activities within the City, and given the relatively small size of the two project areas, fugitive dust emissions to the air basin are not expected to be significant with the Wal-Mart/EUSD project. However, they could be perceived as a nuisance to the immediate area. Dust control during grading operations would be implemented to reduce potential nuisance impacts.

Although air quality impacts resulting from construction-related activities could be perceived as a nuisance, they are considered a short term, temporary, one-time activity, and would therefore not be significant.

## **b) Operation-Related Emissions**

### **Direct Project Impacts**

#### **LOCALIZED CARBON MONOXIDE IMPACTS**

Small-scale, localized concentrations of carbon monoxide above the state and national standards have the potential to occur near stagnation points of heavily traveled intersections. Localized, high concentrations of CO are referred to as "CO hot spots." CO hot spots can occur when projects contribute traffic to area intersections. However, CO hot spots almost exclusively occur near intersections with LOS E or worse.

Traffic studies prepared for the project show that all of the signalized intersections in the vicinity of the project are calculated to operate at LOS E or better with the combination of existing traffic, near-term cumulative projects traffic, and project traffic.

One unsignalized intersection, Harding Street/East Grand Avenue, is calculated to degrade from LOS E to LOS F without mitigation. According to the traffic report, the movement that operates poorly at this intersection is the northbound residential driveway left-turn movement onto East Grand Avenue. During the peak hours approximately 25 vehicles per hour are projected to turn left onto East Grand Avenue (Linscott, Law & Greenspan [LLG] 2004). Because the poor level of service is a result of a very small number of vehicles that are experiencing long waits for left-turn movements, it is not likely that a CO hot spot would occur at this intersection. Additionally, a signal is proposed at this intersection to mitigate traffic impacts. If this signal were installed, the anticipated level of service at this intersection would improve to LOS C (Prasad, pers. com. 2004).

The Bear Valley Parkway/East Valley Parkway is also an unsignalized intersection that is projected to operate at LOS F with or without the project. The traffic report indicates that the movement that operates poorly at this intersection is the northbound traffic on Bear Valley Parkway that is trying to turn left onto East Valley Parkway. During the peak hours approximately 11 vehicles per hour are projected to turn left onto East Valley Parkway (LLG 2004). Again, because the poor level of service is a result of a very small number of vehicles that are experiencing long waits for left-turn movements, it is not likely that a CO hot spot would occur at this intersection.

As stated above, hot spots almost exclusively occur near intersections with LOS E or worse in combination with relatively high traffic volumes on all roadways. With the two exceptions discussed above, after mitigation, all of the studied intersections in the project vicinity are expected to operate at LOS E or better. Additionally, as indicated previously, the basin is in attainment of both the federal and state CO standards. As indicated in Table 4H-3, background CO concentrations are well below federal and state standards. Therefore, since no intersections would operate at substandard conditions as a result of implementation of the proposed project, and since no substantial traffic delays are anticipated for the primary direction of traffic flow, no direct significant localized CO impacts are anticipated at the affected intersections.

The traffic report prepared for the project also indicates that certain segments of East Valley Parkway will operate at LOS F, the worst segment being between Washington Avenue and Lake Wohlford Road where the volume to capacity ratio is projected to be as high as 2.46 (LLG 2004). Modeling was performed to assess the potential for these conditions to result in a carbon monoxide hot spot due to carbon monoxide concentrations adjacent to this roadway segment (see Appendix J) and tailpipe emissions were estimated (see Appendix J). The model assumed a peak hour traffic volume equal to 10 percent of the ADT for the roadway, or 3,697 vehicles per hour (LLG 2004). Slower speeds result in greater CO emissions per mile for a given traffic volume. The results of the modeling indicate that even if the traffic were so congested that the average vehicle speed was only five miles per hour (a highly unlikely condition), the traffic

would only increase the carbon monoxide concentration at a receiver 50 feet from the center of the roadway by 3.2 parts per million. Traffic generated carbon monoxide concentrations decrease with increasing distance from the roadway.

The projected CO concentration of 3.2 ppm is the average one-hour concentration contribution by the traffic on the roadway. Using a worst-case persistence factor of 0.8 (Garza et al. 1997), the estimated eight-hour average concentration contribution due to the traffic on East Valley Parkway would be approximately 2.6 ppm. As seen in Table 4H-3, with the exception of 2003 the maximum eight-hour background CO concentration in the project vicinity was approximately 5.3 ppm, which occurred in 1999 (the maximum CO concentration of 10.6 ppm recorded in 2003 was an anomalous condition created by wildfires as discussed above). If the traffic contribution of 2.6 ppm is added to the background concentration of 5.3 ppm, the resulting total eight-hour average carbon monoxide concentration at receivers 50 feet from the center of East Valley Parkway between Washington Avenue and Lake Wohlford Road would be approximately 7.9 ppm, well below the state and federal eight-hour standards of 9 ppm.

Consequently, no significant carbon-monoxide hot-spot impacts are anticipated.

#### **TOXIC AIR EMISSIONS AND ODORS**

The proposed developments are not anticipated to create nor expose sensitive receivers to odors. No significant odor impacts are anticipated.

The following discussion is based on information contained in the Phase I Environmental Site Assessment for the Proposed Wal-Mart Supercenter #5214 prepared by Kleinfelder, Inc. dated June 13, 2003, and a second report, the Phase I and II Environmental Site Assessment for the City of Escondido Green Mutual Building at 1201 East Washington Avenue prepared by SECOR International Incorporated on September 24, 2003.

#### ***Wal-Mart Site***

A Phase I Records Search was prepared for the Wal-Mart site. The Phase I Records Search reveals the presence of a contaminant, perchloroethylene (PCE), in on-site soils, groundwater, and soil vapor. The PCE is suspected to have been released by a dry cleaning machine that was removed in 1994 from the Lovett's One Hour Cleaners (Case No. H11085). A new owner replaced the machine in 1996 with another dry cleaning machine. Existing equipment showed no signs of leakage during a site visit to the project site. The existing Lovett's One Hour Cleaners disposes of approximately five gallons of PCE per month through a permitted disposal company (Safety Kleen). Groundwater monitoring wells have been located on the site and the most recent of eight subsequent site assessments indicates that groundwater in the vicinity has been impacted by PCE and two of its degradation by products, trichloroethylene (TCE) and dichloroethylene (DCE).

PCE-impacted soils were encountered at depths ranging from 1.5 feet to 14 feet below ground surface. No groundwater production wells or other hydrologic receptors were identified within approximately 1,000 feet of the dry cleaners and pipelines associated with the San Jacinto-San Vicente Aqueduct are located above the water table. A Site Assessment Summary Report for the Lovett's One Hour Cleaners at 1378 East Grand Avenue prepared in April 2001 for the La Caze Development Company, owners of the shopping center, determined that the level of risk from vapor exposure associated with PCE-impacted soil and groundwater beneath the property is considered insignificant (PIC Environmental Services 2001).

In addition to the above, the project site includes existing buildings that are likely to be constructed with asbestos-containing building materials and lead-based paint due to their age and the existing residence likely includes an abandoned septic system. Other contaminants, including pesticides, fungicides, and fertilizers, may have been released during past activities associated with nursery operations at the residential site. Documented and potential releases associated with the above comprise potential historical and existing Records of Environmental Concern (RECs).

Consequently, future demolition of the structure could release hazardous materials into the environment and would be considered a significant direct project impact.

#### ***EUSD Site***

The Phase II Environmental Site Assessment prepared for the EUSD site addresses four RECs, four potential RECs, and other environmental concerns identified in the Phase I portion of the project. No signs of staining or stressed vegetation were reported in the site assessment.

A Pre-Demolition Asbestos Survey of the existing half-round building found that the window putty, floor tiles and mastic, and hot water heater insulation contained therein were identified as RACMs. The hot water heater RACM is considered a Class I material and the remaining components are considered Class II materials. The survey also identified significant levels of lead in the building's paint and adjacent soil samples. Future demolition of the structure could release hazardous materials into the environment and would be considered a significant direct project impact. Removal in conformance to existing regulatory abatement requirements would reduce impacts to below a level of significance.

Consequently, future demolition of the structure could release hazardous materials into the environment and would be considered a significant direct project impact.

## Cumulative Project Impacts

### MOBILE AND AREA SOURCE EMISSIONS

Mobile source emissions would originate from project-generated traffic. Area source emissions are emissions generated due to on-site stationary sources such as natural gas combustion (e.g., heating systems), landscape maintenance activities, and other similar sources.

The EUSD administration complex is an existing use within the City and the proposed project would simply relocate these uses a few blocks away from their present location. Consequently, traffic associated with the administration complex already exists within the project area. As such, the EUSD administration complex portion of the proposed project would generate no new traffic or area sources of emissions. Consequently, only the traffic and area source emissions generated by the Wal-Mart retail center are evaluated as new sources of air emissions in this section.

Mobile and area source emissions due to implementation of the proposed project were calculated using the URBEMIS2002 computer program. This program does not compute emission factors for lead. However, the basin is currently in attainment of the state and federal lead standards and any increases in these emissions attributable to implementation of the proposed project are not anticipated to be significant. Therefore, lead is not considered further.

As indicated in the traffic report prepared for the project (LLG 2004), the proposed Wal-Mart retail center is anticipated to generate 9,000 trips per day. For the purposes of computing the emissions, it was assumed that buildout of the proposed project would occur in 2005. The average winter and summer temperatures used in URBEMIS2002 were assumed to be 40 and 85 °F, respectively. Given the large retail nature of the project, the “pass-by” trip option in URBEMIS2002 was used. The San Diego County defaults for the other input parameters such as vehicle fleet mix and trip length were assumed.

Table 4H-9 provides a summary of the calculated mobile- and area-source emissions emitted to the SDAB due to implementation of the proposed Wal-Mart project for the summer and winter seasons. Table 4H-9 shows that the increase in emissions emitted to the SDAB as a result of operation of the proposed project are projected to exceed the San Diego APCD threshold for carbon monoxide and the City of Escondido thresholds for CO, NO<sub>x</sub>, and ROG.

As indicated previously, if the air emissions resulting from the proposed project are projected to exceed City standards, then in accordance with City planning guidance a more detailed analysis of potential air quality impacts is required. For assessing the

**TABLE 4H-9  
AVERAGE DAILY PROJECT EMISSIONS TO THE SAN DIEGO AIR BASIN  
(pounds per day)**

Season	Pollutant	Area Emissions <sup>1</sup>	Mobile Emissions (vehicle)	Total Emissions <sup>2</sup>	City of Escondido Threshold	APCD Threshold	Do Emissions Exceed Thresholds?
Summer	CO	1.2	798.1	799.3	550	550	Yes/Yes
	NOx	1.5	81.7	83.1	55	250	Yes/No
	ROG	0.2	69.3	69.5	55	–	Yes/–
	SO <sub>x</sub> <sup>(3)</sup>	0.0	0.7	0.7	250	250	No/No
	PM <sub>10</sub>	0.0	65.6	65.6	150	100	No/No
Winter	CO	0.6	949.8	950.4	550	550	Yes/Yes
	NOx	1.4	123.1	124.6	55	250	Yes/No
	ROG	0.1	90.1	90.2	55	–	Yes/–
	SO <sub>x</sub> <sup>(2)</sup>	0.0	0.7	0.7	250	250	No/No
	PM <sub>10</sub>	0.0	65.6	65.6	150	100	No/No

SOURCE: San Diego APCD, Rule 20.2 (12/17/1998); Escondido Municipal Code §33-924(a)(1)(G)(i).

<sup>1</sup>Area emissions include emissions from on-site stationary sources such as natural gas combustion (e.g., heating systems), landscaping maintenance, etc.

<sup>2</sup>Totals may differ due to rounding.

<sup>3</sup>Emissions calculated by URBEMIS2002 are for SO<sub>2</sub>.

significance of the air quality emissions resulting from operation of the proposed project, the operations emissions were compared to the APCD AQIA thresholds as described above. However, exceedance of these thresholds does not de facto mean that the project emissions would cause a significant air quality impact to the SDAB. Rather, as discussed below, because the emissions resulting from the project could exceed the City and APCD emission thresholds, further analysis of the potential air quality impacts is required. This analysis is presented in the discussion of the conformance of the proposed project to regional and local plans contained the following section.

#### **CONFORMANCE WITH REGIONAL PLANS**

A determination of whether the potential emissions resulting from operation of the proposed project would result in a significant impact is based on an evaluation of the extent to which the proposed project conforms to existing regional and local planning documents.

#### **CONSISTENCY WITH EXISTING PLANS AND ZONING**

The proposed project was assessed to determine consistency with the adopted General Plan land use policies. A brief analysis is provided below:

##### **WAL-MART**

***City of Escondido General Plan/Midway Neighborhood.*** Located within the Tier 1 Midway Neighborhood, the land use designation for the Wal-Mart site and areas to the north and east carry the General Plan land use designation of General Commercial (GC). Land immediately to the west is designated Office (O). Areas south of the proposed Wal-Mart site, south of East Grand Avenue, are designated Urban III (U3).

At a “Plan-to-Plan” level, adoption of proposed amendments to the General Plan land use designation and zoning would ensure project consistency with the land use plan, including the Growth Management Element, which allows development within the Tier 1 Midway Neighborhood of the type proposed. The project is also consistent with the East Valley Parkway Interim Overlay Ordinance. Proposed development would intensify development in the higher density Tier 1 Midway Neighborhood as anticipated by Land Use Policy A1.1. In addition, implementation of a regional commercial project at this site would be consistent with Economic Policy B3.2 because it would reduce the need for residents to commute out of the area to shop at this type of facility and would help to diversify the economic base.

***Zoning.*** The project includes an amendment to the overlay zone to allow a reduction in parking requirements and more flexibility than currently allowed. The parking study shows that adequate parking would be provided even during peak use hours.

***East Valley Parkway Commercial Area Plan/Escondido Business Enhancement Zone (BEZ).*** The project would be located within the boundaries established for the East Valley Parkway Commercial Area Plan and would be consistent with Commercial Policies B4.2, B4.9, and B4.12. Among other reasons, the project would strengthen and rehabilitate a portion of an existing commercial area and improve site access. The project does not request waivers or approvals pursuant to those allowed for development within the business enhancement zone.

## **EUSD**

Relocation of the existing EUSD administration building from the proposed Wal-Mart site to the Ash Street/Washington Street site as proposed would be in consistent with the adopted land use designation as provided in the City of Escondido General Plan and with the adopted zoning. The proposed EUSD Administration Building would be a permitted under the approved General Commercial (GC) land use category and zone and would be compatible with the adjacent senior residential facility (zoned U-3) located to the east.

***City of Escondido General Plan/Midway Neighborhood.*** Construction of a one- or two-story office building as proposed for EUSD administrative use is allowed under the existing plan and zoning. The project must conform to design guidelines for new construction on the site and would not result in a significant land use impact.

Consequently, the proposed projects are consistent with the adopted General Plan and Zoning. As such it may be concluded that the projects are consistent with the growth assumptions used in the SIP demonstrations.

## **Conformance with Specific Criteria**

In addition to the above discussion, the State and City have specified a number of criteria used as an aid in determining the significance of a project's potential air quality impacts. These criteria are discussed below.

## **CALIFORNIA AIR RESOURCES BOARD**

1. Is a regional air quality plan being implemented in the project area?

The proposed project is in the city of Escondido, which is within the SDAB. The 1991/1992 RAQS (and triennial updates) are implemented by APCD throughout the air basin. Therefore, the proposed project fulfills the first criteria from the CARB guidelines described in the Standards of Significance section.

2. Is the project consistent with the growth assumptions in the regional air quality plan?

The proposed project is not growth inducing and has been designed to accommodate the already projected increase in population and housing demand in the Escondido area. As such, the proposed project is considered consistent with the growth assumptions in the RAQS. Consequently, the proposed project conforms to the applicable regional plans.

3. Does the project incorporate all feasible and available air quality control measures?

With the incorporation of the air quality control measures recommended in this report, the project will incorporate all necessary air quality control measures.

#### **CITY OF ESCONDIDO**

1. Would the proposed project conflict or obstruct the implementation of the San Diego RAQS or applicable portions of the SIP? (City threshold–Is the proposed project consistent with the adopted air quality management plan?)

The proposed project is consistent with the adopted local air quality plan (the RAQS) and would not conflict or obstruct the implementation of the San Diego RAQS or applicable portions of the SIP.

2. Would the proposed project result in emissions that would violate any air quality standard or contribute substantially to an existing or projected air quality violation? (City threshold–Would potential emissions exceed air quality standards?)

The proposed project emissions would not exceed air quality standards.

3. Since San Diego County is presently in non-attainment of the federal and/or state ambient air quality standards for ozone and PM<sub>10</sub>, would the proposed project result in a cumulatively considerable net increase of PM<sub>10</sub> or exceed quantitative thresholds for O<sub>3</sub> precursors, oxides of nitrogen (NO<sub>x</sub>), and volatile organic compounds (VOCs)?

The proposed project emissions would not result in a cumulatively considerable net increase of PM<sub>10</sub> or exceed quantitative thresholds for O<sub>3</sub> precursors, NO<sub>x</sub>, and VOCs.

4. Would the proposed project expose sensitive receptors (schools, hospitals, resident care facilities, or day-care centers) to substantial pollutant concentrations? (City threshold–Would the proposed project expose sensitive receptors [schools, hospitals, convalescent homes] to substantial pollutant concentrations?)

The proposed project would not expose sensitive receptors to substantial pollutant concentrations.

Consequently, no significant air quality impacts are anticipated with construction and operation of the proposed Wal-Mart/EUSD project.

## **4) Mitigation**

### **a) Criteria Pollutants**

With respect to criteria air pollutants, based on the analysis presented above no significant air quality impacts are identified for either the construction phase or operation of the proposed project. Dust and emission control during grading operations would be implemented to reduce potential nuisance impacts and to ensure compliance with APCD rules and regulations. As a matter of standard practice the applicant will implement the following standard construction measures during construction activities:

- 4H-1. All unpaved construction areas shall be sprinkled with water or other acceptable San Diego APCD dust control agents during dust-generating activities to reduce dust emissions. Additional watering or acceptable APCD dust control agents shall be applied during dry weather or windy days until dust emissions are not visible.
- 4H-2. Trucks hauling dirt and debris shall be properly covered to reduce windblown dust and spills.
- 4H-3. A 20 mile-per-hour speed limit on unpaved surfaces shall be enforced.
- 4H-4. On dry days, dirt and debris spilled onto paved surfaces shall be swept up immediately to reduce resuspension of particulate matter caused by vehicle movement. Approach routes to construction sites shall be cleaned daily of construction-related dirt in dry weather.
- 4H-5. On-site stockpiles of excavated material shall be covered or watered.
- 4H-6. Disturbed areas shall be hydroseeded, landscaped, or developed as quickly as possible and as directed by the County to reduce dust generation.
- 4H-7. To the maximum extent feasible:
  - Heavy-duty construction equipment with modified combustion/fuel injection systems for emissions control shall be utilized during grading and construction activities.

- Catalytic reduction for gasoline-powered equipment shall be used.
- Equip construction equipment with prechamber diesel engines (or equivalent) together with proper maintenance and operation to reduce emissions of nitrogen oxide, to the extent available and feasible.

4H-8. Electrical construction equipment shall be used to the extent feasible.

4H-9. The simultaneous operations of multiple construction equipment units shall be minimized (i.e., phase construction to minimize impacts).

Based on the analysis presented here, there will be no significant air quality impacts during project construction or operation. Therefore, no mitigation is required.

### **b) Toxic Air Emissions and Odors**

The proposed developments are not anticipated to create nor expose sensitive receivers to odors. No significant odor impacts are anticipated.

Future demolition of the structures on both the Wal-Mart and EUSD sites could release hazardous materials into the environment and would be considered a significant direct project impact. The following mitigation measures will ensure that toxic air emission impacts will be less than significant.

#### **Wal-Mart Site**

4H-10. As a condition of approval and throughout site grading and construction, the project proponent shall be responsible for ongoing monitoring, risk assessment, and possibly remediation of PCE and its degradation by-products on-site. These measures shall be conducted in accordance with Department of Environmental Health guidelines and recommendations until Case No. H11085 is closed.

4H-11. As a condition of project approval, and prior to any demolition of the existing on-site structures (single-family residential and commercial uses), a hazardous material building survey and remediation, as required, shall be performed in accordance with existing federal, state, and local regulations, including guidelines established by the County of San Diego Department of Environmental Health. Any required remediation shall be supervised by a registered environmental health specialist (REHS).

4H-12. As a condition of project approval, and prior to any site grading or demolition of the existing on-site structures (single-family residential and commercial uses), soil samples shall be collected and analyzed for pesticides, arsenic and copper

(fungicides), and nitrates (fertilizers) at the former garden nursery. Remediation shall be implemented as warranted.

### **EUSD Site**

4H-13. As a condition of project approval, and prior to any scraping, equipment removal, or demolition of the existing half-round building, the City of Escondido/EUSD shall ensure that a Certified Asbestos Abatement Contractor removes existing RACMs. The identified RACMs may be left in place under an asbestos operations and maintenance program only if the building remains on the property.

4H-14. As a condition of project approval, and prior to any scraping, equipment removal, or demolition of the existing half-round building, the City of Escondido/EUSD shall ensure that a lead-based paint (LBP) professional shall create an abatement plan the contractors can use to protect workers and the environment from lead exposure. Contractors responsible for removal of equipment or demolition shall possess all necessary training, certifications, and licenses pertaining to LBP abatement and shall follow all applicable federal state and local regulations, including County of San Diego DHS, regulations pertaining to LBP removal.

4H-15. Due to the large quantity of storage materials located throughout the interior of the half-round building, all interior storage materials shall be removed and, as a condition of approval and prior to any scraping, or demolition of the site, the City of Escondido/EUSD shall provide for an additional site visit by the preparer of the Environmental Site Assessment to verify that no additional areas of concern are identified within the structure.

## **5) Level of Significance After Mitigation**

Impacts to air quality remain less than significant.

## **I. Cultural Resources**

The following discussion is based on information contained in two cultural resource reports. The first is a letter report addressing the residence located in the southwest portion of the proposed Wal-Mart project site at 1314 East Grand Avenue. The letter report is included as Appendix K to this EIR. The project includes demolition of the existing residence at this location and redevelopment of the site with the proposed retail center.

The second study addresses the property southeast of the intersection of East Washington Avenue and Ash Street and is included as Appendix L to this EIR. The project includes redevelopment of the site to provide a new administrative building for the Escondido Union School District. Construction plans call for removal of the existing storage/warehouse building.

Preparation for the letter report and technical study included a review of the files at the Pioneer Room at the Escondido Library, the City of Escondido, the San Diego Aerospace Museum, and an on-foot reconnaissance of the properties. Additional studies cited in this report are available at the City of Escondido Planning Department, 201 N. Broadway, Escondido, California 92025.

### **1) Existing Conditions**

#### **a) Wal-Mart Site**

The existing residence is located at 1314 East Grand Avenue in the southwestern corner of the project site. Records indicate the original 20-acre property was purchased by Edwin S. Bulen, who operated a dairy on the property from approximately 1936 until 1951. The existing home was constructed as the primary residence for Mr. Bulen and his wife Dorothy in 1948. Property records for the period between 1937 and 1952 could not be located for the project site through the sources consulted. Consequently, the home's designer and builder could not be determined. Overall, the existing structure is a good example of mid-twentieth century residential construction. Common materials and methods of the period were applied to make advantageous use of the sloping location. The architectural integrity of the building is good, showing no major alterations or changes that are out of keeping with its original character. The existing structure is stylistically consistent with residential construction of the late 1940s and early 1950s.

#### **b) EUSD Site**

Figure 2-4 and Photographs 4I-1 through 4I-4 show the existing structure on the proposed EUSD site. The major feature at the site is a half-round shop/warehouse, on a poured



PHOTOGRAPH 4I-1  
West- and South-facing Sides of Shop/Warehouse Building  
as Viewed from Ash Street



PHOTOGRAPH 4I-2  
View Showing South Side of Shop/Warehouse Building



PHOTOGRAPH 41-3  
View Showing East Side of Building from On-site



PHOTOGRAPH 41-4  
View Showing Northside of Building from Washington Avenue

concrete slab foundation. The structure was constructed by the Escondido Mutual Water District (EMWD) in 1941 as an operations building (*Times-Advocate* 1941a, 1941b) and overtaken by the City of Escondido in 1971. There are no other buildings on the property.

The subject property is one of few commercially zoned properties remaining in the area that has not been improved. The surrounding area is characterized by mixed, commercial, and residential land uses. The site is directly bordered by the Escondido Creek Flood Control Channel on the south, North Ash Street on the west, East Washington Avenue on the north, and a retirement complex to the east.

The City of Escondido maintains a survey of historic and cultural resources in the city which documents historic events, famous people, and renowned builders or architects involved with the city's significant buildings or areas, and includes all pre-1940 structures (City of Escondido 1990b). The City of Escondido Historic Resources Inventory Form (1991) identifies the existing structure (mistakenly referenced as a Quonset Hut) as individually significant at a local level. Structures that satisfy two of seven criteria established by the City are considered eligible for listing as local historic landmarks. Although included on the inventory form, the site and structure are not listed on the City's local register of historic places nor designated as a local historic landmark.

## 2) Standards of Significance

Section 15064.5(3)(A,B,C,D) of the CEQA Guidelines indicates that significant cultural resource impacts would occur if the action would cause substantial adverse change in the significance of a historical or archaeological resource through physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings. Historical resources include resources listed in, or eligible for listing in the California Register of Historical Resources; resources listed in a local register of historical resources; or unique archaeological resources as defined in Sec. 21083.2 of the Public Resources Code.

In addition, the City of Escondido General Plan incorporates two policies that state significant impacts would result from implementation if the project would disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to the community or ethnic or social group; or a paleontological site except as a part of a scientific study (City of Escondido 1990b).

**Policy F1.1:** The City of Escondido shall strive to preserve significant historic and cultural features designated on a local register through appropriate ordinances, incentive programs, or and through the development review process.

**Policy F1.2:** The City shall strive to preserve buildings and areas with special and recognized historic or architectural value. Efforts to retain structures in their original state shall be encouraged through adaptive reuse where the use is compatible with the surrounding area.

Additionally, Article 40 Section 33-794 of the City zoning code lists criteria for a structure to qualify for the Escondido local register or historical landmark status, it must qualify under two or more of the seven criteria listed below:

1. Resources that are strongly identified with a person or persons who significantly contributed to the culture, history, pre-history, or development of the city of Escondido, region, state, or nation;
2. Building or buildings that embody distinguishing characteristics of architectural type, specimen, or are representative of a recognized architect's work and are not substantially altered;
3. Historical resources that are connected with a business or use that was once common but is now rare;.
4. Historical resources that are the site of significant historical events;
5. Historical resources that are 50 years old or have achieved historical significance within the past 50 years;
6. Historical resources that are an important key focal point in the visual quality or character of a neighborhood, street, or district; or
7. Historical building that is one of the few remaining examples in the city possessing distinguishing characteristics of an architectural type.

### **3) Impacts**

#### **a) Wal-Mart Site**

Because the on-site single-family residence is more than 50 years old, the City of Escondido required that an historic resource archival search, pedestrian survey, and assessment of the existing structure be conducted to determine whether demolition of the structure would result in a significant impact to cultural resources.

Article 40 of Escondido's Zoning Ordinance identifies the attributes that an older building must have in order to qualify for inclusion on the local register. Most, if not all, of the buildings on the register have also been recognized as historic resources through their inclusion in the Escondido Historic Site Survey. The Bulen house was not included

in the 1990 survey or in the updated survey published in 2001. However, the fact that the Bulen house is not included in the survey does not preclude its consideration under the criteria for local register listing. The following discussion addresses the seven criteria for local register listing and their relation to the Bulen house.

A historic building must meet two of seven criteria in order to be included in the local register. The seven criteria are: (1) strong identification with a person or persons who significantly contributed to the culture, history, or development of Escondido; (2) that embody distinguishing characteristics of an architectural type, specimen, or are representative of a recognized architect's work and are not substantially altered; (3) that are connected with a business or use that was once common but is now rare; (4) that are the sites of significant historical events; (5) that are 50 years old or have achieved historical significance within the past 50 years; (6) that are an important focal point in the visual quality or character of a neighborhood, street, area, or district; (7) that is one of the few remaining examples in the city possessing distinguishing characteristics of an architectural type. The architectural characteristics of the Bulen house are considered under criteria 2, 5, 6, and 7. Each of these is discussed relative to the physical attributes of the house as it stands.

Criterion 2 includes two subordinate portions, one dealing with the architectural type and the other with the architect. The type is consistent with contemporaneous residential buildings and is therefore representative of the type. In this regard the Bulen house may satisfy part of this criterion in that it looks like a late 1940s or early 1950s house. An association with a recognized architect could not be identified through the available sources. This argues against the building meeting the second portion of the criterion. Criterion 5 is solidly met given the 1948 reported construction date in County Assessor records. Criterion 6 is not satisfied, as the house does not represent an important visual focal point for the neighborhood. Criterion 7 is also not met since there are numerous examples of residential construction from this period throughout Escondido.

The proposed project would result in demolition of the existing house. The cultural resource letter report determined that the on-site residence is not considered architecturally unique in Escondido for the period of its construction and does not represent innovative applications of materials or techniques.

Furthermore, the residence is not associated with persons who have made a substantial contribution to Escondido's history, although it is associated with Edwin S. Bulen who was a recognized member of Escondido's business community as a dairyman. Mr. Bulen who ran for and held a seat in the California State Assembly for a single term in 1954 retained ownership of the property. The Bulen Family Trust is still associated with the property. A majority of the former dairy site was leased to developers in 1964 for construction of the Escondido Village Mall. The shopping center was considered North County's largest and most modern shopping center at the time of its construction.

Based on the available information, demolition of the on-site residence would not represent a significant impact and no mitigation is required.

Nevertheless, because the residence is associated with a recognized member of the community, members of the historic preservation commission have requested that the building be documented prior to demolition in a manner that is consistent with the City's historic sites survey. This includes completion of California Department of Parks and Recreation form DPR 523 incorporating 35mm photographs of the building and basic floor plan and elevation sketches. Upon completion of the documentation, the form should be submitted to the South Coastal Information Center for assignment of an official state identification number within the California Historical Resource Information System (CHRIS). Copies of the completed form, including the CHRIS number, should then be provided to the City of Escondido, the Escondido Historical Society, and the Pioneer Room of the Escondido Library.

## **b) School Administration Site**

### **Background**

Because the existing structure is included on the City's 1991 historic survey as individually significant at the local level, the City of Escondido required that an historic resource archival search, pedestrian survey, and assessment of the existing structure be conducted. In September 2003, research and surveys were completed for the entire property to assess existing resources and to determine if other historic or prehistoric cultural resources were also present. In addition to the on-site warehouse/storage facility, the survey identified an historic structure in the southwest corner of the property. The associated feature has two elements and consists of a low concrete structure, most probably a loading dock, and a large diameter concrete pipe with a concrete cap. No prehistoric cultural resources were identified. A summary of the technical study prepared for this site is presented below.

### **Survey Results**

Two major objectives of the survey and research were to determine whether or not the existing structure is a true "Quonset hut" design and/or the existing on-site structure was associated with early Naval flight activities commencing during World War II.

Although the EMWD building was identified on the 1991 survey form as a Quonset hut, the existing structure is not representative of a true Quonset hut design or construction. Several important differences in construction exist between the EMWD building and a true Quonset hut. Among the notable differences: Quonset huts are described as having metal frameworks while the project building has a wooden framework. Quonset huts were designed from the start with a pressed wood interior lining whereas the EMWD building has no interior lining, and there is no indication that one originally existed and

was later removed. The true Quonset hut style was modified to incorporate a four-foot vertical sidewall to increase usable interior space (U.S. Navy 2003) while the walls of the on-site structure curve all the way to the ground. The latter could indicate an early style hut, but the style is inconsistent with any known design parameters, including early models. Additionally, the EMWD building is much larger than the sizes of Quonset huts being produced in 1941 (U.S. Navy 2003). The George A. Fuller Co. produced Quonsets in a 16-by-36-foot size, and Stran-Steel produced huts in 20-by-48-foot and 40-by-100-foot sizes (Burk, pers. com. 2003). All of these are much smaller than the project building. While Quonset huts could be connected together to form longer buildings, the width of the arch roof would remain 16, 20, or 40 feet in width. The existing on-site building provides 9,000 square feet of space and measures 60 feet wide, 30 feet high, and 150 feet long.

In addition to the above, a concern has been raised that the structure may have served as a Navy hanger during World War II. No evidence was found identifying the building with the region's aircraft industry or Navy flight operations during World War II. Research conducted at the San Diego Aerospace Museum and review of a 1944 Sectional Aeronautical Chart of San Diego compiled by the U.S. Coast and Geodetic Survey shows no airfields in Escondido. Also, a compilation of information on San Diego County airfields makes no mention of an airfield at or near Washington Street during World War II (refer to Appendix K for a more detailed discussion).

### **Project-Level Impacts**

The building does not qualify for inclusion in the California Register of Historical Resources (CRHR). However, the building does meet two of the seven criteria required to qualify under the City of Escondido guidelines as eligible for inclusion on the local register of historic places or for designation as a local historic landmark. The existing structure is more than 50 years old (63 years old, to be exact) and is a unique representative of a large, half-round structure in Escondido to which there are no indications of substantial alterations. Consequently, impacts would be considered significant at a local level due to the structure's age and unique architectural features.

The site and existing structures are not associated with an event that has had a significant impact on California's history or culture. Since the building was built by EMWD, it is associated with Escondido's development of a municipal water system. However, the building is not part of the canal system or dam and no architectural or structural elements tie it specifically to the municipal water system. Additionally, no people important to California's past are associated with the EMWD building. While the EMWD building is a half-round structure similar to a Quonset hut, the size and framework composition do not match the Quonset hut specifications. The building is not prefabricated and is not considered significant pursuant to the criteria for listing on the California Register of Historical Places [15064.5(a)(3)(A, B, C, D)].

Although the EMWD building is not an example of a generally recognized architectural style, such as Mission Revival, Arts and Crafts, or Art Deco, it is a unique representative of a large, half-round structure in Escondido. Since the building was constructed from plans drawn up by EMWD, it exhibits features specifically included to address their needs. This contributes to its unique characteristics, as no other similarly constructed buildings would have the particular combination of styles and locations of doors, windows, and interior fittings the EMWD building has. The EMWD building was even considered unique when it was constructed, since at least one newspaper article was written about its' construction techniques, appearance, and proposed usage.

The EMWD shop/warehouse meets two of seven criteria established by the City of Escondido for inclusion of historic resources on the Escondido local register or designation for historical landmark status: (1) the existing structure is more than 50 years old and (2) embodies distinguishing characteristics that have not been substantially altered. Therefore, the loss of this structure would be considered a **significant direct project impact** at the local level.

The preferred course of action, from an archaeological perspective, would be to preserve the existing structure or adapt it for use in the project design. However, given the requirements to provide upgraded office space to meet the EUSD future needs, and concerns regarding the presence of hazardous materials on-site, including asbestos containing materials and lead based paints, this may not be feasible. If mitigation to preserve, reuse, or relocate the historic structure is determined not to be feasible, implementation of mitigation as outlined for the Historical American Buildings Survey (HABS), which requires photographs, measured drawings, and/or textual information for the site, would be required to reduce the impact to below a level of significance.

### **Cumulative Impacts**

No other past, present, or future projects are known or expected to impact a structure of this kind in the city or region. Alteration or removal would therefore not contribute to a cumulatively significant impact.

## **4) Mitigation**

### **a) Wal-Mart Site**

Demolition of the on-site residence has been determined to be less than significant and no mitigation would be required. However, at the discretion of the property owner and City of Escondido Planning Director, the following recommendation by the City of Escondido historic preservation commission may be implemented:

## **Recommendation**

Due to the associated of the on-site residence with Mr. E. S. Bulen, a recognized member of the community, members of the historic preservation commission have requested that the on-site residence at 1314 East Grand Avenue be documented in a manner that is consistent with the City's historic sites survey prior to demolition. This includes completion of California Department of Parks and Recreation form DPR 523 incorporating 35mm photographs of the building and basic floor plan and elevation sketches. Upon completion of the documentation, the form should be submitted to the South Coastal Information Center for assignment of an official state identification number within the California Historical Resource Information System (CHRIS). Copies of the completed form, including the CHRIS number, should then be provided to the City of Escondido, the Escondido Historical Society, and the Pioneer Room of the Escondido Library.

### **b) School Administration Site**

Significant direct project impacts to cultural resources would be mitigated to a level of less than significant by any of the following measures: preservation; adaptive reuse; relocation or, if the preceding are found not to be feasible, the following documentation in conformance with state guidelines:

- 4I-1. If documentation is determined to be the only feasible means of mitigating impacts, the following shall be implemented prior to approval of development resulting in the alteration, removal, or demolition of a resource that appears to meet local eligibility standards:

As a condition for approval of the Final Map and prior to the issuance of grading permits, the project proponent shall provide documentation to the City of Escondido that impacts to historic resources are reduced to below a level of significance. The applicant shall, at a minimum, include HABS (Historic American Buildings Survey) documentation level I of the standing structure. Documentation for HABS includes:

- Measured drawings.
- Large format photographs produced as contact prints from 4 by 5 or 5 by 7 black-and-white negatives. These should include elevations of each side of the building, and representative shots of window and door design and construction. Interior shots should include the office interiors and exteriors, dividers, structural elements of the truss framework, and interior window and door elements. All interior photographs should be done after the building has been emptied of its current furniture and other contents,

so the photographer has sufficient room to work and all interior features can be seen.

- Written histories accompanied by sets of measured drawings. The history of the structure and associated property places the site or structure in the appropriate context and addresses historical, architectural, and engineering aspects of the resources significance. Histories could include oral historical research and additional archival documentation.

## **5) Level of Significance After Mitigation**

Impacts to the existing residence at 1314 East Grand Avenue remain less than significant. Implementation of the above mitigation measure for demolition of the half-round structure at the intersection of East Washington Avenue and Ash Street would reduce impacts to below a level of significance.

# Chapter Five

## Growth Inducement

A project is defined as growth inducing when it directly or indirectly fosters economic growth, population growth, or the construction of additional housing in the surrounding environment; when it removes obstacles to population growth; when it taxes public facilities and services; and/or when it encourages or facilitates other activities that could significantly affect the environment, either individually or cumulatively. Growth inducement is generally dependent on the presence or lack of existing utilities and municipal or public services. The provision of such necessities in an unserved area can induce growth between newly serviced areas and the community from which the facilities are obtained. In addition, growth inducement can also be defined as growth that makes it more feasible to increase the density of development in surrounding areas.

The project is an infill development that does not require the expansion or extension of services or infrastructure that would lead to development in unplanned areas, nor is it of a different type or intensity than has historically been planned for the area. Project construction would not directly contribute to an incremental growth in population because it would not provide additional housing in the area. Existing public sewer, water, and storm drains have the capacity to handle flows from the proposed development and no upgrades will be required (Namdari, pers. com. 2004). The project is intended to stimulate economic growth in the East Valley Parkway commercial area by providing employment opportunities and increasing general economic activity in the region. The project would not, therefore, induce growth that is adverse by the standards of orderly City or regional planning.

# Chapter Six

## Cumulative Impacts

Section 15130(a) of CEQA Guidelines requires that “An EIR shall discuss cumulative impacts of a project when the project’s incremental effect is cumulatively considerable as defined in section 15065(c). Where a lead agency is examining a project with an incremental effect that is not ‘cumulatively considerable,’ a lead agency need not consider that effect significant, but shall briefly describe its basis for concluding that the incremental effect is not cumulatively considerable.” Cumulative impacts involve individual effects that may increase in scope or intensity when considered together. Such impacts typically involve a number of local projects, and can result from individually incremental effects, which collectively increase in magnitude over time. The CEQA Guidelines require that an evaluation of cumulative impacts include either (1) a list of past, present, and probable future projects producing related or cumulative impacts or (2) a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact. The cumulative analysis is required to include a summary of expected environmental effects and a reasonable analysis of the cumulative impacts of the relevant projects, references for additional information on individual projects, and reasonable, feasible options for avoiding or mitigating any significant cumulative effects.

For the purposes of this cumulative analysis, significant impacts identified for the proposed Wal-Mart/EUSD project are considered with impacts from specific past, present, or probable projects. These include the other planned and/or existing projects in the surrounding area.

A list of cumulative projects and potential impacts are included below.

### A. Cumulative Projects Considered

This section examines the cumulative effects on a regional or local basis depending on the nature of the impact. Regional evaluations are based on area-wide planning documents and forecasts. The list of cumulative projects was created following

consultation with the City of Escondido Planning Department and a review of pending projects on file at the County of San Diego Department of Planning and Land Use. The list considers relevant approved and pending projects within both jurisdictions and was developed pursuant to the CEQA Guidelines as updated in October 1998. As defined in the guidelines, probable future projects include those for which an application has been received, those in an adopted capital improvements program, general plan regional transportation plan, summary of projections of projects or development areas designated in a general plan or similar plan, projects anticipated as a later phase of a previously approved project or those public agency projects for which money has been budgeted (CEQA Guidelines 15130(b)(1)(B)2).

Figure 6-1 shows the location of cumulative projects relative to the proposed project. Additional environmental documentation for the listed projects, depending on the responsible jurisdiction, is on file at the following locations:

City of Escondido  
 Planning Department  
 Civic Center Plaza  
 201 North Broadway  
 Escondido, California 92025

County of San Diego  
 Department of Planning and Land Use  
 5201 Ruffin Road, Suite B  
 San Diego, California 92123

## 1) City of Escondido

### a) Self Storage (2001-56-CUP, Resolution No. 5387) (2002-12-CUP)

This 3.02-acre infill project is a self-storage facility on property in the CG zone (General Commercial). The facility provides approximately 92,500 square feet of storage space with entry gates in conformance to fire requirements. The site is immediately adjacent to the proposed Wal-Mart site on the north side of Grand Avenue and west of Rose Street at 1530 E. Grand Avenue, directly behind the Home Depot store on East Valley Parkway. The project was determined to be categorically exempt pursuant to CEQA Section 15332, "Infill Development." (Approved City of Escondido Planning Commission, January 22, 2002).

### b) Farmer Boys Restaurant

This project is a proposed fast-food restaurant located at the southwest corner of E. Valley Parkway and Harding Street. The project is calculated to generate 900 daily

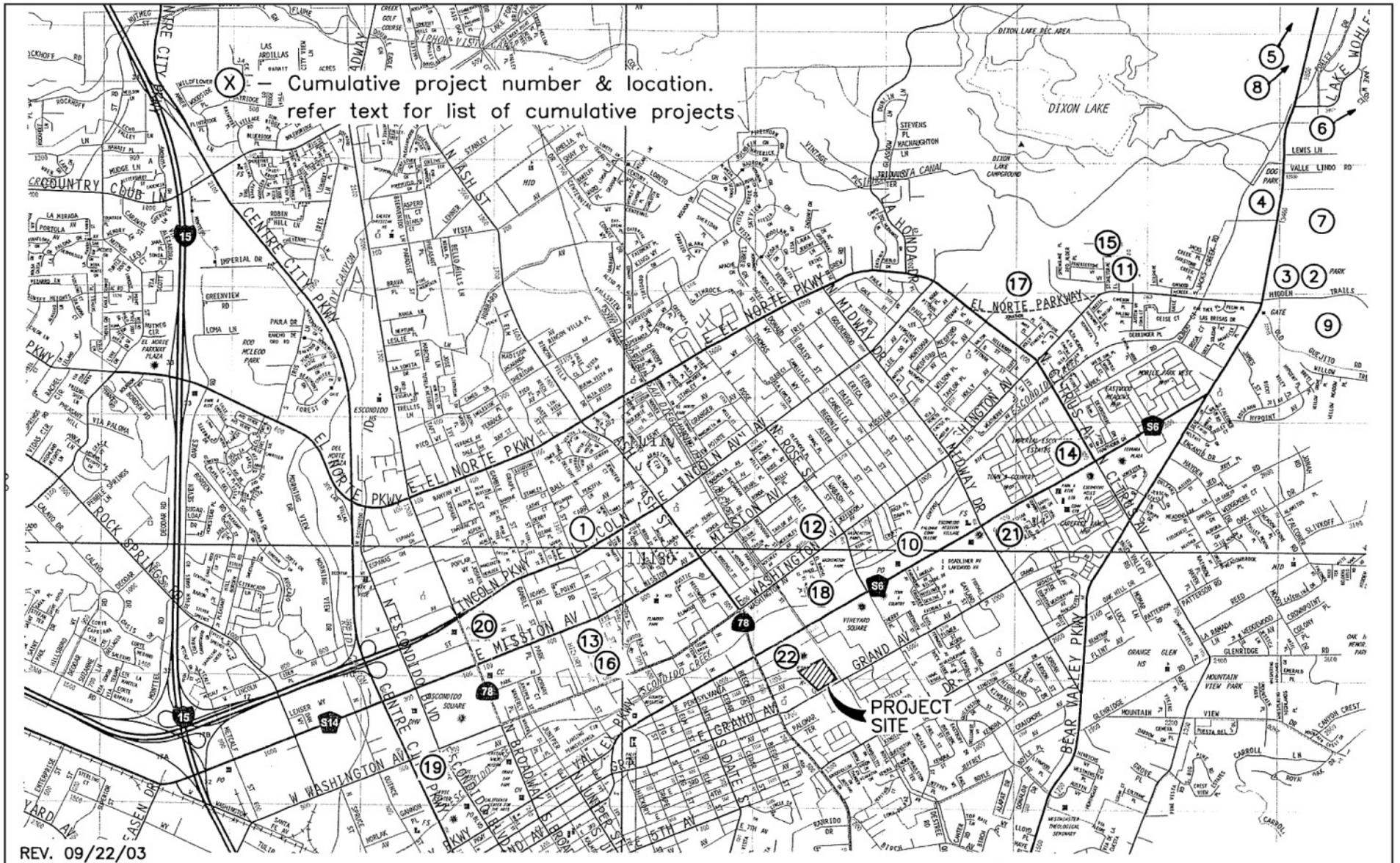


FIGURE 6-1  
Cumulative Projects Locations

trips with 36 occurring during the AM peak hour (18 inbound/18 outbound) and 81 during the PM peak hour (41 inbound/40 outbound).

**c) Northeast Gateway Specific Plan/Eureka Ranch Tentative Subdivision Map Project (SCH #2002031158)**

The specific plan addresses existing and proposed uses within the 418-acre Northeast Gateway Specific Plan Area (SPA) 5. SPA 5 includes public and private landholdings within five planning areas (PAs). Implementation provides for development of up to a total of 517 residential units, a continuation high school, public parks (including Ryan Community Park and Dog Park) and other public uses such as the existing flood control channel, water treatment plant facilities, and existing and proposed roadways. With City Council approval for allocation of all of the public lands units for private development, the total number of dwelling units in the SPA would be a maximum of 517, or an average density of 1.2 dwelling units/acre overall.

**PA 1:** The Eureka Ranch tentative subdivision map (TM) provides for development of 340 residences on approximately 160 acres denoted as PA 1. Conditions of approval for the TM also require construction of on-site and off-site road improvements to East Valley Parkway between James Street located south of the Northeast Gateway SPA 5 boundary northerly to the county line. Improvements will be coordinated with implementation of the Bear Valley/East Valley Parkway Widening Project described below. Proposed circulation improvements include widening of street segments, installation of turn lanes, and signalization of intersections. The Eureka Ranch project in PA 1 is calculated to generate 3,400 daily trips with 270 during the AM peak hour (80 inbound/190 outbound) and 340 during the PM peak hour (240 inbound/100 outbound).

Project features also provide for preservation of open space through placement of sensitive coastal sage scrub, oak, and riparian habitats within a conservation easement. Recreational uses, including equestrian and hiking trails, are provided on public and private parkland. Off-site upgrades are also required to the City's sewer system to ensure adequate capacity. The specific plan has been approved and construction on the TM project is expected to commence in 2004.

No additional residential development is currently proposed for PAs 2 through 5.

**PA 4 (Ryan Community Park and Valley Continuation High School):** PA 4 consists of approximately 70 acres in the southeastern corner of the SPA. Both the Ryan Community Park and Continuation High School within Planning Area 4 have been constructed. Ryan Park is an active use recreational area encompassing approximately 59 developable acres and includes six lighted soccer fields, three lighted baseball fields, one playground, and concession stands. The Continuation High School occupies 4.6 acres

and accommodates 400 students and 20 staff. Access is provided via the intersection at East Valley Parkway and Washington Avenue/Hidden Trails Road.

The park use is calculated to generate 3,210 daily trips with 130 during the AM peak hour (80 inbound/50 outbound) and 260 PM peak hour trips (130 inbound/130 outbound).

The continuation high school is calculated to generate 202 daily trips, 85 during the AM peak hour (61 inbound/24 outbound) and 10 during the PM peak hour (5 inbound/5 outbound).

**PA 5:** PA 5 consists of 81 acres owned by the City of Escondido located in the northwestern corner of the SPA, north of PA 1 and west of East Valley Parkway. The area is primarily characterized by steep slopes rising to 1,000 MSL in the western section, with a small portion of valley floor located between the Escondido Creek flood control channel and East Valley Parkway. Portions of PA 5 are already developed with the City's water filtration facility located immediately east of Dixon Lake. Access to the facility is provided from East Valley Parkway. Other existing land uses in the area include a three-acre canine off-leash recreational park (Dog Park) and the Charros Equestrian facility. No additional uses are proposed for construction within PA 5.

#### **d) Bear Valley/East Valley Parkway Widening Project**

To accommodate increased traffic and improve pedestrian safety, the City of Escondido is planning to widen a 2.3-mile stretch of East Valley Parkway and part of Bear Valley Parkway from Citrus Avenue north to approximately 2,400 feet south of the city limit. In the near term, this project would upgrade the existing two-lane highway to four lanes. Ultimately, these segments are planned to provide six lanes within a 126-foot-wide right-of-way. The project also calls for relocation of the Y-shaped intersection of Bear Valley and East Valley Parkways approximately 500 feet west of its current location and a redesign to create a T-shaped intersection with a traffic light. New signal lights are proposed for location at targeted intersections and medians are proposed between the north- and southbound lanes.

At least 45 separate ownerships would be partially or fully acquired by the City for the project (*North County Times*, September 28, 2001 [www.nctimes.com](http://www.nctimes.com)). The anticipated starting date was projected for sometime between 2003 and 2004. Funding for all planned improvements has not been approved and as a consequence, responsibility for interim improvements, consisting of the construction of four travel lanes (two northbound and two southbound) for some segments of East Valley Parkway/Valley Center Road (from James Street north to East Washington) will be coordinated with development of the recently approved Eureka Ranch project in eastern Escondido (City of Escondido 2004). The total cost of the project is not expected to exceed \$9 million and federal funds would pay for nearly 89 percent of the project (*North County Times*, September 28, 2001).

The project is intended to coincide with a county project to widen the stretch of East Valley Parkway between Escondido and Valley Center to four lanes although completion of the county project is expected before the City's project (City of Escondido 2004).

**e) Escondido Humane Society (2001-57-PD/CZ, ER 2001-47) and Modification to the Master Development Plan - 2003-33-PD**

This project includes construction of a new facility for the Escondido Humane Society on a seven-acre site located west of Valley Center Road, south of Lake Wohlford Road, and north of Dog Park in the Northeast Gateway SPA 5. The General Plan designation for the site is Rural I and it is located within the Tier 3-Lake Wohlford subarea.

The project included a request for a zone change from RA-5 (Residential Agricultural, 5-acre minimum lot size) to PD-R (Residential Planned Development), a Preliminary Development Plan for the entire project site and a Master and Precise Development Plan for Phase I, a 15,000-square-foot animal control building. Phase I construction was begun in 2002. Phase II is currently conceptual but is expected to provide an additional 69,400 square feet, including a 22,500-square-foot main building, a 17,300-square-foot education building, and a 29,600-square-foot equine center. Off-site improvements include upgrades to an unpaved road along the western side of the flood control channel to a 24-foot paved width and improvement of a creek crossing. The site is leased to the Escondido Humane Society by the City of Escondido.

This project is expected to generate 475 daily trips with 43 during the AM peak hour (33 inbound/10 outbound) and 76 during the PM peak hour (42 inbound/63 outbound).

**f) Hidden Trails (formerly East Grove Specific Plan and Tentative Tract Map ER-94-12, SCH No. 94051047)**

The Final Environmental Impact Report for the East Grove Specific Plan and Tentative Tract Map for 290 single-family units was approved in August 1997. In addition, a General Plan Amendment (GPA) to redesignate the site from Suburban, Estate II, Rural II, and Rural I to Specific Planning Area 11, the project also included a rezone from Residential Agriculture (R-A-5 and R-A-10) to Specific Plan (S-P); deletion of Old Guejito Grade (between Valley Parkway and Rockwood Road) and a portion of Cloverdale Road (between Valley Parkway and Rockwood Road) from the circulation element and redesignation of the portion of Cloverdale Road between Rockwood Road and State Route 78 as a Local Collector Road; amendment to the Hillside and Ridgeline Overlay District Ordinance (92-27) to remove one section of an intermediate ridge from the Ridgeline Map; exemption from the requirements of the City's Grading and Excavation Ordinance for cut and fill slopes greater than 2:1 or exceeding 20 feet in height; and a 15-year Development Agreement.

The Final EIR determined that implementation of the project would not result in any significant and unmitigated effects. The project has been calculated to generate 2,910 daily trips with 232 during the AM peak hour (46 inbound/186 outbound) and 290 during the PM peak hour (200 inbound and 90 outbound). Significant and mitigated effects included land use (mitigated by general plan amendment), biology (wetlands and coast live oak), cultural (four untested sites), visual quality (off-site views and slope visibility), traffic/circulation (four segments of Bear Valley Parkway between Valley Parkway and Midway Drive), Citrus Avenue (Mission to Washington Avenues) and Washington Avenue (Valley Parkway to Citrus Avenue), and Public Services (schools).

Less than significant impacts included land use (interface, housing, open space, trails, agriculture, hillsides/ridgelines), biology (Diegan coastal sage scrub, sensitive and general wildlife), cultural resources (eight tested sites), geology, hydrology, water quality, noise, air quality, public services (water, sewer, electric/gas, telephone, fire, police, parks and recreation, library, solid waste), and human health (agricultural chemicals).

**g) Farr Elementary School**

The new Farr Elementary School will provide instruction to kindergarten through fifth grades and is expected to be open for the 2004-2005 academic year. The school is currently under construction at the northeast corner of Lincoln Avenue and Fig Street. A total of 25 homes have been removed to facilitate consolidation of 29 parcels. The net traffic generated by the new project, offset by reductions in residential traffic, is calculated at 550 daily trips with 204 during the AM peak hour (146 inbound and 58 outbound) and 31 PM peak hour trips (-18 inbound/-49 outbound). The reduction in trips during the PM peak hour is due to removal of the existing 25 homes and replacement with a school use.

**h) Escondido Charter High School**

This recently constructed school is located on the north side of E. Valley Parkway between Rose Street and Midway Drive. The school replaces an estimated 57,000 square feet of commercial uses and is calculated to generate a net 520 daily trips with 104 occurring during the AM peak hour (73 inbound/31 outbound) and 52 during the PM peak hour (21 inbound/31 outbound).

**i) Tract 821 (2000-51-CZ)**

This 15-lot single-family residential subdivision includes development on 4.14 acres in the R-1-7 zone (single-family residential - 7,000-square-foot minimum lot size). The project is located on the northern side of East Washington Avenue and west of the proposed project, between Kaile Lane and El Norte Hills Place, addressed as 2830, 2850, and a portion of 2880 East Washington Avenue (Assessor Parcel Numbers 225-160-0800,

225-160-0700, and 225-160-5400, respectively). Proposed lot sizes range from approximately 7,010 square feet to 20,475 square feet. Two existing residences on lots 10 and 12 would remain as part of the development. An existing shed on Lot 7 and garage on Lot 13 would be demolished.

In conjunction with residential development, the project proposes a zone change from RA-5 (Residential Agriculture - 5-acre minimum lot size) to R-1-7 on an adjacent private road easement extending along the eastern boundary of the subject property (approximately 36 feet wide by 410 feet in length). Off-site dedication and street improvements would be required along the southeastern corner of the development to widen Kaile Lane and to extend Oakwood Creek Way into the development.

The project was calculated to generate 150 daily trips with 12 during the AM peak hour (4 inbound/8 outbound) and 15 during the PM peak hour (11 inbound/4 outbound). A mitigated negative declaration (MND) was approved for this project following closure of public comments in November 2000. Impacts were found to be less than significant with the exception of noise. The mitigation for significant noise impacts includes construction of a solid six-foot-high masonry wall on a minimum one-foot-high earthen berm (for a total wall/berm height of seven feet) along the southern property line of Lots 1-5, the southernmost portion of the western property line on Lot 5, and in the vicinity of the eastern property line on Lot 1; mechanical ventilation for residences on Lots 1-5 and completion of an interior acoustical analysis to determine which, if any, windows in those residences require attenuation measures such as dual-pane glazing.

With implementation of the above mitigation, no significant and unmitigated impacts were identified.

#### **j) Tract 836**

Tract 836 provides for construction of six single-family residential homes on the west side of North Rose Street, north of Washington Avenue, at 659 North Rose Street. The project is calculated to generate 60 daily trips with 5 during the AM peak hour (2 inbound/3 outbound) and six during the PM peak hour (4 inbound/2 outbound). (approved by consent July 9, 2003)

#### **k) Tract 842, CASE NO. 2002-14-CP**

This project proposes construction of up to 25 detached, air-space condominium homes on approximately 1.6 acres. The property is located on the west side of Fig Street, between Mission Avenue and Washington Avenue, at 643 North Fig Street. Access would be from an interior private driveway. The project is calculated to generate 250 daily trips, 20 AM peak hour trips (6 inbound/14 outbound) and 25 PM peak hour trips (18 inbound/7 outbound). (File No. 0800-10) (Escondido City Council Mar 5, 2003).

**l) Tract 846 (2002-45-CP)/North Citrus Avenue Condominiums**

This proposed project consists of the construction of 56 detached condominiums on a vacant lot at the northwest corner of the intersection of North Citrus Avenue and East Valley Parkway. The project is calculated to generate a total of 560 daily trips with 39 generated during the AM peak hour (14 inbound/31 outbound) and 56 generated during the PM peak hour (39 inbound/17 outbound).

**m) Tract 847 (ER 2002-12)**

Tract 847 is a proposed 13-lot single-family residential subdivision on approximately 5.25 acres addressed at 2818 E. Washington Avenue, on the north side of East Washington Avenue, west of East Valley Parkway. The project site is zoned R-1-7 (Single-family Residential, 7,000-square-foot minimum lot size) and RA-5 (Residential Agricultural, 5-acre minimum lot size) and includes removal of a mature coastal live oak tree in the center of the property. The proposed lots would range in size from 7,003 square feet to 2.13 acres. An existing single-family residence in the northern portion of the site would remain on the future Lot 9. Oakwood Creek Way would be extended westward through the project site from its terminus at the eastern property line, and a new residential cul-de-sac would extend northward from Oakwood Creek Way. None of the future lots would take direct access from Washington Avenue. The project is calculated to generate 130 daily trips with 10 during the AM peak hour (3 inbound/7 outbound) and 13 during the PM peak hour (9 inbound/4 outbound).

**n) Tract 850 (2002-65-CZ/GE)**

This project consists of a Tentative Subdivision Map, zone change, grading exemptions, and development agreement (TRACT 850, 2002-65-CZ/GE/DA). The project includes a zone change from RE-210 (Residential Estates – 210,000-square-foot minimum lot size) and RE-20 (Residential Estates – 20,000-square-foot minimum lot size) to R-1-10 (Single-family Residential – 10,000-square-foot minimum lot size), and from R- 1-10 to R-1-6 (Single-family Residential – 6,000-square-foot minimum lot size) in conjunction with a 124-lot subdivision on several properties totaling 54.6 acres in an area generally north of Washington Avenue and east of Citrus Avenue. The proposed residential lot sizes range from approximately 6,611 square feet to 41,987 square feet. The project also includes a request for 12 grading exemptions for cut slopes up to 48 feet in height, and fill slopes up to 38 feet in height. As part of the project, a new segment of El Norte Parkway would be constructed as a four-lane Major Road with a raised median through the site and several off-site properties from La Honda Drive to East Washington Avenue. Other off-site improvements would include a new 36-inch water line to be placed in the El Norte Parkway/Washington Avenue right-of-way extending east to the Escondido Creek flood-control channel. A proposed Development Agreement would set forth the responsibilities and obligations associated with the construction of the El Norte Parkway

extension and associated utilities. The agreement also would vest the project approvals for a period of 10 years.

This proposed 125-unit single-family residential subdivision would be located at 2600 East Washington Avenue on an irregularly shaped 54.6-acre parcel that generally lies north of Washington Avenue and west of East Valley Parkway. The site is addressed at 2600, 2602 and 2612 East Washington Avenue and at 910 and 956 North Citrus Avenue, between Footbridge Way and Stoneybrae Place, north of Jonathon Place, and east of Citrus Avenue between Lincoln Avenue and Mission Avenue.

The project is calculated to generate 1,250 daily trips with 100 during the AM peak hour (30 inbound/70 outbound) and 125 during the PM peak hour (88 inbound/37 outbound).

**o) Habitat for Humanity**

This project entails construction of a 12-unit condominium development at 620 N. Hickory Street. The project site is located north of East Washington Avenue on Hickory Street. This project is calculated to generate 96 daily trips, 8 during the AM peak hour (2 inbound/6 outbound) and 10 during the PM peak hour (7 inbound/3 outbound).

**p) Escondido City Center**

Located within the Escondido Redevelopment Plan Area and the Downtown Specific Plan Area, the Escondido City Center project is located on the north side of West Valley Parkway between Escondido Boulevard and Centre City Parkway. Proposed uses replace existing commercial uses with 201 new condominiums, 272 apartment units, a 3,200-seat multiplex theater, 11,000 square feet of renovated retail buildings, and 19,411 square feet of commercial and dining establishments. Accounting for the renovation or replacement of existing uses on the site, the project is calculated to generate a net of 10,333 daily trips with 231 trips generated during the AM peak hour (140 inbound/91 outbound) and 756 PM peak hour trips (444 inbound/312 outbound).

**q) Toyota Dealership**

Located at the intersection of N. Broadway and SR-78, this 63,000-square foot dealership is calculated to generate 3,150 daily trips. Of these, 158 would occur during the AM peak hour (110 inbound/48 outbound) and 252 would occur during the PM peak hour (101 inbound/151 outbound).

**r) Car Wash (2003-21-PPL)**

This proposed project is located at the southeast corner of E. Valley Parkway and Midway Drive. The project is calculated to generate 3,150 daily trips with 158 during the

AM peak hour (110 inbound/48 outbound) and 252 during the PM peak hour (101 inbound/151 outbound).

## **2) Indian Gaming Facilities**

### **a) Rincon Casino**

Rincon Casino is a hotel and casino, which is planned to be expanded to provide an additional 500 rooms. The project is located on the Rincon Indian Reservation, west of Valley Center Road in the Valley Center community of San Diego County. The proposed operation is calculated to generate an additional 1,500 daily trips with 75 trips during the AM peak hour (45 inbound and 30 outbound) and 105 during the PM peak hour (63 inbound and 105 outbound).

### **b) Valley View (San Pasqual) Casino**

The Valley View Casino proposes replacement of the existing temporary casino facilities located on the San Pasqual Indian Reservation, west of Lake Wohlford in the Valley Center community of San Diego County. The proposed permanent casino includes 31,800 square feet of gaming area in addition to the existing temporary casino, a coffee shop, and retail space. The proposed expansion is calculated to add an additional 6,200 daily trips with 99 trips during the AM peak hour (42 inbound and 57 outbound) and 494 during the PM peak hour (211 inbound and 283 outbound) over levels generated by the existing temporary facility.

## **3) County of San Diego-Unincorporated Community of Valley Center**

### **Sherwood Ridge (TM 5039RP1, map recorded and grading permits issued)**

Sherwood Ridge is located in the unincorporated community of Valley Center, west of Valley Center Road and south of Mirar de Valle Road. Access is from Banbury Drive west of Valley Center Road. The project includes development of 128 estate size residential lots on approximately 556 gross acres. Lots range in size from approximately 2 acres to over 15 acres with an average density of approximately 1 dwelling unit per 4 acres. Prior to approval, the site was principally used for agriculture with 264 acres devoted to avocado and citrus production. No significant land use impacts were identified in the EIR for the project. The project is calculated to generate 1,540 daily trips with 120 during the AM peak hour (35 inbound/85 outbound) and 150 during the PM peak hour (105 inbound/45 outbound). Proposed mitigation reduces significant

impacts to visual quality, noise, traffic, geology, hydrogeology, biology, flooding, and dark skies to below a level of significance.

## **B. Impacts**

The following discussion examines those issues that have the potential to create significant cumulative impacts.

### **1) Land Use**

The projects are both infill development within the existing urbanized area of the City and conform to the adopted General Plan land use designation and zoning. Neither project would contribute to a significant cumulative land use impact.

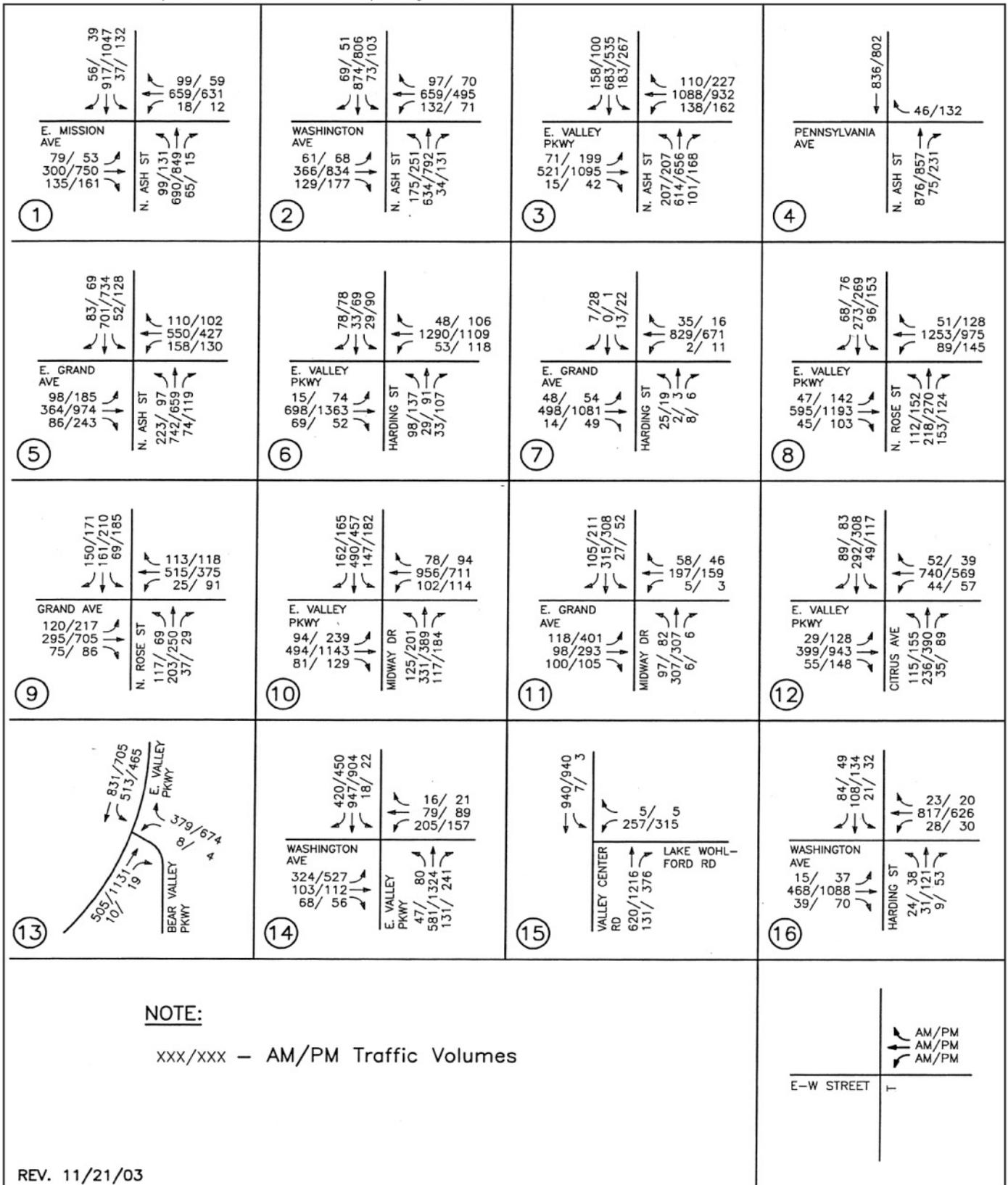
### **2) Landform/Visual Quality**

The proposed project (Wal-Mart and EUSD sites) provide for redevelopment of existing developed sites with uses that conform to the adopted land use and zoning. Development of large-scale retail operation adjacent to an existing shopping mall and a commercial/office building at the EUSD site are compatible with surrounding uses. Redevelopment of these sites, when considered with other cumulative projects in the urbanized area would not be considered a significant cumulative impact. Each of the developments would be required to undergo design review and to install landscaping in compliance with city standards. The visual impact from development of existing underused areas within the urban environment would not be considered a significant cumulative landform/visual quality impact.

### **3) Traffic/Circulation**

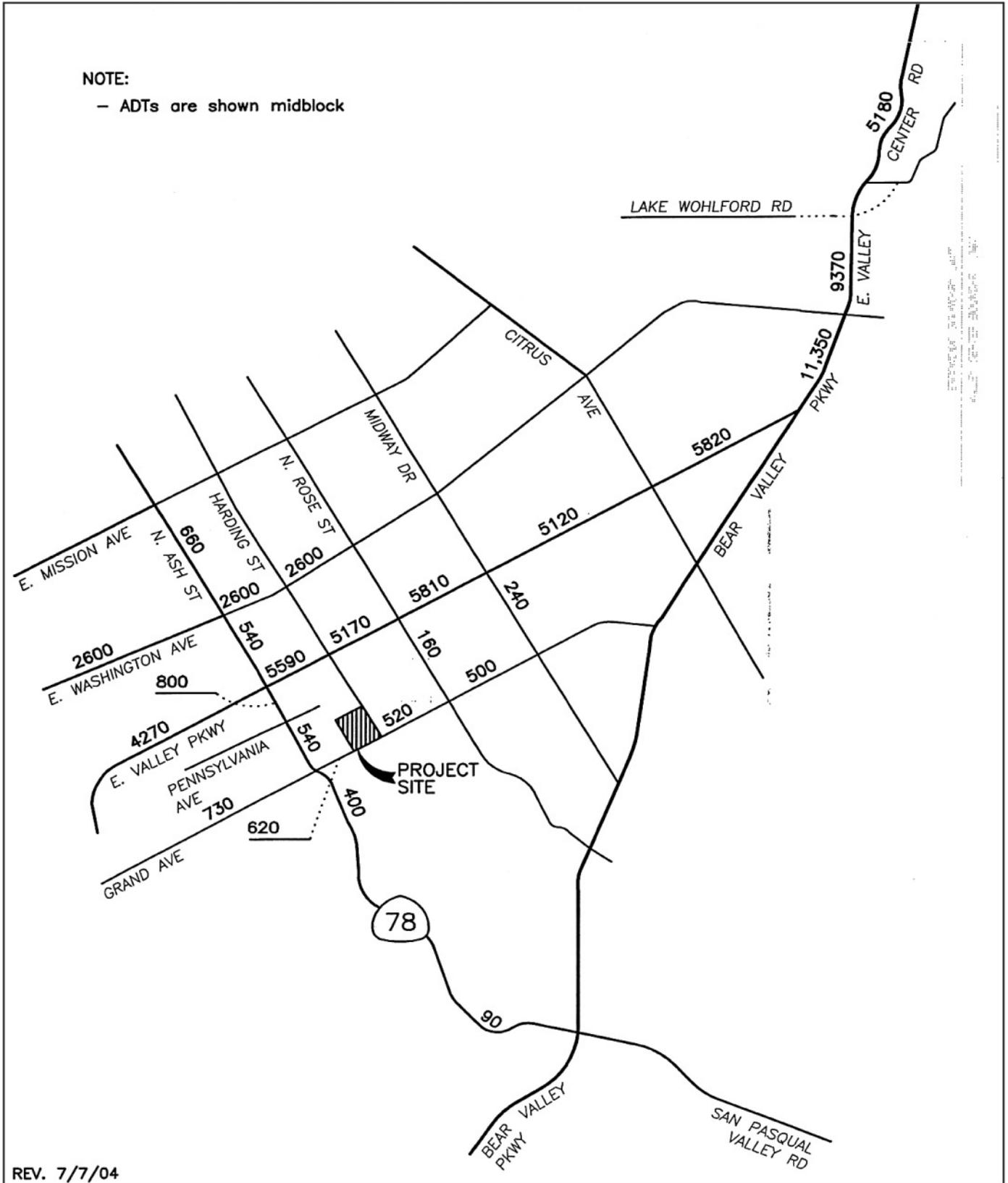
The above cumulative projects are calculated to generate a total of 39,454 daily trips on study area roadways. Of these, an estimated 2,440 trips would be during the AM peak hour (1,165 inbound/1,275 outbound) and 3,445 during the PM peak hour (1,909 inbound/1,536 outbound). Figure 6-2 shows the distribution of existing plus cumulative projects daily trips on study area roadways and Figure 6-3 shows the AM/PM peak hour volumes for existing plus cumulative project trips at each of the study area intersections.

As discussed in Chapter 4.C., with the addition of cumulative plus project traffic to the existing baseline condition, all key intersection and street segment operations would be at an acceptable LOS D or better with the exception of the following:



**NOTE:**

- ADTs are shown midblock



REV. 7/7/04



**FIGURE 6-3**  
Existing + Cumulative Projects  
Daily Traffic Volumes

### a) Intersection Operations

Based on the significance criteria presented in Chapter 4C.2, significant cumulative impacts would occur at each of the four intersections listed below:

- Bear Valley Parkway/East Valley Parkway (LOS F during the AM and PM peak hours);
- North Ash Street/East Valley Parkway (LOS F during the AM peak hour and LOS E during the PM peak hour);
- Harding Street/Grand Avenue (LOS E during the PM peak hour);
- North Rose Street/East Valley Parkway (LOS E during the PM peak hour).

### b) Street Segment Operations

Impacts would be cumulatively significant on each of the following street segments because the addition of project traffic increases the volume to capacity (v/c) ratio by more than 0.02.

- East Valley Parkway from North Ash Street to Harding Street (LOS E)
- East Valley Parkway from Harding Street to North Rose Street (LOS F)
- East Valley Parkway from North Rose Street to Midway Drive (LOS E)
- East Valley Parkway from Washington Avenue to Lake Wohlford Road (LOS F)
- Valley Center Road from north of Lake Wohlford Road (LOS F).

Mitigation measures identified in Chapter 4.C., Traffic, reduce the significant cumulative traffic impacts to below a level of significance.

## 4) Noise

Existing noise levels on the Wal-Mart project site are due primarily to traffic on Grand Avenue and East Valley Parkway. Noise levels affecting the EUSD site are due primarily to traffic on Ash Street and Washington Avenue. Ambient noise levels in the Wal-Mart project area would increase in association with the proposed and cumulative project traffic volumes in addition to other noise sources associated with urban activities. Noise levels would not exceed land use compatibility standards provided mitigation measures are incorporated.

## 5) Public Utilities and Services

Demand for water and sewer for the proposed Wal-Mart project site would be offset by a decrease in demand from displaced uses on-site. Demand for the proposed EUSD building at its new location could, when considered with other cumulative projects, result in an incremental increase in cumulative demand. However, proposed uses are consistent

with existing land use and zoning and the City Public Works Engineering Department has determined that sufficient sewer, water, and drainage capacity is available to serve both the Wal-Mart and EUSD sites.

Police and fire services are currently available for both project sites, which are within urbanized areas of the city. When considered with other projects in the area, the replacement of existing on-site uses with the proposed uses would not substantially increase the cumulative demand for service and would be considered less than significant.

## **6) Hydrology/Water Quality**

Development of the proposed and cumulative projects listed above would potentially increase the amount of erosion, due to increased amounts of runoff from impervious surfaces. Erosion can be destructive to the immediate area and siltation can clog waterways and downstream areas. Increased erosion can also result in a decrease of downstream water quality. The quality of runoff water from the project areas is affected by contaminants, such as pesticides, fertilizers, and petroleum products. Each of the projects is required to incorporate measures that reduce or eliminate impacts associated with increased erosion, sedimentation, and contamination. This includes implementation of Best Management Practices during the design, construction, and operation of drainage and storm runoff facilities, construction and maintenance of storm water detention basins, and general conformance with local, state, and federal regulations for the protection of water quality. Project-specific measures are discussed in Chapter 4.H., Hydrology and Water Quality.

## **7) Air Quality**

The San Diego area is a nonattainment basin for ozone resulting from emissions of reactive organic gases from autos. Any increase in emissions from automobiles is a cumulatively significant impact. The San Diego Air Pollution Control District is responsible for strategies to reduce air pollution in the air basin and bases its projections of future air quality and pollutant emissions on population and employment growth estimates developed by SANDAG. New housing typically does not have a significant adverse effect on strategies to improve air quality if the project is consistent with the assumptions used in the APCD projection model and does not increase dependency on automobile trips relative to other locations.

Nevertheless, the proposed project would generate air pollutants in the San Diego area. The incremental increase in air pollutants generated from the project combined with air quality impacts from surrounding projects may have a cumulatively significant impact to the air quality in the San Diego area.

There are no feasible mitigation measures that can be implemented at the project level that would reduce the cumulative impacts to air quality below a level of significance. Each of the cumulative projects must show conformance with the Regional Air Quality Strategies and reduce individual project impacts to below a level of significance.

## **8) Cultural Resources**

The proposed EUSD site contains a resource that meets the Escondido historic criteria but is not considered eligible for the National or State Register of Historic Places. Because the significance of the building is based on its unique architectural characteristics and not on an association with a particular style, or historic context, impacts resulting from the project are direct and not cumulative. Development of the Wal-Mart and EUSD sites would not result in a cumulatively significant impact to cultural resources.

## **C. Mitigation**

Mitigation for cumulative impacts to traffic/circulation is provided in Chapter 4.C. of this EIR to reduce the project's contribution to cumulatively significant impacts. No additional mitigation is required.

## **D. Level of Significance After Mitigation**

Significant cumulative traffic/circulation impacts are mitigated to below a level of significance. The project's contribution to cumulative hydrology/water quality impacts are reduced to below a level of significance with implementation of stormwater pollution prevention plan for each cumulative project and conformance with state and federal regulations for the protection of water quality. All other impacts are considered less than significant.

## **Chapter Seven**

# **Significant and Irreversible Environmental Effects**

The most prominent irreversible environmental change associated with the proposed Wal-Mart and EUSD Administration Building projects would be the physical changes to each site from the demolition of existing commercial and storage uses and development of more intense commercial and office uses.

Project development and discretionary actions would bring with it other permanent changes that have been recognized in sections of this EIR. There would be more traffic, and hence noise associated with the site; and there would be an increased human presence at both locations.

Besides the above, project implementation would involve the consumption of natural resources, as well as energy derived from non-renewable sources, such as fossil and nuclear fuels. Building materials could for all practical purposes be considered permanently consumed, though perhaps recyclable in part at some long-term future date.

# **Chapter Eight**

## **Effects Found Not to be Significant**

### **1) Agriculture Resources**

The proposed Wal-Mart and EUSD sites are located in urbanized areas and neither is zoned, designated, or used for agriculture. The projects would not convert prime farmland nor would they involve other changes in the existing environment that could result in the conversion of Farmland to non-agricultural use.

### **2) Biological Resources**

As noted above, both sites are within the urbanized portion of the city. Existing vegetation is limited and where it does exist, is highly disturbed or ornamental in nature.

### **3) Geology/Soils**

Design plans for the proposed Wal-Mart site incorporate recommendations included in the Geotechnical Investigation for the Wal-Mart Supercenter No. 93105 prepared by Kleinfelder, Inc. in May 2003. The Geotechnical Investigation is included as Appendix J to this EIR. The site was determined to be suitable, from a geotechnical standpoint, for the proposed construction. Recommendations contained in section 5.0 of the technical study are incorporated into the project design and address site preparation (including demolition of existing structures); excavation of the existing rock mass; blasting and drilling; utility trench excavation; excavation, protection, and maintenance of slopes; standards for engineered fill and compaction criteria; and drainage and landscaping treatment. Recommendations also call for development in accordance with the requirements of the latest (2001) edition of the California Building Code (CBC) for Seismic Zone 4. Specifications for spread footings on engineered fill are provided as are foundation supports for lighting and pylon signs, interior slab-on-grade flooring, walkways and sidewalks, retaining walls. Soil nails would be used for lateral restraint of permanent vertical excavations greater than 20 feet. A general review of final plans and specifications would be conducted by the geotechnical engineer to verify that earthwork

and foundation recommendations have been properly interpreted and implemented during design. Standard measures also provide for monitoring during preparation of the site and placement of all engineered fill and trench backfill, construction of slab and roadway subgrades, and all foundation excavations. Implementation of standard geotechnical recommendations in conformance with the existing design avoids the potential for significant impacts.

#### **4) Population/Housing**

The proposed project would have no affect on the City's existing housing stock and would not be expected to affect the projected population as anticipated in the adopted land use plan.

#### **5) Paleontology**

The City of Escondido General Plan EIR (1990a) does not include the project site in areas identified as having potential paleontological resources. Both sites have been previously graded and developed. Furthermore, although the projects are located within the Escondido Creek watershed, alluvial deposits that may occur in the area typically consist of loosely consolidated to friable sands, silts, and clays. The fact that these deposits are currently being formed in the Escondido Creek drainage underscores their youthful age and precludes the possibility for preservation of prehistoric organic remains (i.e., fossils).

#### **6) Recreation**

The project would not convert lands used for recreational purposes. The Escondido Creek Bike Path is located along the southern side of the Escondido Creek Flood Control Channel. The channel is adjacent to the EUSD site. The path has been completed but has not yet opened to the public (J. Paul, pers. com. 2004). Development of this site would not encroach into the bike path. Therefore, impacts to recreation would not be considered significant.

# Chapter Nine

## Project Alternatives

CEQA Guidelines Section 15126.6(a) states that the range of reasonable alternatives to the project, or to the location of the project, shall include those that could feasibly accomplish most of the basic purposes of the development but would avoid or substantially lessen one or more of the significant effects. Section 15126.6(f)(1) states that among the factors which may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control, or otherwise have access to the alternative site. Therefore, the alternative discussion considers alternative site selection; a reduced development alternative, and the no project alternative, which would also be the environmentally preferred alternative by avoiding all significant impacts, including traffic and landform alteration. The “no project” analysis compares the environmental effects of the property remaining in its existing state as compared to development as proposed and establishes a baseline condition for analysis.

### **A. Alternatives Considered But Rejected**

#### **1) Alternative Site - Wal-Mart**

CEQA does not expressly require that an analysis of alternative sites be included in an EIR. However, if all the surrounding circumstances make it reasonable to consider an alternative site, then this alternative should be considered. In making the decision to include or exclude analysis of an alternative site, the “key question and first step in analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need to be considered for inclusion in the EIR” [CEQA Guidelines §1526.6(f)(2)].

Selection of an alternative location for the Wal-Mart site was considered and rejected because it would not meet the project objectives as outlined in Chapter 3 and no other

suitable sites of sufficient size were identified. Based on market area demographic and geographic characteristics, a minimum population base of approximately 89,000 is required for consideration by Wal-Mart for a new store. This population must not already be served by a similar facility. Prior to selecting the proposed project site, the City and proponent identified a polygon trade area in Escondido as providing suitable area for future site selection. The study area did not include portions of the city within the trade area served by the existing San Marcos Wal-Mart store located immediately west of the City's eastern boundary but did include the community of Valley Center to the north and other nearby communities.

Generally, Wal-Mart requires a minimum of 13 acres for development of a general merchandise center. The City's commercial and industrial zoned properties in the southern and western parts of the city are virtually built out and no suitable locations for development were identified in those areas, including the Westfield Shoppingtown North County site in the south end of the city's planning boundary. Not only is there not enough room at the Westfield Shoppingtown North County site, but the area around the existing shopping center is either parkland or zoned and built with residential uses. Similarly, no sites were identified on the west side of town near I-15 and West Valley Parkway. Further verification of the lack of suitable space in the western area of the city is provided by the failed multi-year efforts to redevelop the existing Del Dios School site, assuming relocation of the existing school. The school site is the only piece of land large enough on the west side of the city for development of a general merchandise center as proposed.

Figure 4A-1 in the land use discussion further shows the degree to which the city is built out or zoned and/or developed with residential uses. Furthermore, undeveloped lands of sufficient size to accommodate the retail center would only be available on lands currently designated for residential use and Proposition S prevents rezoning residential land for commercial or industrial use. Land east of the proposed project location that might otherwise have been assembled cannot be rezoned and has therefore been eliminated from consideration.

Consequently, site selection efforts focused on locating a suitable site in the eastern part of the city on commercially zoned land in the vicinity of East Valley Parkway and Grand Avenue east of Ash Street. Although the site does not provide 13 acres of vacant, unassembled, and properly zoned land as preferred, the 11.47-acre site was identified within the existing Escondido Village Mall and deemed suitable, provided the existing EUSD administration facilities could be relocated. Wal-Mart subsequently developed and submitted a modified prototype store to fit the smaller site. In addition, the City of Escondido in coordination with the EUSD identified an existing underutilized city-owned site that was being used for storage. The site was considered suitable for relocation of the existing school district offices because of its central location within the district. Construction of a new office building for school administrative use on city land would be a higher and better use of the Ash Street/Washington Avenue property, would bring a

significant aesthetic improvement to the area while relocating the school administrative use outside the East Valley Parkway core commercial area, and would provide the land and parking area needed for new school district offices.

In summary, selection of alternative location for the Wal-Mart site was abandoned due to the lack of suitable alternatives that could achieve the project goals and objectives.

## **2) Alternative EUSD Site**

The existing school district administration building is located on the south lot of the Escondido Village Mall. It is centrally located within the service boundary, provides adequate office, storage and parking space, is properly zoned, and is in close proximity to support services. Selection of a new site for administrative uses is constrained by cost for land acquisition and development, and availability of a suitable site within the EUSD service area. No other suitable relocation sites offer the same benefits in terms of cost and location. The EUSD does not own any undeveloped parcels that are large enough to accommodate a new building of the size required to meet the District's needs. Relocation of administrative uses to an existing school site is not desired nor considered feasible. Selection and development of administration facilities on a school site would reduce the area available for school uses such as playgrounds or even future classroom expansion in the event of increases in enrollment. Furthermore, locating administrative office uses at an elementary site could conflict with the primary needs of the elementary school by generating increased or conflicting traffic flows, allowing visitors that are not directly related to the student population at the site, and other potential conflicts. Absent the relocation assistance/availability of City land, the planned relocation of the EUSD facility would be cost prohibitive. The EUSD has determined that without the use of the City's property on the corner of Ash Street and Washington Avenue, the district would have to continue to rent or lease existing office space as they do now. Furthermore, development of the Ash Street/Washington Avenue site for EUSD uses would not result in a loss of City tax revenues or important public uses. Additionally, relocation of the existing administration facilities from the Grand Avenue site benefits the City by providing a suitable development site for the new Wal-Mart on the underutilized southern (back) lot of the Escondido Village Mall. This exchange would ultimately increase revenues to the City while the EUSD benefits by receiving a suitable site at lower cost, leaving more monies for upgraded facilities necessary to meet future needs.

## **3) Escondido Village Mall Parking Structure Alternative**

A "parking structure" alternative was considered and rejected as infeasible. The proposed design for the Wal-Mart facility provides sufficient parking in the south lot to meet

existing requirements. For the north lot, existing parking would be less than required by ordinance but has been calculated to be sufficient for the existing and future buildout of the combined Escondido Village Mall/Wal-Mart facilities (see Chapter 4.C.). The estimated cost to construct a parking garage ranges from approximately \$8,000 to more than \$9,000 per parking space. Given that parking supply is already calculated to be sufficient, construction of an additional 383 spaces necessary to ensure conformance with zoning requirements as a stand-alone retail use, at a cost in excess of three million dollars, would not result in a substantial parking benefit, nor would it reduce significant cumulative traffic or water quality impacts. The primary benefit of a structure would be to lessen the difference between the number of spaces provided and those normally required for centers in excess of three acres. However, the construction of a parking structure would not significantly affect parking availability since the northern portion of the center would not be affected, and the parking spaces along East Valley Parkway have historically served the existing uses. A parking structure on the southern portion of the site, near Wal-Mart, would not help the northern uses unless a pedestrian connection was made. Since the project includes a provision to limit the amount of restaurant space to existing and approved levels, provision of retail parking at a ratio of one parking space per 250 square feet of space (1:250) as proposed for the Wal-Mart project would be sufficient and eliminates the need for additional structural parking. Wal-Mart is most appropriately assigned a 1:250 ratio because it will not contain restaurants or other more intensive uses that might otherwise occur in large shopping centers. The possibility of unlimited restaurants is the reason large centers utilize a 1:200 ratio since restaurants alone require a minimum parking ration of 1:100. Furthermore, construction of a multi-level parking facility on the site has the potential to increase impacts to visual quality and noise, depending on proximity to nearby sensitive uses.

## **B. No Project Alternative**

Because redevelopment of the existing shopping center and water district sites cannot proceed separately, the No Project alternative would retain Escondido Village Mall site and the city-owned site in their current configuration with existing structures and features. Wal-Mart's proposed development of a new large-scale retail use would not occur and EUSD Administration facilities would not be relocated from the Grand Avenue location.

Moved from below Circulation improvements, including extension of Harding Street between East Valley Parkway and Grand Avenue and signalization of Harding Street at the intersections with Grand Avenue and East Valley Parkway, and other proposed grading, paving, and landscaping, improvements would not be implemented. Furthermore, the No Project alternative would not allow for the EUSD to develop new school administration facilities on city-owned property at Ash Street and Washington Avenue and EUSD goals to construct upgraded facilities designed to meet their specific

educational and administrative needs would not be met. The proposed EUSD site would not be developed with a high-quality design providing administrative and meeting areas that conform to the adopted land use designation and zoning.

However, it should be noted that the adopted land use plan anticipates ultimate development of the two sites with uses similar to those proposed. It would therefore be assumed that a future plan for development for each site by others would ultimately be submitted with a likelihood of approval. In the interim, and until a future development is approved, a significant consequence of selection of this alternative would be that redevelopment and economic stimulation opportunities for the East Valley Parkway commercial planning area would not be realized.

Selection would not preclude future development of either site if another option were proposed that is consistent with the adopted General Plan and zoning. Since the proposed project is consistent with the adopted General Plan and zoning, impacts from a future proposal would likely be similar to the impacts associated with the proposed project. As a result, over the long term, there is a likelihood that selection of the No Project Alternative would not significantly reduce environmental impacts as compared to the proposed project and the environmental rationale to support selection of this alternative is weak given the adopted land use plan and zoning for the sites.

## 1) Land Use

**Wal-Mart:** Significant direct but mitigated land use impacts of the project associated with access, views and parking (exposed loading dock areas, steep slope encroachment and excessive wall height, rooftop features, code compliance, etc.) would be, at least on an interim basis, avoided. However, selection of this alternative would not prevent future consideration for development at a similar scale and design since the adopted plan and ordinances anticipate the need for future upgrades to this area. Consequently, there is a strong likelihood that some future development would occur on this site.

**EUSD:** EUSD facilities would not be relocated. No significant land use impacts would be avoided nor would new impacts occur.

## 2) Landform Alteration

**Wal-Mart:** Excavation of the existing slope would be avoided. However, selection of the No Project Alternative would not result in a reduction since the proposed project design would avoid significant impacts.

**EUSD:** Potentially significant direct impacts associated with landscaping of the proposed EUSD site, although mitigated to a less than significant level, would be avoided.

### 3) Traffic Circulation

**Wal-Mart/EUSD:** Significant impacts resulting from reduced site distance on Grand Avenue and impacts associated with the project's contribution to cumulative traffic would be similar to the proposed project. These include direct impacts at the intersection of E. Grand Avenue/Harding Street due to restricted site distance and at East Valley Parkway/Harding Street due to the overall increase in trips. Elimination of the Wal-Mart trips at North Ash Street/E. Mission Avenue; North Ash Street/Washington Avenue; North Ash Street/East Valley Parkway; North Ash Street/E. Grand Avenue; Harding Street/Grand Avenue; North Rose Street/East Valley Parkway; Midway Drive/East Valley Parkway; and Bear Valley Parkway/East Valley Parkway would reduce the cumulatively significant traffic impacts at the above listed intersections to below a level of significance.

Significant direct impacts to traffic and parking from increased retail activity at the Wal-Mart site would be avoided, at least in the interim, and relocation of the EUSD facilities would not be required with selection of the No Project alternative. Significant direct impacts related to access at the Ash Street/Washington Avenue site for new EUSD facilities would thus be avoided.

### 4) Noise

**Wal-Mart/EUSD:** Significant direct but mitigated noise impacts for adjacent uses associated with the operation of HVAC equipment at both sites would be avoided.

### 5) Hazardous Materials/Risk of Upset

#### Wal-Mart

**Blasting:** Selection of the No Project Alternative would avoid the potential need for blasting to excavate the onsite slope, thus avoiding the direct significant but mitigated impact from this activity.

#### Wal-Mart/EUSD

**Hazardous Materials Contamination:** Since no disturbance would occur, there would be no increase in the potential for impacts associated with contaminated soils, USTs, ACMs or LBPs. Existing structures containing ACM and LBP would remain in place as would 1940's-era transformers owned by San Diego Gas and Electric on the EUSD site.

## 6) Public Services/Utilities

### Wal-Mart

**Fire Service Access:** Site access would be unencumbered and significant/mitigated direct impacts avoided by providing full access along the Grand Avenue slope.

## 7) Hydrology/Water Quality

**Wal-Mart/EUSD:** No additional structural BMPs would be required or implemented.

## 8) Air Quality

**Wal-Mart/EUSD:** Existing structures containing ACM and LBP would remain in place, at least in the short-term and significant but mitigated impacts would be avoided.

## 9) Cultural/Historic Resources

**Wal-Mart:** Less than significant impacts to the on-site residence would be avoided, leaving the existing mid-20<sup>th</sup> century structure in its current location.

**EUSD:** Significant direct but mitigable impacts resulting from removal of the half-round structure would be avoided until another project is proposed and approved consistent with the zoning.

## C. Reduced Development (Wal-Mart)

A reduced Wal-Mart center alternative was considered to fulfill most of the objectives of the proposed project while reducing the overall project footprint and thereby providing an incremental reduction in the project's contribution to significant cumulative traffic and water quality impacts and a reduction in several project-level impacts as discussed below.

An approximate 25 percent reduction in floor area has been assumed for this alternative. This would provide approximately 107,400 square feet of available floor area for the retail center. Site excavation into the existing steep slope along Grand Avenue would be incrementally reduced with associated reductions in required grading quantities and height of the proposed retaining wall. Because the site is currently developed, there would be no substantial reduction in runoff.

## 1) Land Use

**Wal-Mart:** Significant direct but mitigated land use impacts resulting from implementation of the proposed project would be incrementally reduced but not avoided. A smaller scale building could require less excavation into the slope and therefore reduce the overall wall height behind the building. Similarly, a smaller structure would require fewer parking spaces under the adopted ordinance and possibly avoiding the need to amend the East Valley Parkway Overlay or rezoning to planned development. Ultimately, impacts resulting from either the proposed project or reduced project alternatives can be mitigated to below a level of significance.

**EUSD:** A reduction in the overall size of the proposed Wal-Mart would not affect the need to relocate EUSD facilities. Land use impacts at the EUSD site would be the same as for the proposed project.

## 2) Landform Alteration

**Wal-Mart:** Excavation of the existing slope would be incrementally reduced but not avoided. The overall change would be similar to the Proposed Project with some reduction in slope height likely. Implementation of mitigation measures as described for the Proposed Project would reduce impacts to a less than significant.

**EUSD:** Potentially significant direct impacts associated with landscaping and required mitigation for the proposed EUSD site would be the same as for the proposed project. Impacts would be mitigated to a less than significant level.

## 3) Traffic Circulation

**Wal-Mart/EUSD:** Significant impacts resulting from reduced site distance on Grand Avenue and impacts associated with the project's contribution to cumulative traffic would be similar to the proposed project. These include direct impacts at the intersection of E. Grand Avenue/Harding Street and East Valley Parkway and Harding Street due to restricted site distance and increased trips resulting in cumulatively significant traffic impacts would be reduced with the elimination of the proposed Wal-Mart trips at North Ash Street/E. Mission Avenue; North Ash Street/Washington Avenue; North Ash Street/East Valley Parkway; North Ash Street/E. Grand Avenue; Harding Street/Grand Avenue; North Rose Street/East Valley Parkway; Midway Drive/East Valley Parkway; and Bear Valley Parkway/East Valley Parkway.

Significant direct impacts to traffic and parking from increased retail activity at the Wal-Mart site would be incrementally less than for the proposed Wal-Mart project.

Significant direct impacts related to access at the Ash Street/Washington Avenue site for new EUSD facilities would be essentially the same as for the proposed project.

#### **4) Noise**

**Wal-Mart/EUSD:** Significant direct but mitigated noise impacts to adjacent uses from operation of HVAC equipment would be similar to those resulting from implementation of the Proposed Project.

#### **5) Hazardous Materials/Risk of Upset**

##### **Wal-Mart**

**Blasting:** Impacts resulting from implementation of this alternative would be similar to the proposed project but may be incrementally less if substantial reductions in excavated material can be achieved. As for the Proposed Project, implementation of proposed mitigation would reduce impacts to a less than significant level.

##### **Wal-Mart/EUSD**

**Hazardous Materials Contamination:** Project impacts would be similar to those identified for the proposed project despite a 25 percent reduction in size. Demolition of existing structures, site excavation, and grading would still occur. Implementation of mitigation measures identified for the proposed project would reduce impacts associated with contaminated soils and groundwater, 1940's-era transformers, USTs, ACMs, and LBPs to below a level of significance.

#### **6) Public Services/Utilities**

##### **Wal-Mart**

**Fire Service Access:** A site plan for the Reduced Project Alternative has not been developed but it is assumed that impacts would be similar to those identified for the proposed project. Implementation of mitigation measures identified in the EIR would reduce impacts to below a level of significance.

#### **7) Hydrology/Water Quality**

**Wal-Mart/EUSD:** Implementation of structural BMPs as discussed for the proposed project would be required to avoid significant impacts.

## 8) Air Quality

**Wal-Mart/EUSD:** Impacts would be incrementally reduced but similar to those identified for the proposed project. Existing structures containing ACM and LBP would be removed. Implementation of proposed mitigation measures would reduce the significant impacts to below a level of significance.

## 9) Cultural/Historic Resources

**Wal-Mart:** Less than significant impacts would be the same as for the proposed project and no additional mitigation would be required. No mitigation would be required. However, the City's historic preservation commission has requested documentation of the existing residence at the discretion of the property owner and Planning Director.

**EUSD:** Significant direct but mitigable impacts resulting from removal of the half-round structure would be the same as identified for the proposed project. Implementation of mitigation would reduce the impact to below a level of significance.

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# Chapter Ten

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# **Chapter Eleven**

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