

CITY COUNCIL

For City Clerk's Use:

☐ **APPROVED** ☐ **DENIED**

Reso No. _____ File No. _____

Ord No. _____

Agenda Item No.: 15

Date: April 18, 2012

TO: Honorable Mayor and Members of the City Council

FROM: Barbara J. Redlitz, Director of Community Development

SUBJECT: Specific Alignment Plan and Final Environmental Impact Report for the Citracado Parkway Extension Project (ER 2006-10, ENG 12-0011)

STAFF RECOMMENDATION:

It is requested that Council adopt Resolution No. 2012-40 approving the Specific Alignment Plan and certifying and approving the Final Environmental Impact Report, CEQA Findings, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program for the Citracado Parkway Extension Project.

PLANNING COMMISSION RECOMMENDATION:

On March 13, 2012, the Planning Commission voted 4-0 (Commissioners Campbell, Lehman and McQuead absent) to recommend approval of the Specific Alignment Plan and Final Environmental Impact Report for the Citracado Parkway Extension Project.

PROJECT DESCRIPTION:

A Specific Alignment Plan, Final Environmental Impact Report, CEQA Findings, Statement of Overriding Considerations for significant and unavoidable traffic and noise impacts, and a Mitigation Monitoring and Reporting Program for the Citracado Parkway Extension Project that improves and extends Citracado Parkway from West Valley Parkway to Andreasen Drive and includes a new bridge over Escondido Creek. The proposed Specific Alignment Plan has been developed to Major Road standards with right-of-way ranging from 102' to 110' wide and includes four vehicle travel lanes, bike lanes, sidewalks and medians. The Final EIR will provide environmental documentation for future actions to implement the project including a proposed annexation of three unincorporated parcels, sphere of influence amendment, prezone, and grading exemptions.

LOCATION:

The proposed Citracado Parkway Extension Project is located partially within the jurisdictional limits of the City of Escondido and partially within an unincorporated portion of San Diego County. The project would widen the existing street section of Citracado Parkway between West Valley Parkway

and Avenida Del Diablo, and construct a Major Road arterial extension of Citracado Parkway from Avenida Del Diablo to Andreasen Drive.

FISCAL ANALYSIS:

Although final design has not been completed, it is estimated the project will cost approximately \$21 million to \$25 million dollars, with \$13 million of that amount being paid by Palomar Pomerado Health. Other funding sources will include HUD, Transnet and Traffic Impact Fees.

GENERAL PLAN ANALYSIS:

Circulation Element – The Circulation Element of the Escondido General Plan classifies Citracado Parkway as a Major Road (102'/110' right-of-way). The extension of Citracado Parkway is identified on the Circulation Element as a future improvement. The proposed project would complete a critical link in the Circulation Element that enhances access to regional medical facilities and accommodates increased traffic generated from anticipated residential and industrial/commercial growth in the area.

Circulation Policy D2.3 states the City shall establish Level of Service (LOS) C as the community goal, but further notes this may not be feasible in all areas at all times. However, LOS C is to be pursued in the ultimate implementation of the Circulation Element.

The proposed project would have a significant adverse impact on the operations of the intersection at Del Dios Highway and Via Rancho Parkway in both year 2014 and 2030 scenarios. The proposed project would reduce the AM LOS value from LOS D to LOS F, and would also cause an incremental contribution to PM traffic volumes at the intersection that would result in a significant increase in motorist delay (greater than 2 seconds) compared to the no project condition. For the 2014 forecast scenario, the proposed project would have a significant adverse impact on the operations of the Via Rancho Parkway street segment south of Del Dios Highway. The Traffic Technical Report indicates that the segment operation would decline from LOS D to LOS E with implementation of the project.

The proposed project would have a significant adverse impact on the operations of the Valley Parkway/Del Dios Highway segment between Citracado Parkway and Via Rancho Parkway in the near-term 2014 scenario. The Traffic Technical Report indicates that the average daily LOS for this segment would be LOS F with or without proposed project implementation. The impact is considered significant due to the incremental contribution of the proposed project to traffic volumes along the segment that would exceed 200 or more ADT.

Various mitigation measures to reduce operational traffic impacts were considered in the Final EIR, such as additional turn lanes at intersections and roadway segment widening. However, these potential mitigation measures were not carried forward because the City determined them infeasible due to factors such as cost, right-of-way constraints, and future transportation improvements to improve the overall circulation system. Because of these social and economic considerations, the mitigation measures to reduce operational impacts are considered infeasible and not included in the Final EIR, or as part of the proposed project. As set forth in the Statement of Overriding Considerations, these operational traffic impacts are acceptable in light of the proposed project's benefits.

Noise Element – The Noise Element of the General Plan establishes a number of policies to provide an acceptable noise environment including exterior and interior noise-level guidelines, site compatibility review, site design considerations, and use of noise barriers where applicable. Noise Policy E1.2 states the City's goal for outdoor noise levels in residential areas is 60 dBA CNEL or less. However, it is recognized that this goal is not always achievable within the realm of economic and aesthetic feasibility. With implementation of the proposed project, near-term noise levels would range from 54 to 71 dBA CNEL.

The proposed project would result in potentially significant impacts at receptors located along the existing and proposed alignment. Sound walls proposed along the existing segment of Citracado Parkway are located at the same location as existing walls/fences along the alignment or at the edge of the future right-of-way. In addition, three walls are proposed on private property (2358, 2368 Avenida Del Diablo and 2207 Harmony Grove Road). While the proposed project would result in a substantial permanent increase in noise levels, with inclusion of the modeled walls in the proposed project at the specified heights, the proposed project would not expose local noise-sensitive receptors to noise levels in excess of 65 dBA CNEL and would not exceed interior noise level standards.

Mitigation has been incorporated to reduce sound levels at nearby residences but will not fully avoid the proposed project's significant noise impacts. While the construction of sound walls will help to reduce noise impacts to sensitive receptors, a number of these receptors will still be impacted and impacts will remain significant and unavoidable as noise levels would continue to exceed 60 dBA CNEL. Furthermore, it cannot be guaranteed that the sound walls proposed on private property will be built, because property owner permission will be required to construct the sound walls. If permission is denied, impacts at these receptors would also be significant and unavoidable. As set forth in the Statement of Overriding Considerations, these noise impacts are acceptable in light of the proposed project's benefits.

Land Use Element – The proposed project area is located partially within the western limits of Escondido and partially within an unincorporated area of San Diego County. All properties within the project area are located within the Escondido General Plan boundary and have been assigned city land use designations.

Surrounding properties on the existing segment of Citracado Parkway within the project area are developed with mobile home parks and single-family residences in the Urban 1 (residential) land use designation. Escondido General Plan land use designations for the future annexation parcels to the north, where the new road would be constructed, include Estate II (residential), SPA 8 (industrial) and Public Land/Parks. This semi-rural area currently has two single-family residences on the three parcels. The future annexation and jurisdictional change from the San Diego County General Plan to the Escondido General Plan would slightly increase the allowable density for Parcels B and C, and change Parcel A from residential to industrial. While land use opportunities would change as a result of the future annexation, the land use designations for these properties have been established in the Escondido General Plan for a number of years and no change is proposed. The forthcoming annexation proposal will include a request to prezone the three parcels with city zoning designations that are consistent with the Escondido General Plan. Because the annexation process is governed by LAFCO and is speculative at this point, a "No Annexation" alternative has been included in the

Final EIR that would allow road construction to proceed if the annexation proposal is rejected. In that case, there would be no change to the land use designations for the County parcels.

ENVIRONMENTAL REVIEW:

A Draft Environmental Impact Report (City Log No. ER 2006-10) was issued for a 45-day public review on September 1, 2011. Responses to comments received on the Draft EIR have been incorporated into the Final EIR. Mitigation measures required under CEQA were developed to reduce the potential for adverse impacts with respect to biological resources, cultural resources, noise, and traffic and circulation. Additional noise and traffic impacts remain significant and unmitigated despite the implementation of feasible mitigation measures.

Sections of the Draft EIR have been clarified or expanded in the Final EIR, but no new significant impacts have been identified, no impacts increased in severity, no new mitigation measures have been identified, and no new alternatives have been identified. As such, the Draft EIR document was not fundamentally or basically inadequate in nature and the conclusions do not require reevaluation or recirculation. Staff feels the Final EIR adequately addresses all project-related issues.

BACKGROUND:

The proposed Citracado Parkway Extension Project is the third phase of a four-phase project to extend Citracado Parkway from I-15 to SR-78. Phases 1 and 2 from SR-78/Nordahl to the southern boundary of the Escondido Research and Technology Center (ERTC) have already been completed. This project would extend and improve the roadway from the ERTC south to West Valley Parkway.

The proposed project would widen the existing segment of Citracado Parkway between West Valley Parkway and Avenida Del Diablo. The improvements would include an additional travel lane in each direction through median-width reduction (35 to 14 feet), resulting in a four-lane roadway. The proposed project would also require new roadway construction north of Avenida Del Diablo to Andreasen Drive and a new bridge crossing Escondido Creek. The new roadway and bridge will require landform alterations including cut and fill slopes with heights that may necessitate grading exemptions once final design is completed. Minor street realignments and/or grade adjustments are also proposed for the intersection of Kauana Loa Drive with Harmony Grove Road. A new four-leg intersection would be constructed to accommodate the pending extension of Lariat Drive from the west and a new employee access road from the east for the City's wastewater treatment facility (HARRF).

In an effort to keep the proposed roadway extension within the jurisdictional limits of Escondido, the City intends to process an annexation application for three parcels crossed by or in proximity to the proposed roadway extension. Parcels A, B, and C correspond to APN #'s 235-040-15, 235-040-05, and 235-040-50, respectively. Annexing the parcels would avoid the potential need for a joint jurisdictional operation and maintenance agreement between the County and the City. All three parcels are outside the City's Sphere of Influence (SOI) boundaries and would therefore require an SOI boundary adjustment in conjunction with the annexation.

PLANNING COMMISSION RECOMMENDATION AND SUMMARY:

On March 13, 2012, the Planning Commission voted 4-0 (Commissioners Campbell, Lehman and McQuead absent) to recommend approval of the Specific Alignment Plan and Final Environmental Impact Report for the Citracado Parkway Extension Project.

The Commission requested a clarification as to whether additional right-of-way was needed on the existing portion of Citracado Parkway. Staff noted the two new travel lanes in this area would be constructed by reducing the width of the center median and that no additional right-of-way was needed next to the mobile home parks. Commissioner Winton questioned whether the three parcels proposed for a future annexation could be zoned for industrial uses now as envisioned in the General Plan Update. Staff responded that two of the parcels currently had residential General Plan designations and would have to be assigned residential zoning if they were annexed prior to adoption of the proposed General Plan change for this area.

Chairman Caster asked staff to respond to comments from a representative of the Escondido Creek Conservancy who suggested the project did not take into consideration the Revealing Escondido Creek Plan prepared by Cal Poly students. Staff noted the project preserved an opportunity for trail connectivity along Escondido Creek by incorporating a location for a trail underneath the bridge. The other open space design elements identified in the plan for this area were still conceptual in nature, and while not yet adopted by the Council as part of a Master Plan, the opportunity for future implementation still existed.

Following some additional discussion on noise walls, flood water flows, and traffic volumes on Hale Avenue, the Planning Commission voted unanimously to recommend approval of the proposed Specific Alignment Plan and Final EIR.

PUBLIC COMMENT:

Nine citizens provided testimony at the Planning Commission hearing. Approximately five of the speakers were residents of the three mobile home parks that adjoin Citracado Parkway on both sides of the street between Avenida Del Diablo and West Valley Parkway. Most of these residents expressed concern regarding noise and whether traffic volumes would affect their ability to enter and exit their parks. Staff and the consultants noted that new sound walls would be installed for the Mountain Shadows and Casa de Amigos mobile home parks, and that a new traffic signal would be installed at their entry driveways where they intersect Citracado. The use of noise walls for The Views Mobile Home Park would not be effective due to the differences in elevation between the street and the park. Engineering staff noted once Citracado was constructed and operational they would evaluate a request from residents of The Views to restrict the right-turn-on-red for the southbound Citracado to westbound West Valley Parkway turning movement. The Views residents felt this would enhance their ability to exit their park onto West Valley Parkway.

Residents living along Avenida Del Diablo and Kauana Loa Drive voiced concern regarding off-site noise impacts caused by traffic with implementation of the proposed project. The proposed project does not generate traffic. However, implementation will result in traffic re-distribution. While the City recognizes that traffic-related noise will increase at certain locations with implementation of the

proposed project, off-site impacts at the locations mentioned by the residents were considered to be less than significant due to the distance from Citracado Parkway.

A representative from the Elfin Forest Harmony Grove Town Council expressed concern about the City's response to their comment submitted relating to the loss of multi-use recreational trails within the project area, specifically referencing the Powerline Trail #7 in the County's Community Trails Master Plan. The Response to Comment in question (refer to Chapter 10 of the FEIR; Response G-37) accurately states that there are no existing County-designated trails located within the proposed project area. However, it should be clarified that there are two proposed trails in the vicinity of the project. As described in the County's Community Trails Master Plan document and shown on the North Country Metro Community Trails Map, there is a proposed trail following Escondido Creek that would traverse the project area. This proposed trail is identified within the Plan as Trail #14: Escondido Creek Trail. This trail is also included in the City of Escondido Master Plan for Parks, Trails and Open Space. While the trail itself is not part of the proposed project, the proposed Escondido Creek Bridge has been designed to accommodate this future trail. As such, implementation of the proposed project would not prevent the future development of this proposed trail. The Powerline Trail, identified as Trail #7 in the Plan, is also proposed within the County Community Trails Master Plan. According to the Trails Map, this proposed trail ends at the corporate city limits and does not extend into the project area. It is recognized that this proposed trail could connect to the ERTC via Kauana Loa Drive and the new sidewalks that would be implemented as part of the proposed Project; however, implementation of the proposed project would not prevent access to, or future use of, this proposed trail.

The Elfin Forest Harmony Grove Town Council representative also noted that the Final EIR references the Traffic Impact Analysis for Palomar Medical Center (PMC). Specifically on page 3.10-9 it refers to Harmony Grove Road as a future four-lane roadway. Harmony Grove Road was downgraded to a two-lane roadway in the County's General Plan. The Traffic Section of the Citracado Parkway EIR discusses the PMC traffic study but relies on the traffic study prepared for the proposed project. This traffic study considers Harmony Grove Road as a two-lane roadway in all future scenarios (2014 and 2030). Therefore, the impact analysis for this roadway is considered accurate and adequate.

A Notice of Preparation (NOP) was issued at the start of the EIR process on April 11, 2007. The NOP was distributed to approximately 90 organizations, interested parties, federal, state and local agencies. A total of twelve comment letters were received during the NOP 30-day review period. A public scoping meeting was held on April 26, 2007, to give the public an opportunity to provide comments related to the proposed project and present issues the public would like to see addressed in the EIR.

The Draft EIR was distributed for public review from September 1, 2011, to October 17, 2011. Fifteen comment letters were received during the 45-day public review period. Comments received during the public review period were varied and included the sensitivity of cultural and biological resources in the area, concern about the proposed annexation and sphere of influence amendment with respect to differences between the Elfin Forest Harmony Grove Community Plan and the Escondido General Plan, and the need to coordinate improvements and traffic mitigation with the County of San Diego. The comment letters and responses have been incorporated into Chapter 10 of the Final EIR.

DISCUSSION:

Adoption of the Specific Alignment Plan and certification of the Final EIR would support the right-of-way acquisition process and allow some of the pre-construction mitigation work to proceed once rights of entry, easements or right-of-way are acquired. Staff will also finalize a contract proposal for final design of the street improvements identified in the Specific Alignment Plan and process the annexation and prezone application through LAFCO. Certification of the Final EIR also will allow staff to start work toward securing state and federal agency permits for the project.

Respectfully Submitted,

A handwritten signature in cursive script, reading "Barbara J. Redlitz". To the right of the signature is a circular stamp containing the letters "KH".

Barbara J. Redlitz
Director of Community Development

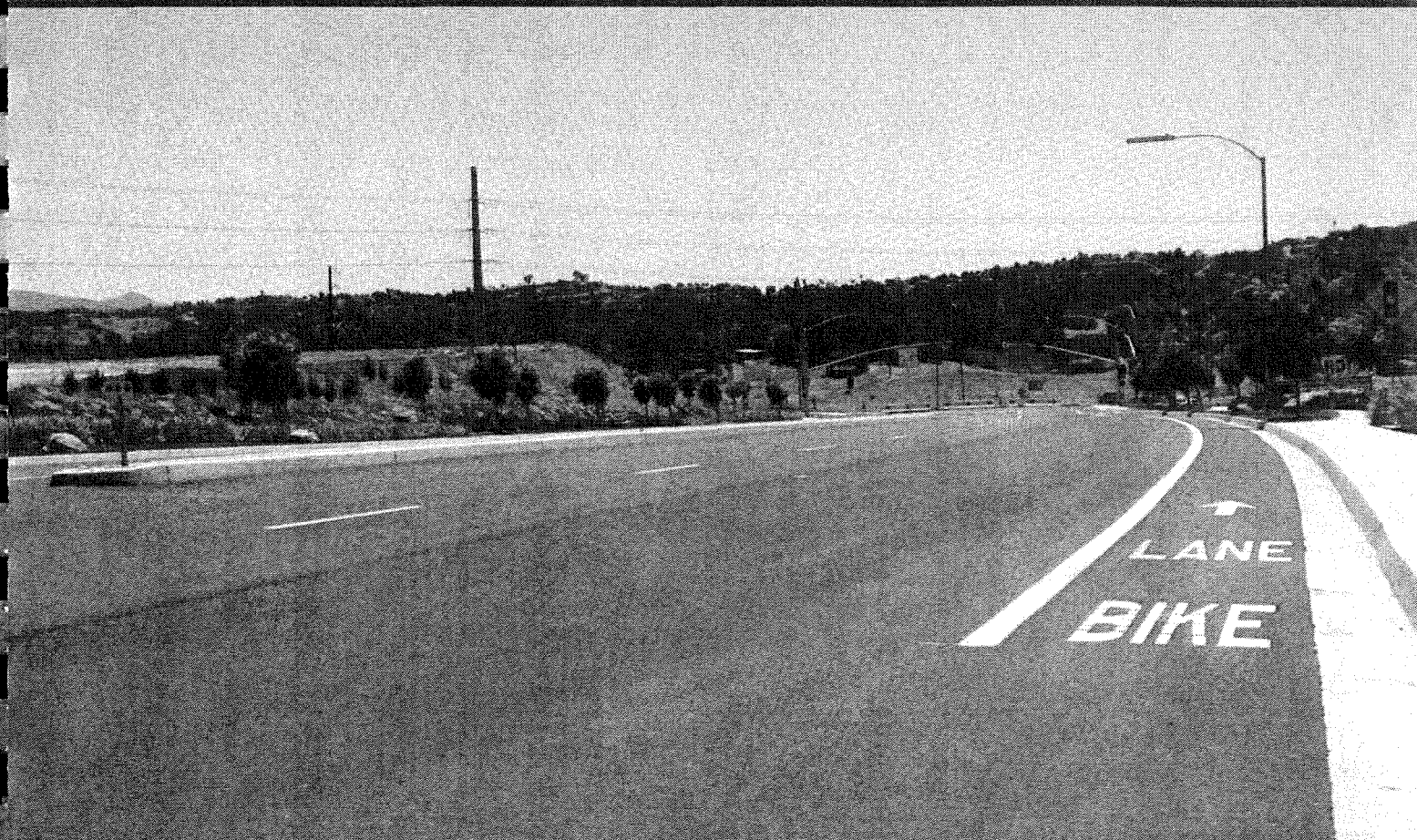
A handwritten signature in cursive script, reading "Bill Martin".

Bill Martin
Principal Planner

*Final
Environmental Impact Report*

CITRACADO PARKWAY EXTENSION PROJECT

*City File # ER-2006-10
SCH# 2007041061*



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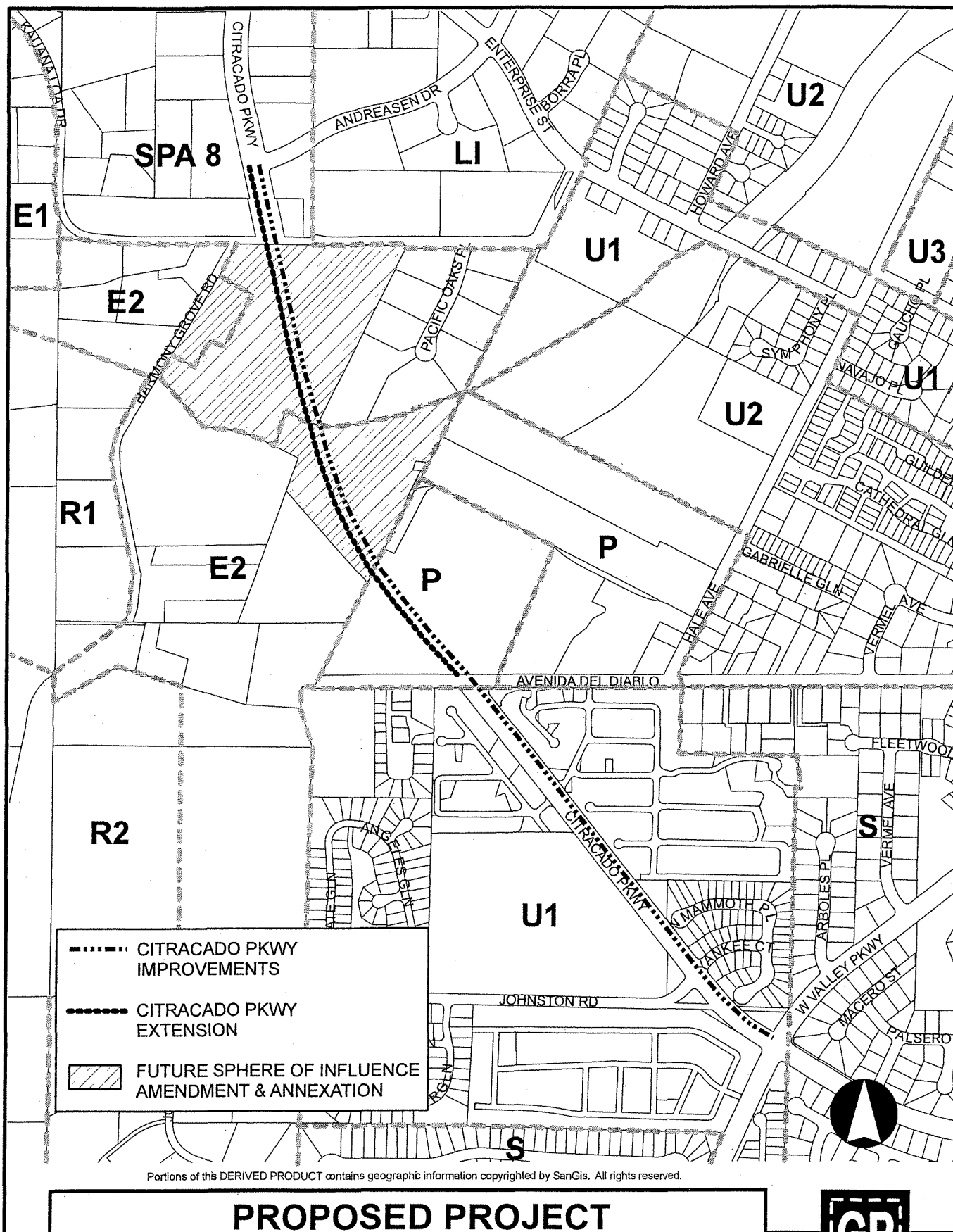
February 2012

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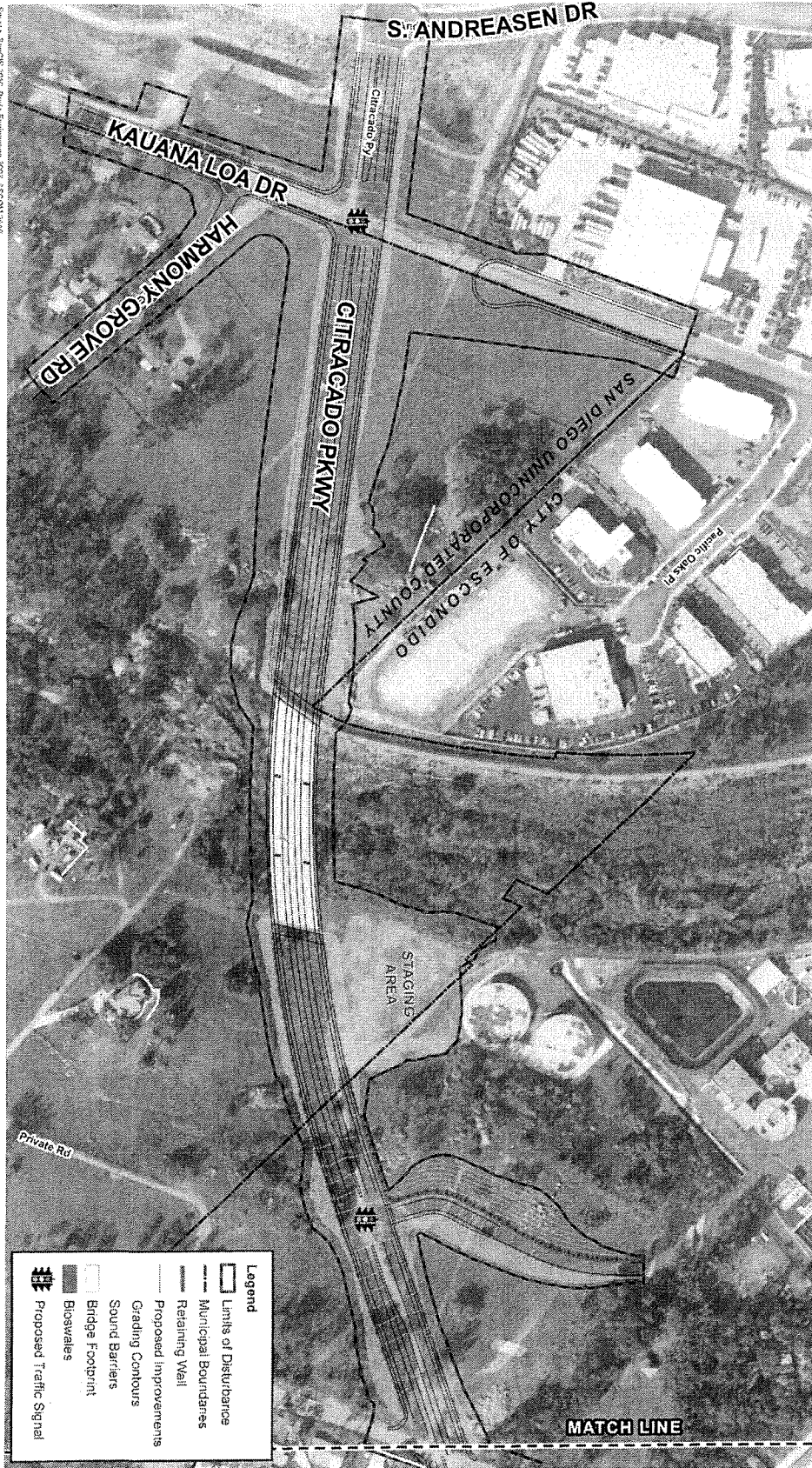
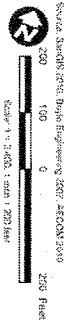
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PROPOSED PROJECT ER 2006-10



Citracado Parkway Extension Project Draft EIR

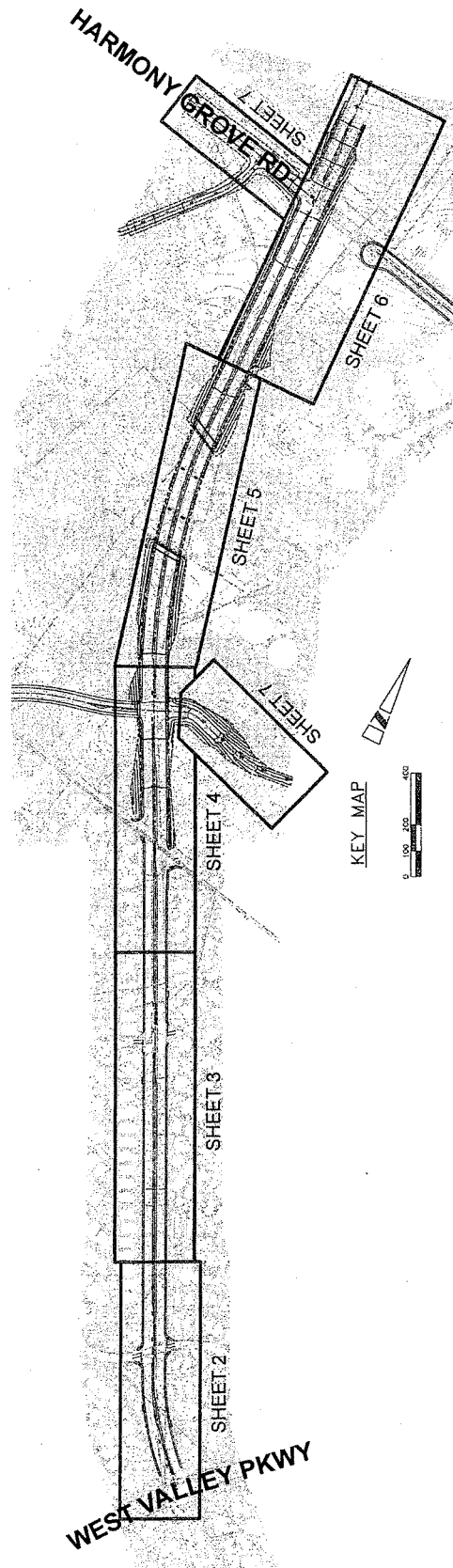
Figure 2-2
Project Features: Roadway Extension



**PROPOSED PROJECT
ER 2006-10**



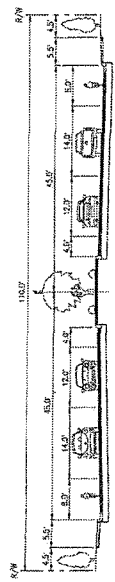
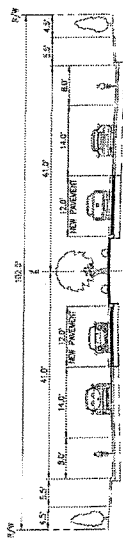
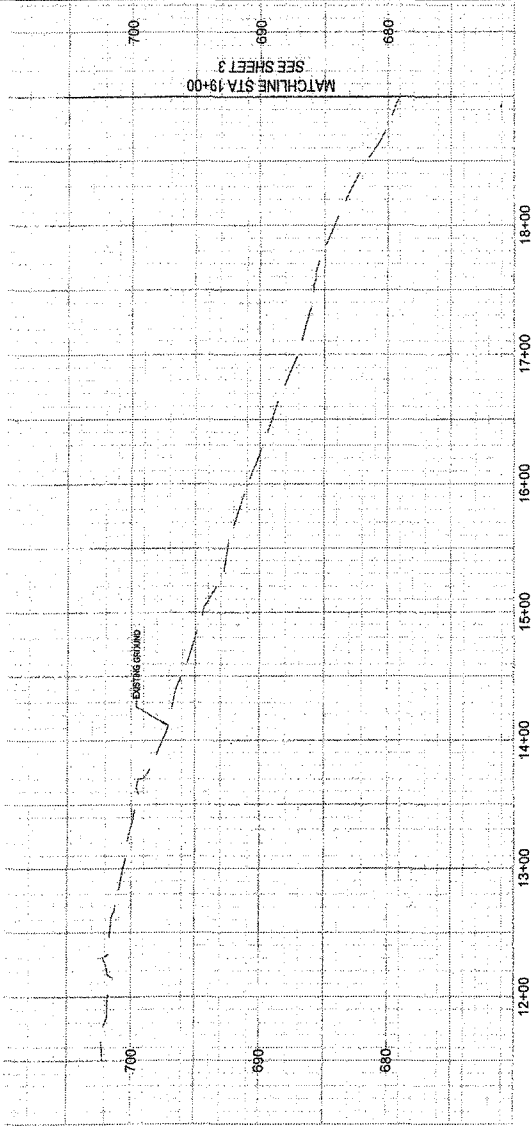
SITE PLAN



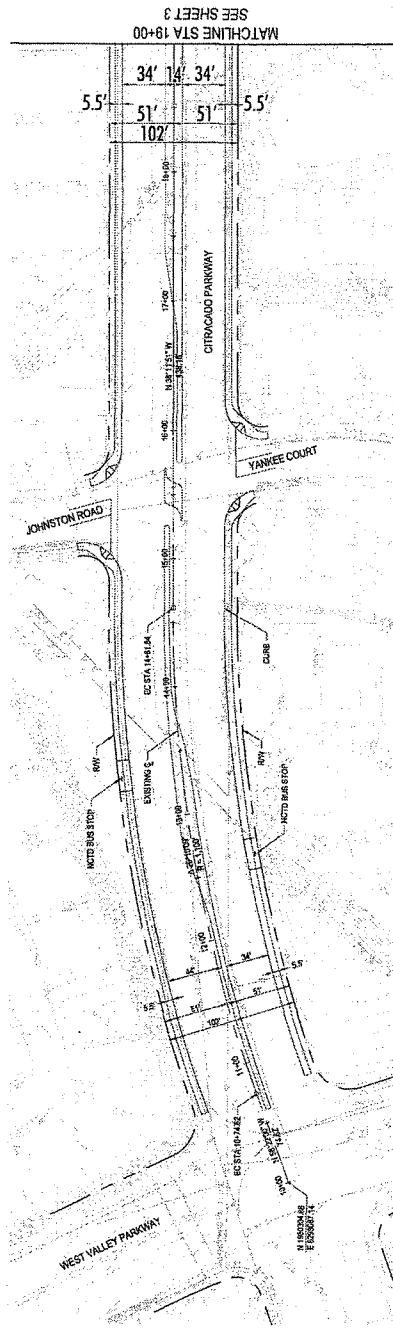
**PROPOSED PROJECT
ER 2006-10**



SITE PLAN

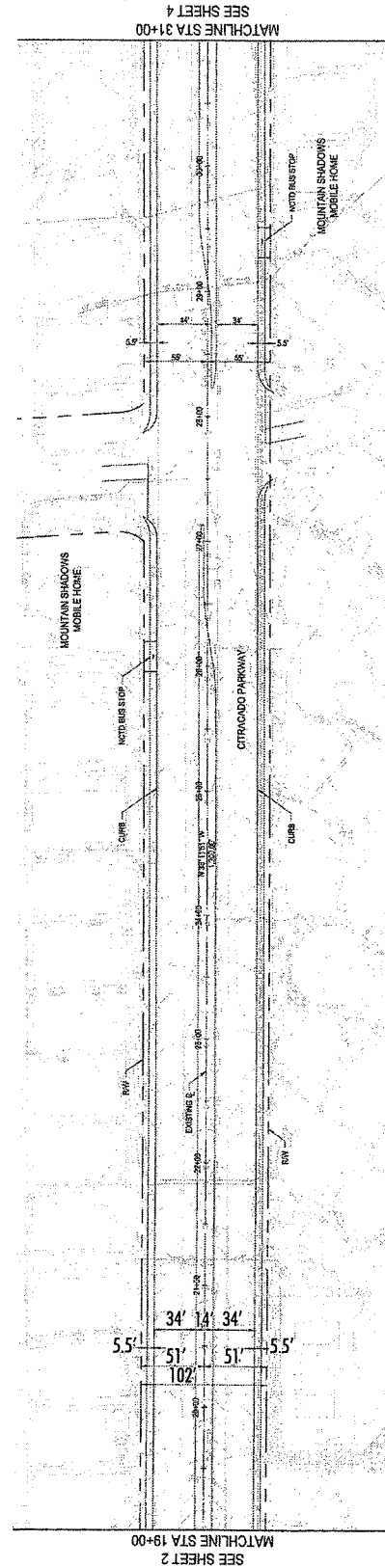
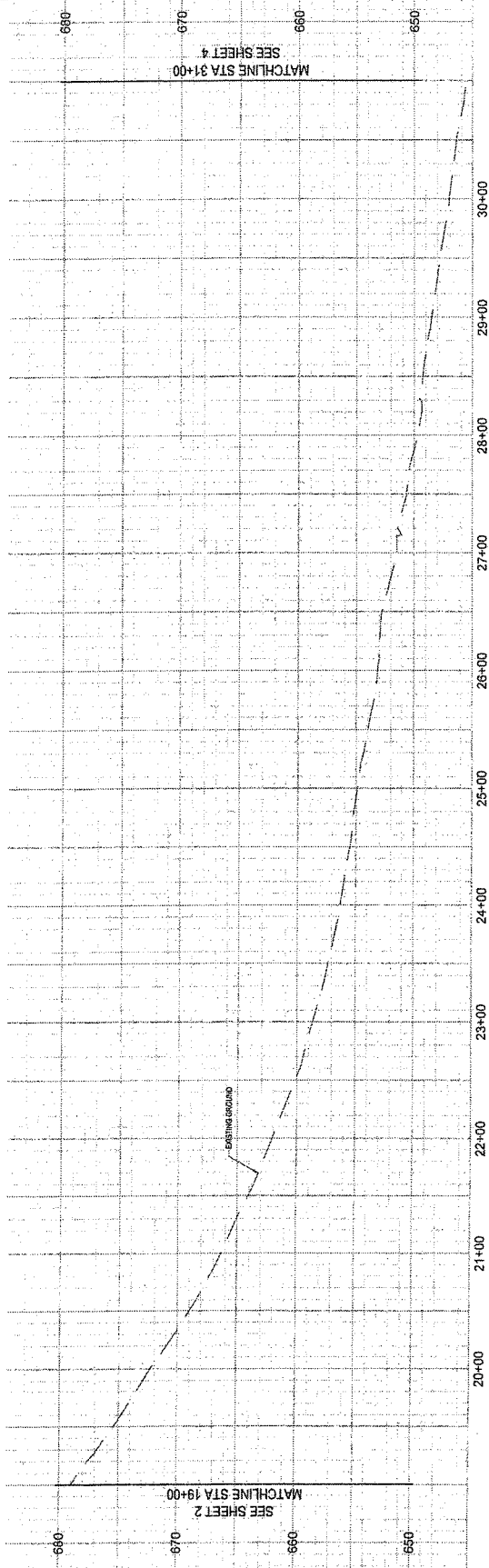


DESIGN CRITERIA
DESIGN SPEED = 50 mph
MINIMUM STOPPING SIGHT DISTANCE (SSD) = 430'



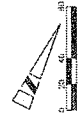
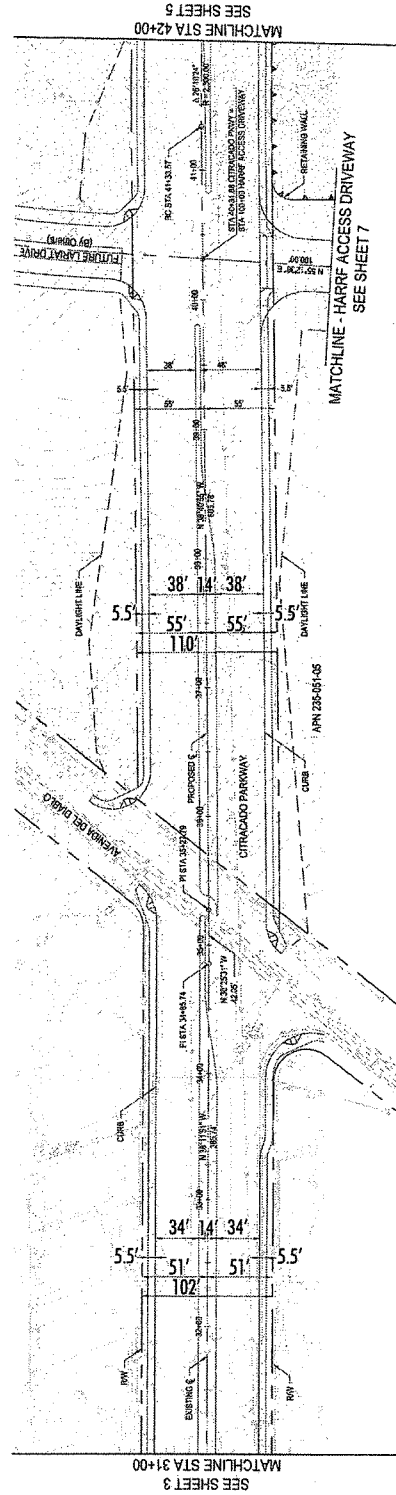
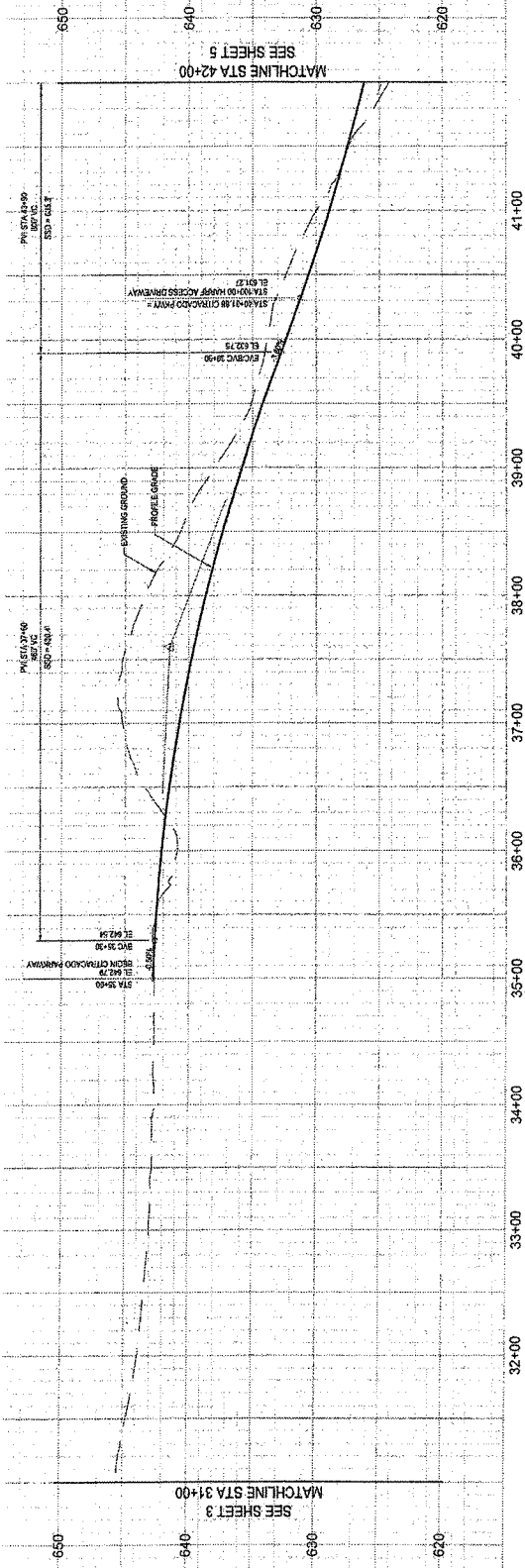
PROPOSED PROJECT
ER 2006-10

SHEET 3

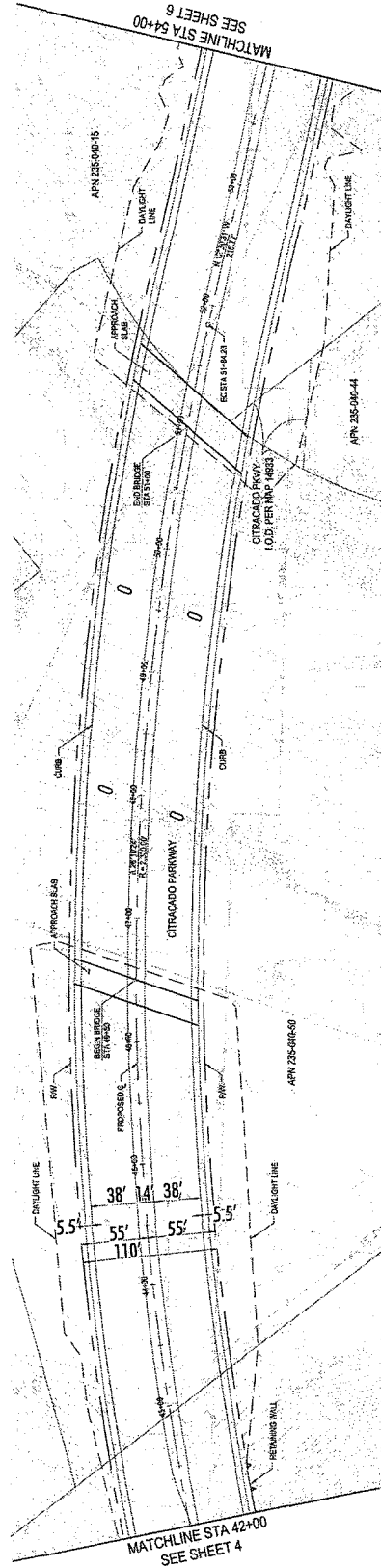
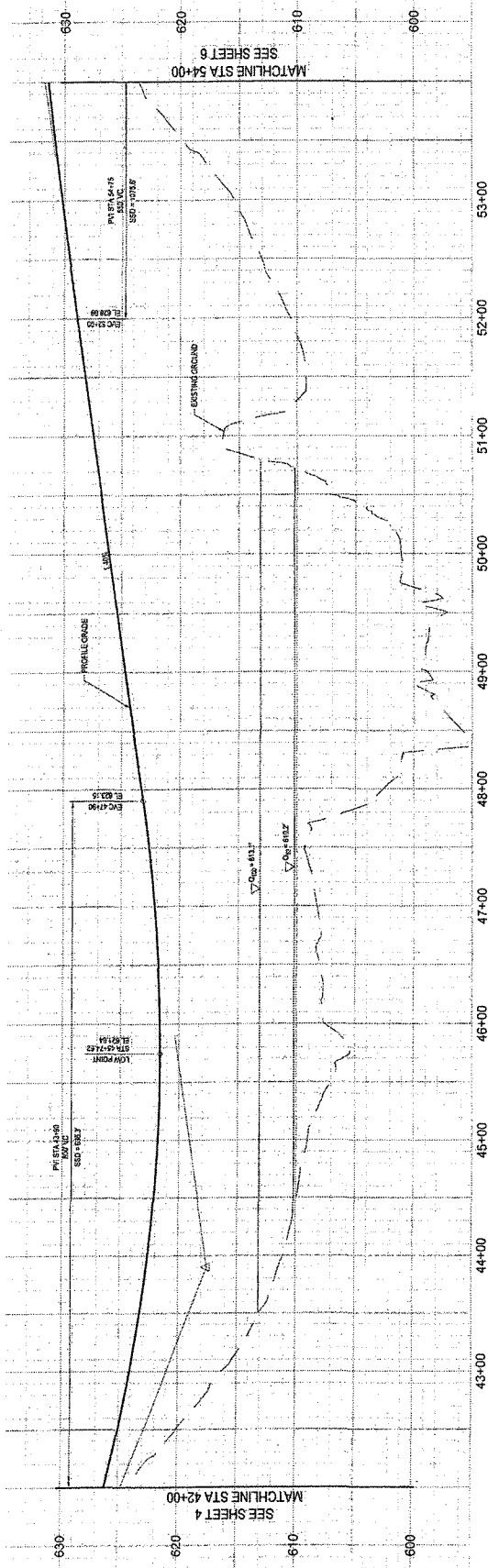
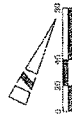


PROPOSED PROJECT ER 2006-10

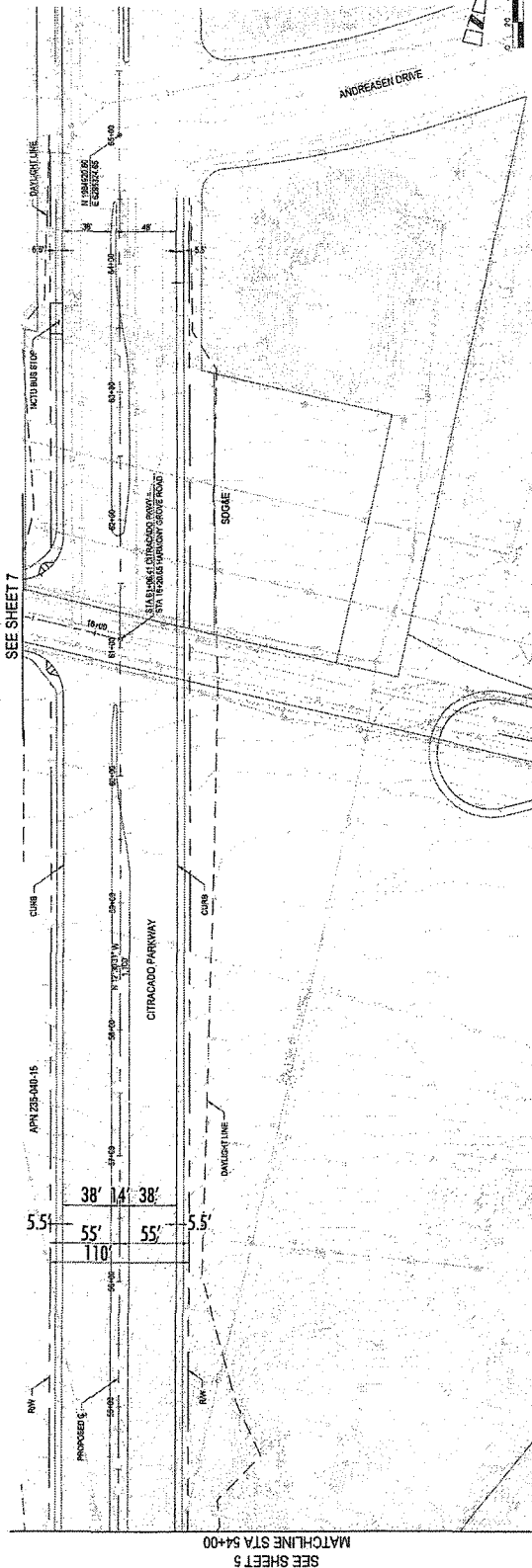
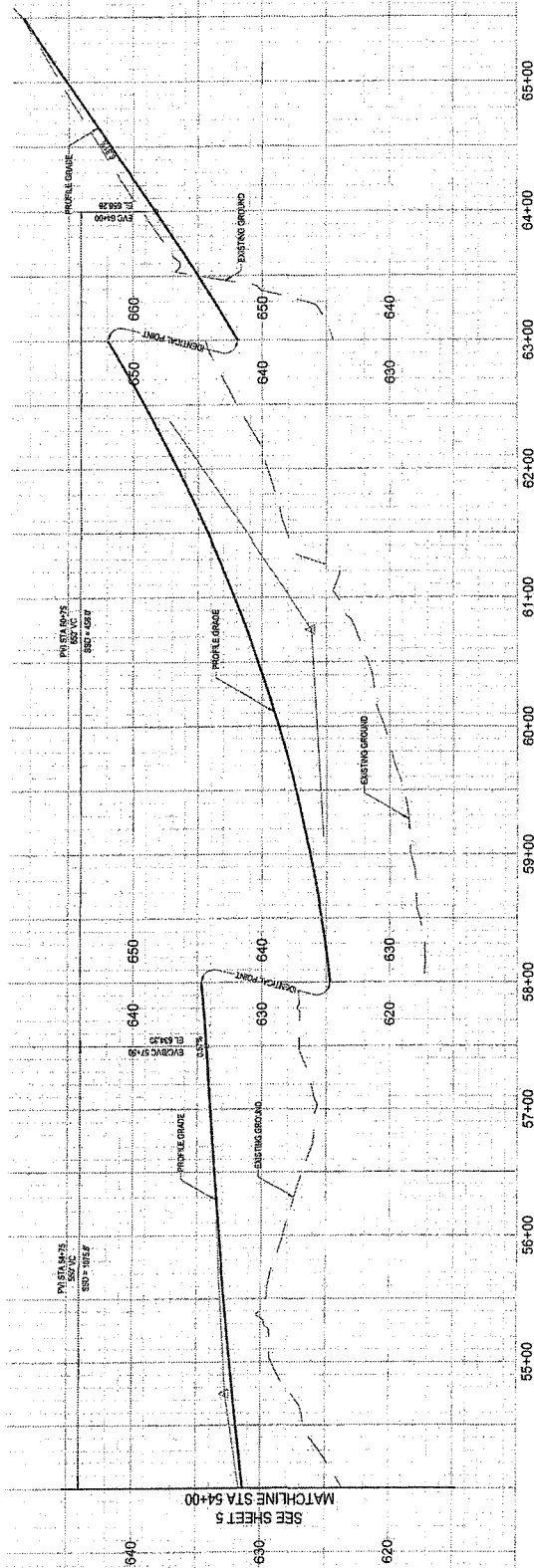
IMPROVEMENT PLAN



PROPOSED PROJECT
ER 2006-10

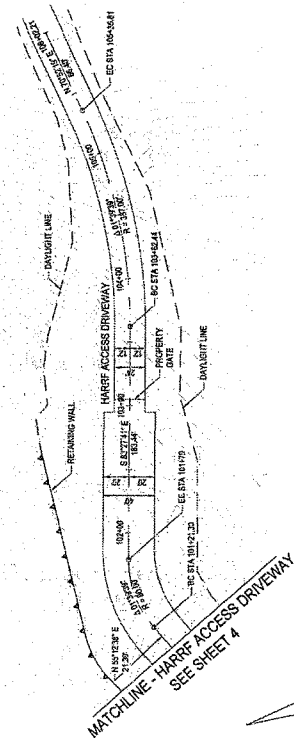
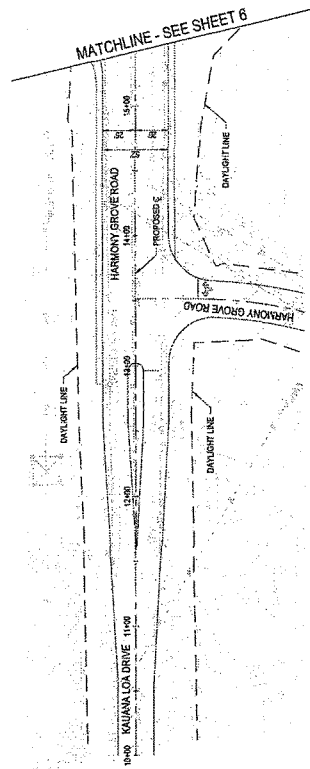
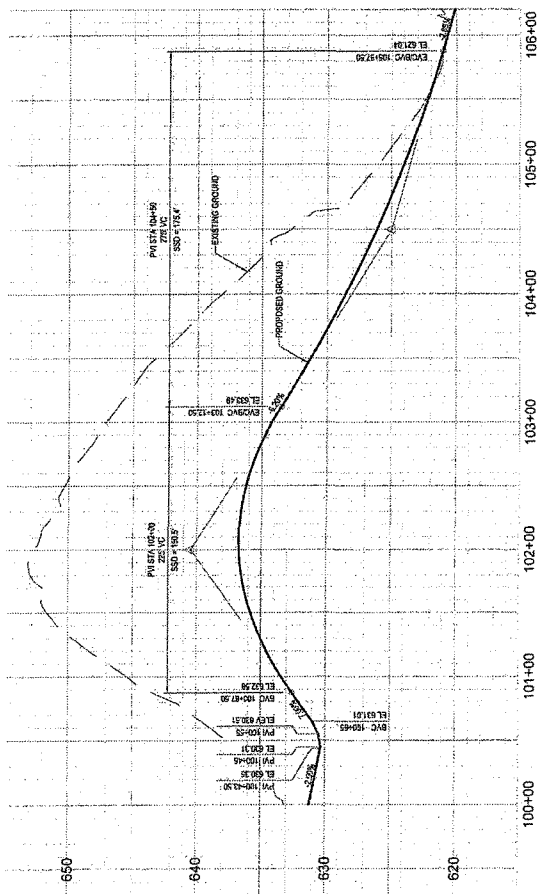


**PROPOSED PROJECT
ER 2006-10**



SHEET 6

PROPOSED PROJECT
ER 2006-10



Planning Commission Minutes 3/13/12

Chairman Caster asked Mr. Dolyniuk if they intended on expanding their skilled nursing component. Mr. Dolyniuk replied in the negative.

Dennis Pasch, Escondido, noted that during the original approval the residents were guaranteed that the facility would have no on-street parking impacts. He stated that he could not park in front of his residence due to the amount of employee parking occurring. He indicated that he had complained numerous times to the City to no avail. He asked that a parking report be completed showing that the parking was adequate for the facility.

Chairman Caster asked staff to respond to Mr. Pasch's comments regarding parking. Mrs. Cherry noted that the previous approvals had no restrictions with regard to on-street parking. She also stated that a parking study was conducted in 1990 which showed that the 130 spaces on campus were adequate. She also stated that the parking was reviewed each time a modification was requested.

Chairman Caster asked if the parking conditions were consistent with the City's parking guidelines. Mrs. Cherry noted that the first approval in 1973 included a variance to reduce the amount of parking.

Commissioner Winton asked if Condition No. 4 was superfluous. Mr. Tunnell noted that this was a standard condition, noting that engineering would not be requiring this condition because the Fire Department had indicated it was not needed.

Commissioner Winton asked staff to respond to Mr. Dolyniuk's comments regarding sidewalks. Mr. Tunnell noted that Engineering was looking for reasonable ADA access and connectivity from the units to the intersection crossing at Tulip and Redwood. He noted that the condition allowed some flexibility for property owners who did not want their driveways altered.

ACTION:

Moved by Commissioner Winton, seconded by Commissioner Yerkes, to approve staff's recommendation. The motion included revising Condition No. 4 to clarify that it only applied to fire protection facilities required at this time. Motion carried unanimously. (4-0)

2. SPECIFIC ALIGNMENT PLAN AND FINAL ENVIRONMENTAL IMPACT REPORT – ER 2006-10; ENG 12-0011:

REQUEST: A request to approve a Specific Alignment Plan, Final Environmental Impact Report, CEQA Findings, Statement of Overriding Considerations for significant and unavoidable traffic and noise impacts, and a Mitigation Monitoring and Reporting Program for the Citracado Parkway Extension Project that

improves and extends Citracado Parkway from West Valley Parkway to Andreasen Drive and includes a new bridge over Escondido Creek. The proposed Specific Alignment Plan has been developed to Major Road standards with right-of-way ranging from 102' to 110' wide and includes four vehicle travel lanes, bike lanes, sidewalks and medians. The Final EIR will provide environmental documentation for future actions to implement the project including a proposed annexation of three unincorporated parcels, Sphere of Influence amendment, prezone, and grading exemptions.

PROJECT LOCATION: The proposed Citracado Parkway Extension Project is located partially within the jurisdictional limits of the City of Escondido and partially within an unincorporated portion of San Diego County. The project would widen the existing street section of Citracado Parkway between West Valley Parkway and Avenida Del Diablo, and construct a Major Road arterial extension of Citracado Parkway from Avenida Del Diablo to Andreasen Drive. The new roadway would be built to accommodate the pending extension of Lariat Drive from the west.

Bill Martin, Principal Planner, referenced the staff report and noted staff recommended adoption of the Specific Alignment Plan and certification of the Final EIR which would support the right-of-way acquisition process and allow some of the pre-construction mitigation work to proceed once rights of entry, easements or right-of-way were acquired. Staff would also finalize a contract proposal for final design of the street improvements identified in the Specific Alignment Plan and process the annexation and prezone application through LAFCO. Certification of the Final EIR also would allow staff to start work toward securing state and federal agency permits for the project. Mr. Martin then introduced Robert Zaino, Deputy Director of Engineering Service; Kirk Bradbury, Consultant (AECOM); Michelle Fehrensens, Consultant AECOM; and John Bridges, Consultant AECOM.

Commissioner Winton and staff discussed the zoning designation for the three unincorporated parcels in relation to the subject proposal and the General Plan update.

Chairman Caster asked if the internal noise levels would be compatible with the City's noise ordinance. Ms. Fehrensens replied in the affirmative.

Chairman Caster asked if the intersection of Del Dios and Via Rancho Parkway was slated to be improved with the Harmony Grove project. Mr. Bridges replied in the affirmative.

Commissioner Yerkes asked if any right-of-way would be acquired along the existing portion of Citracado Parkway. Mr. Bradbury replied in the negative.

Kevin Barnard, Board member of Escondido Creek Conservancy, expressed concern with the EIR not taking into consideration the Revealing Escondido Creek Plan prepared by Cal Poly and presented to the City Council. He felt the project lent itself to providing a bridge undercrossing for a creek trail. He suggested looking at federal funding for urban creek rehabilitation.

David Mishalof, Escondido, expressed concern with vehicle speed increasing on Citracado with the proposed project. He also felt the sound wall should be extended further east along Avenida Del Diablo.

Mid Hoppenrath, Harmony Grove, representing Elfin Forest/Harmony Grove Town Council, stated that they disagreed with page 386 in chapter 10 of the final EIR. She stated that the LAFCO decision to allow annexation was discretionary, noting their view was that the LAFCO commissioners would consider their existing county approved community plan. She also stated that the last page of the EIR acknowledged that the proposed project conflicted with the land use policies identified in the Elfin Forest/Harmony Grove community plan. She stated that they disagreed with the City's position that no mitigation was required. She stated that the County's circulation plan showed two lanes which was in conflict with the staff report showing additional lanes. Ms. Hoppenrath noted that the extension of Citracado Parkway would block a critical connection to the Powerline Trail which was classified as a First Priority Trail in the County Trail Plan, noting there was no mitigation being proposed for the loss of this connection. In conclusion, she asked that the City identify suitable mitigation measures for the conflict created by the proposed annexation to Harmony Grove and the loss of the multi-trail system by the proposed annexation.

Robert Heil, Escondido, asked that a sufficient sound wall be installed for mitigating the noise created by the additional traffic and that a traffic signal and crosswalk be installed. He suggested extending the sound wall to the corner of Avenida Del Diablo and continuing up the edge of the mobile home park.

Don Creasman, Escondido, concurred with extending the sound wall to the intersection on the southeast side of Avenida Del Diablo so as to mitigate sound.

James Melser, Escondido, asked for a clarification regarding where the sound wall would be located. Mr. Martin explained where the sound walls were proposed.

Mr. Melser asked if a sound study was conducted in the unmitigated areas. Ms. Fehrensen noted that the Mr. Melser's property was outside the study area. Mr. Melser asked if his property would be used for storage during the construction. Mr. Martin replied in the negative, noting they had already designated a staging area.

Commissioner Winton asked if the reason Mr. Melser's property was not studied was due to it being outside the noise impact area. Ms. Fehrensén replied in the affirmative, noting that sound studies were conducted on the property in front of Mr. Melser's residence which were below the sound thresholds.

Donald Uribe, Escondido, President of Escondido Views, noted that their primary concern had to do with exiting and entering the mobile home park. He suggested that the City install "No Turn on Red" signage for motorists turning right from Citracado onto West Valley Parkway. He also suggested installing additional sound walls so as to mitigate any noise for Escondido Views.

Cindy Herd, member of Escondido Views Board of Directors, expressed her view that the circulation plan would benefit greatly if it had information regarding where the Citracado traffic was traveling to once it went out onto West Valley Parkway.

Mr. Bradbury noted that the traffic study took into consideration the existing conditions and future conditions with regard to circulation patterns.

Tracy Tippits, Escondido, asked when construction would begin on the subject project. Mr. Bradbury noted that the tentative date for construction was at the beginning of 2014 and ending at the end of 2015.

Chairman Caster stated that his understanding was that traffic flow on Hale Avenue would be reduced once the HARRF facilities were combined. Mr. Martin replied that there should be a reduction in employee trips when that occurs.

Chairman Caster asked why no sound walls were being proposed for the west side of Citracado near West Valley Parkway. Mr. Martin noted the difference in elevation from the mobile home park down to the street would make this prohibitive.

Commissioner Winton referenced Page 5 of 7 of the report and asked what the indicated water surface level was and what the affect of filling that part of the flow area was. Mr. Bradbury noted that they modeled the creek using various water flows in order to establish the profile for Citracado Parkway so as to ensure that the bridge would not be overtopped by the creek.

Commissioner Winton asked if any flood control aspects were addressed in the EIR. Mr. Bradbury noted that the study had a model which showed no impacts to the creek with or without the bridge. Mr. Bridges noted that this issue was discussed in Section 3.7 of the EIR.

Chairman Caster felt the issue brought up earlier regarding the creek plan should be considered. Mr. Martin noted that City Council had expressed support for the

Revealing Escondido Creek Plan, but had not yet adopted any modifications to the Parks and Trails Master Plan for this area to include the features studied in the creek plan. Ms. Fehrensens noted that while a trail was not proposed for underneath the bridge, it had been designed to accommodate a future trail along the creek.

ACTION:

Moved by Commissioner Winton, seconded by Commissioner Yerkes, to approve staff's recommendation. Motion carried unanimously. (4-0)

3. SIGN CODE AMENDMENT – AZ 12-0001:

REQUEST: Amendments to the Zoning Code Article 66 – Sign Ordinance to revise Citywide standards pertaining to temporary signs, including special event signs, banners, feather flags, A-frame signs and similar temporary portable signs.

PROPERTY SIZE AND LOCATION: Citywide

Rozanne Cherry, Principal Planner, referenced the staff report and noted staff requested comments and recommendations on the draft changes. The Commission's comments would be forwarded to the City Council for consideration along with the draft code text. The City Council hearing was tentatively scheduled for April 18, 2012. This code amendment only addressed temporary portable signs and a few minor cleanup items. A comprehensive update of the Zoning Code was anticipated as part of the implementation of the new General Plan in 2012.

Chairman Caster questioned how the 6-month provision for signage would be monitored. Mrs. Cherry noted that the City would issue stickers that would be placed on the signs showing the expiration date.

Chairman Caster felt the hand held twirling signs were more of a distraction than the feather signs, noting his view that this should be addressed as well. Commissioner Yerkes concurred.

Commissioner Winton asked if the City regulated signage on vehicles. Mrs. Cherry replied in the negative.

Commissioner Yerkes asked whether the City regulated mobile signage where vehicles were parking and using the vehicle for signage. Mrs. Cherry replied in the negative as long as the vehicle was parked legally.

Commissioner Weber asked if a permit fee would be required for every sign. Mrs. Cherry replied in the affirmative.

Ruben Garza
1751 W. Citracado Pkwy #179
Escondido, CA 92029
760-212-8995

04/05/2012

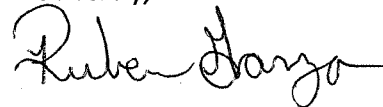
City of Escondido
City Council Board
Bill Martin, Planning Division
201 N. Broadway
Escondido, CA 92025

Ref: Case No. ER 2006-100 or ENG 12-0011

Dear Bill Martin:

I currently live at 1751 W. Citracado Pkwy in Mountain Shadows MHP, and am very concerned about the proposed extension of Citracado Pkwy. My concern is that I'm afraid I may have a hard time exiting the complex onto Citracado Pkwy with all the congestion. The only remedy I see for this is a red light to allow us to come onto Citracado Pkwy. Many people I'm afraid may start using this street to get to school, or the freeway. This would not be fair to the homeowners of Mountain Shadows or our neighbor mobile home park. We are talking about hundreds of residents. I am also concerned about the noise issue also as my home is right next to Citracado Pkwy. Please address these issues as this could make living here a nightmare.

Sincerely;



Ruben Garza

Copy: City Council



Bill Martin

From: Don Creasman <dcreasman@wrengineers.com>
Sent: Thursday, March 15, 2012 3:11 PM
To: Bill Martin
Cc: Mary Plemons
Subject: Sound wall at Mountain Shadows

Hello Mr Martin

My name is Don Creasman and I spoke to you at the planning commission meeting the evening of March 13 2012. I am currently the President of Mountain Shadows Mobilehome Park and am speaking on behalf of the residents here. I have lived here for 27 years and have been actively involved with its operation since the city originally acquired it for transfer in the early 90's.

We at Mountain Shadows were very pleased to hear that the city is committed to providing a sound wall along the Citracado accessway and our primary intent of that evening was satisfied in that regard. Our only remaining concerns now are that certain details of that implementation complement the work already performed here at Mountain Shadows

Mountain Shadows embarked on a project to elevate complex concerns posed at the corner of Avenido Del Diablo and Citracado Pkwy. Specifically the Southeast corner of that intersection. Presently your map shows the sound wall extending and replicating the path of an old wooden fence previously in that location. The association chose to realign the fenceline in that area into a parklike setting for a variety of reasons, including Effective Sound attenuation, Structural concerns, Aesthetic value and Liability issues (which includes fire hazard and vagrancy) a side benefits has been better visibility for motorists purveying that corner. Mountain Shadows would like to see these concerns maintained in the layout and design of the sound wall. Mountain Shadows does not object to adding more vegetation in this area in order to satisfy compliance to any "sound report" based upon the city's discretion including type size and maintenance of.

Another area of concern relates to the remaining fenceline along the east side of Citracado Pkwy. Mountain Shadows hosts a main sewer line for the city of Escondido with some manholes located just within the park boundaries and adjacent to the fenceline along Citracado. Presently access to these manholes has been by openings in the perimeter fence. Because of security and liability reasons Mountain Shadows would prefer **NOT** to have any secondary openings in the new sound wall that would allow personal pedestrian access directly from Citracado. Mountain Shadows has always provided open access to these sewer connections from within the park.

I am available to meet with you at your convenience and provide documentation as needed to help you in your decision.
Thank You
Don Creasman
858-536-5166 (ask for Don)

Bill Martin

From: Linda Debra <debralinjed@yahoo.com>
Sent: Tuesday, February 28, 2012 1:46 PM
To: Bill Martin
Subject: Fw: No cross roads. Escondido views mobile home park on w. valley parkway

----- Forwarded Message -----

From: Linda Debra <debralinjed@yahoo.com>
To: Linda <debralinjed@yahoo.com>
Sent: Tuesday, February 28, 2012 1:35 PM
Subject: Fw: No cross roads. Only roads into residential areas. see map link

Dear Mr Martin,

My name is Linda Magdziak. I live in the Escondido Views Mobile home park.

I have written to a Rob Zaino, also about this issue. Please see the letters of e mail written to him below and way down below.

Our entrance to the park is smack dab at the intersection of West Valley Parkway and Citracado Parkway. There is already a safety issue. There has been accidents with vehicles entering and exiting the park right in front of the park.

When the new school, and the hospital and the Citracado Parkway projects are all coompleted, there will be increased problems with traffic just outside our park.

We will have a big huge problem turning left out of the park.

If we turn right out of the park we will be having to deal with those getting the left turn arrow and those getting to turn right on red coming into our path. We will then compete with that traffic and have to try to turn right and immediately get over to enter the center lanes to use it as a U turn lane, but oncoming traffic will be trying to enter that same spot in the same location to get into the left hand turn lane so that they can make a left from West Valley Parkway to get onto Citracado.

There WILL be accidents. Children will be present, emergency vehicles, etc.

This letter of informing the city will be used by my self and any who live here to get compensation,for injury, due to this unsafe issue, if anyone or property is hurt. Please be informed that we have 150 family's that live here. My intent is to have this unsafe issue solved and resolved BEFORE anything happens and this issue needs to be

considered at the same time the Citracado Project is worked on. Some engineering on this matter needs to be accomplished.

Please inform me by e mail or letter about what is intended, to make sure we can enter and exit this mobile home park safely. I know the city hearing is coming up on March 13th. 2012. Please make sure this is addressed.

Please write me soon about this. Thank you. Mrs Linda Magdziak

----- Forwarded Message -----

From: Linda Debra <debralinjed@yahoo.com>
To: Robert Zaino <Rzaino@ci.escondido.ca.us>
Cc: Ed Domingue <Edomingue@ci.escondido.ca.us>; Homi Namdari <Hnamdari@ci.escondido.ca.us>; Ronda Tague <Rtague@ci.escondido.ca.us>
Sent: Thursday, February 23, 2012 5:18 PM
Subject: No cross roads. Only roads into residential areas. see map link

Please open this map link and see that there are no cross streets to turn around at if we one day must only turn right out of our mobile home park, which has the entrance on west valley parkway. Our mobile home entrance is smack dab at the intersection and will pose all kinds of headaches getting out of our park when the new school and hospital are open. We already have accidents from residents in the park leaving or coming into the park from on street traffic. We are going to have big problems going left out of the park and as you can see there is no way to come back to Escondido, if a median is planned for in front of our mobile home park, on west valley parkway. Here is the map link, and look at it once again, with the idea, that there will be a median. http://maps.google.com/maps?hl=en&rls=com.microsoft:en-us:IE-Address&rlz=117ACEW_enUS370US370&gs_sm=3&gs_upl=287316135101671916161010101012561120410.3.31610&bav=on.2,or.r_gc.r_pw.r_qf.,cf.osb&biw=1366&bih=560&wrapid=tlif133004587622110&q=2400+W.+Valley+Parkway+Escondido+Cal+%2375+map&u m=1&ie=UTF-8&hq=&hnear=0x80dbf45999498c1b:0x6eb5a076878d141d,2400+W+Valley+Pkwy,+Escondido,+CA+92029&gl=us&ei=vuNGT5beDuiAiAKtyoXbDQ&sa=X&oi=geocode_result&ct=image&resnum=1&ved=0CB8Q8gEwAA

From: Robert Zaino <Rzaino@ci.escondido.ca.us>
To: Linda Debra <debralinjed@yahoo.com>
Cc: Ed Domingue <Edomingue@ci.escondido.ca.us>; Homi Namdari <Hnamdari@ci.escondido.ca.us>; Ronda Tague <Rtague@ci.escondido.ca.us>
Sent: Thursday, February 23, 2012 3:43 PM
Subject: RE: Different project Escondido Views Mobile Home Park(W. Valley Pakway)

Linda,

I am not aware of any project that will be installing a raised median in West Valley Parkway at the location you are asking about.

That being said, unless there is something that prevents you from turning left out of your driveway entrance now there will be nothing preventing that turning movement in the future.

On the other hand if you choose to first turn right and then turn around, there seems to be several cross streets where that can be done.

Lastly it appears the California Vehicle Code may allow drivers (in most cases) the ability to perform a U turn from the two way left turn lane.

See attached link

http://www.dmv.ca.gov/pubs/vctop/d11/vc21460_5.htm

Robb

From: Linda Debra [mailto:debralinjed@yahoo.com]

Sent: Thursday, February 23, 2012 8:51 AM

To: Robert Zaino

Subject: Different project Escondido Views Mobile Home Park(W. Valley Parkway)

Rob. I was not requesting an answer about the Citracado Project.

The median strip that I was inquiring about is the one that I heard about in front of our Escondido Views Mobile Home Park which is on West Valley Parkway and so then it would be a West Valley Parkway Project?

You asked me to write you, so that you can look that up. So you and I already talked on the phone and we already discussed the fact that it would not be part of the Citracado Parkway Project because our entrance is on West Valley Parkway.

Because of the fact that our entrance is so close to the intersection it would be unsafe to proceed out of the park to our left when the school is finished, also we are not even going to be able to get out of the park with all the new traffic, and so the city planned to put a raised median strip out in front of our mobile home park which has the entrance on W. Valley Pkwy. Then we must turn right and with no way to get back to the city.

So you were going to find out for me about this project which is different from the project on Citracado. Basically, I just want to know when construction the the median strip on West Valley Parkway will start and where we will be able to U - Turn back to the city?

From: Robert Zaino <Rzaino@ci.escondido.ca.us>

To: Linda Debra <debralinjed@yahoo.com>

Sent: Thursday, February 23, 2012 7:58 AM

Subject: RE: Median Strip in front of Escondido Views Mobile Home Park

A raised median will not be installed as part of the Citracado project.

So the conditions as they now exist will also be present after the project is constructed.

Could you please give me a call

760-839-4001

Thanks

Robb

From: Linda Debra [mailto:debralinjed@yahoo.com]

Sent: Saturday, February 18, 2012 1:23 PM

To: Robert Zaino

Subject: Median Strip in front of Escondido Views Mobile Home Park

Dear Robb,

You said that I could write you back and ask what you found out about the plans to put a median strip in front of our Escondido Views Mobile Home Park. You were also going to look into the need for a back entrance relocation for our Mobile Home Park. Remember, it does not appear that there will be anywhere for us to turnaround for us to come back into the city. Please inform me what you found out.

Yours Truly, Thank you,

Linda Magdziak
2400 W. Valley Pkwy.#75
Escondido, CA 92029

Bill Martin

From: Kenneth A Ray <kar@kenard.net>
Sent: Monday, March 05, 2012 7:15 PM
To: Bill Martin
Cc: Rick Dentt; Arden Sniffen
Subject: Request for Clarification, Citracado Parkway Extension FEIR

Hi Bill,

Thank you for sending over the hard copies of the FEIR and public notice. Reviewing the Cities responses to the Freeland, Mckinley & Mckinley DEIR comment letter dated October 17, 2011, we see a significant change in how future Industrial / commercial developments along the proposed route will be accessed. I say this because in all of our past dealings with the City on this issue, we have been consistently informed that direct access to our future parcels from Citracado Parkway would be disallowed. It now appears that direct access off of Citracado will be the preferred and possibly the only access. This is a very large departure from the Map application we submitted to the City. That map was the culmination of many planning meetings with the City. Subsequently, we have had numerous meetings at the City to discuss the map and our proposed project. We have received formal comments for our map from the City Engineering & Planning departments. None of those City comments indicated that the City was changing their stated position of disallowing direct access to our future project from Citracado Parkway. It was in fact at the Cities insistence that our map shows access to our project via two Cul-de-sacs on the West & East sides of Citracado Parkway. The FEIR now indicates there will be no access via side streets? The critical question we are now faced with is will there be cuts in the median in front of our drive approaches?

We are very concerned that without the means of a safe left hand turn into our future drive approaches, a serious obsolescence will be created. If the access will be similar to that of the parcels with frontage along Citracado Parkway in the ERTC, than we have no problem. However, if the proposed median lacks sufficient cuts in front of our future driveway approaches than access to our parcels is restricted to right hand turns only and our project is effectively cut in half. Considering that heavy commercial 18 wheeler tractor / trailer will ingress & egress our future parcels this would represent a serious obsolescence. One that would also pose a life safety traffic hazard to the public at large. Let me explain, the typical 18 wheeler commercial carrier is 65' long and takes a considerable turning radius to initiate & complete a u turn. Where would these trucks perform a safe u turn maneuver? Say a North bound carrier (Eastside of the roadway) is trying to access a business on the West side of our property. Without cuts in the median the first opportunity to u turn will be at the left turn lane at Citracado and Harmony Grove Road. Since Harmony Grove Road is two lane road most truckers (the smart ones) won't attempt a u turn there and will continue down Harmony Grove looking for a better spot to make the maneuver. This will put large commercial carriers into residential areas where they really shouldn't be. The other way would be to go through that intersection up into the ERTC. They can't make the right at Enterprise and circle around to Harmony Grove Road as it is planned to be dead ended with no access back to the Citracado corridor. Most likely they will turn into one of the larger parking lots, such as Stone Brewery or the Hospital and get turned around that way. That isn't a very good plan and considering the frequency of Emergency vehicle traffic along this section of the roadway should be avoided all together. Conversely, if the carrier is heading Southbound along our frontage and needs to access the East side of our project they are even more limited. Without cuts in the Median they will have to cross the new bridge and either turn right at Lariat Drive or left at Del Diablo. This puts them into residential areas where there is very little room for them to navigate on roads that aren't designed for this type of traffic. Of course these roads will have to be posted & restricted to that type of traffic and the drivers will have to go further and further to find an area that is suitable to get turned around in.

The City has recently placed a very high emphasis on the creation of employment opportunity lands. Our property was set aside for Commercial / industrial use by the City almost 10 years ago. It is one of the few remaining parcels that can be discretionarily converted without the need of a mandatory public vote. The Citracado Parkway Extension was

preplanned over 30 years ago and has never been more urgently needed than it is right now. It is imperative that we fully understand how the City planners propose to access both sides of our project. If it is needed that we attend another meeting with staff, prior to the public hearing for the FEIR, to discuss this more fully please advise ASAP.

Kenneth A Ray, President

kar@kenard.net

KENARD
CONSTRUCTION COMPANY, INC.

1830 Gillespie Way, Suite 105

El Cajon, CA 92020

P – 619-596-7500 F – 619-596-0723

www.kenard.net

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RESOLUTION NO. 2012-40

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ESCONDIDO, CALIFORNIA, APPROVING THE SPECIFIC ALIGNMENT PLAN AND CERTIFYING AND APPROVING THE FINAL ENVIRONMENTAL IMPACT REPORT, CEQA FINDINGS, STATEMENT OF OVERRIDING CONSIDERATIONS, AND MITIGATION MONITORING AND REPORTING PROGRAM FOR THE CITRACADO PARKWAY EXTENSION PROJECT

Case No. ER 2006-10, ENG 12-0011

WHEREAS, a Specific Alignment Plan and Environmental Impact Report ("EIR") has been prepared for the Citracado Parkway Extension Project that will widen the existing segment of Citracado Parkway between West Valley Parkway and Avenida Del Diablo and construct a new section of roadway to Major Road standards from Avenida Del Diablo to Andreasen Drive that includes a new bridge crossing over Escondido Creek; and

WHEREAS, the City Council of the City of Escondido as the lead agency under the California Environmental Quality Act ("CEQA") is responsible for certification of the EIR; and

WHEREAS, the City Council of the City of Escondido did on April 18, 2012, hold a noticed public hearing to consider the Specific Alignment Plan and the Certification of the Environmental Impact Report and associated Mitigation Monitoring and Reporting Program and CEQA Findings; and

WHEREAS, the City Council has reviewed and considered the Final EIR and associated Mitigation Monitoring and Reporting Program prepared for the project, and

has determined that it adequately addresses all environmental issues associated with the project; and

WHEREAS, the City Council desires at this time, and deems it to be in the best public interest, to approve the Specific Alignment Plan and certify the Final Environmental Impact Report for the Citracado Parkway Extension Project.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Escondido, California:

1. That the above recitations are true.
2. That the EIR Findings and Statement of Overriding Considerations, attached as Exhibit 'A' and incorporated by this reference, was considered and is hereby adopted by the City Council.
3. That the Mitigation Monitoring and Reporting Program, attached as Exhibit "B" and incorporated by this reference, addresses mitigation for potential project related impacts and that the report will sufficiently mitigate and assign on-going responsibility for carrying out mitigation responsibilities which are appropriate to address and mitigate project-related impacts.
4. That upon consideration of the staff report (a copy of which is on file in the Planning Division), the Planning Commission comments provided at a public hearing on March 13, 2012, public testimony presented at the City Council hearing, the findings and applicable law, the City Council finds that the project is consistent with the General Plan and hereby approves the Specific Alignment Plan and certifies the Environmental Impact Report prepared for the Citracado Parkway Extension Project.

FINDINGS OF FACT

CITRACADO PARKWAY EXTENSION PROJECT

1.0 INTRODUCTION

1.1 Requirements for Findings of Fact

The City of Escondido (City) has prepared an Environmental Impact Report (EIR) for the proposed Citracado Parkway Extension Project in compliance with the California Environmental Quality Act of 1970 (CEQA) (Public Resources Code Section 21000 *et seq.*) and the State CEQA Guidelines (California Administrative Code Section 15000 *et seq.*, as amended).

An EIR must be certified pursuant to Section 15090 of the CEQA Guidelines before project approval. Prior to approving a project for which an EIR has been certified, and for which the EIR identified one or more significant environmental impacts, the approving agency must make one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale of each finding. The possible findings, which must be supported by substantial evidence in the record, are:

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR
2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

After consideration of an EIR, and in conjunction with Section 15091 findings identified above, the lead agency may decide whether or how to approve or carry out the project. The lead agency may approve a project with unavoidable adverse environmental effects only when specific economic, legal, social, technological or other benefits of the project outweigh the significant effects on the environment. Section 15093 requires the lead agency to document and substantiate any such determination in a "statement of overriding considerations" as a part of the record.

1.2 Location and Custodian of Record of Proceedings

The official custodian of the documents and other materials that constitute the record of proceedings is:

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

Copies of all these documents, which constitute the record of proceedings upon which the City's decision is based, are, and at all relevant times have been, available upon request at the offices of the City, the custodian for such documents.

2.0 PROJECT DESCRIPTION

2.1 Proposed Project

The City proposes to improve and extend Citracado Parkway from West Valley Parkway to Andreasen Drive. The proposed Project would require a new structure crossing over Escondido Creek. The new structure may require landform alterations, cut slopes, and fill slopes. Minor street realignments and/or grade adjustments are also proposed for the intersection of Kuana Loa Drive with Harmony Grove Road. In addition, the proposed roadway extension would be built to accommodate the pending extension of Lariat Drive from the west, and access to the Hale Avenue Resource Recovery Facility (HARRF) via a new driveway connection. A temporary construction staging area has been identified east of the proposed roadway extension and south of Escondido Creek. Potential improvements for transit, such as Americans with Disabilities Act (ADA)-compliant boarding pads and future bus stops would be developed in coordination with North County Transit District (NCTD).

In an effort to keep the proposed roadway extension within the jurisdictional limits of Escondido, the City is also proposing the annexation of three parcels crossed by or in proximity to the proposed roadway extension. Parcels A, B, and C correspond to APN #s 23504015, 23504005, 23504050, respectively. This would avoid the potential need for a joint jurisdictional operation and maintenance agreement between the County and the City. All three parcels are outside the City's Sphere of Influence (SOI) boundaries and would therefore require an SOI boundary adjustment in conjunction with the annexation.

2.2 Discretionary Actions

The roadway construction would require multiple permits and/or approvals from local governments and from federal, state, and local resource agencies. The following permits and approvals would be required:

Permits (all required before the start of construction)

- California Fish and Game Code Section 1601 Streambed Alteration Agreement
- Federal Clean Water Act (CWA) Section 401 water quality certifications
- CWA Section 404 dredge and fill permit
- City building and grading permits
- County of San Diego construction permit
- County of San Diego encroachment permit

- National Pollutant Discharge Eliminations System (NPDES) permit for construction (contractor)

Approvals (in chronological order)

- Escondido City Council EIR certification
- Emergency and municipal service providers' approval for service boundary adjustments
- Escondido City Council approval of Annexation and Rezoning
- LAFCO approval of SOI amendment to include the unincorporated parcels within the proposed Project area
- LAFCO approval of a reorganization of the unincorporated parcels to the City involving: annexation to the City, detachment from CSA No. 135 (San Diego Regional Communications System), detachment from CSA No. 107 (Elfin Forest/Harmony Grove Volunteer Fire Department) and detachment from the San Marcos FPD

2.3 Rationale for not Recirculating the Draft EIR

Section 15088.5 of the CEQA Guidelines states that a lead agency is required to recirculate an EIR when significant new information is added to the EIR, after public notice is given of the availability of the draft EIR for public review, but before certification. In order for recirculation to be required for an EIR, the new information would be "significant," meaning that the EIR has been changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect that the project's proponents have declined to implement.

New information has been added and revised in the Final EIR. Based on comments received, sections of the Draft EIR have been clarified or expanded in the Final EIR, but no new significant impacts have been identified, no impacts increased in severity, no new mitigation measure has been identified, and no new alternatives have been identified. As such, the document was not fundamentally or basically inadequate in nature and the conclusions do not require reevaluation. Therefore, the new information added to the EIR does not meet the CEQA definition of "significant new information" and the City finds that no recirculation of the EIR is necessary.

3.0 CEQA REVIEW AND PUBLIC PARTICIPATION

For purposes of CEQA and these Findings, the Record of Proceedings for the proposed Project consists of the following documents, at a minimum:

Notice of Preparation. In compliance with Public Resources Code section 21092, the City published a Notice of Preparation (NOP), which was sent to responsible agencies and interested individuals for a 30-day review period from April 11, 2007 to May 11, 2007. The NOP was also sent to the Governor's Office of Planning and Research State Clearinghouse (SCH) and posted on April 16, 2007. The NOP was distributed to approximately 90 organizations, interested parties, and federal, state and local agencies. The NOP and the responses to the NOP from agencies and individuals are included in Appendix B to the Final EIR. A total of 12 comments letters were received.

Public Scoping Meeting. A Public Scoping Meeting was held on April 26, 2007 to give the public the opportunity to provide comments as related to the Citracado Parkway Extension Project and the issues the public would like addressed in the EIR.

Draft EIR. The Draft EIR was distributed for public review from September 1, 2011, to October 17, 2011 for a 45-day public review period. Fifteen comments letters were received during the comment period and are included, along with responses, in Chapter 10 of the Final EIR.

Notice of Completion. A Notice of Completion (NOC) was sent with the Draft EIR to the SCH and was posted on September 1, 2011. The NOC was posted on the City's website and notice was also provided in the North County Times newspaper.

Final EIR. The Final EIR was distributed on February 29, 2012. The Final EIR was prepared by the City in accordance with CEQA statutes and guidelines. As required by Section 15084(e) of the CEQA Guidelines, the City has reviewed drafts of all portions of the EIR and subjected them to its own review and analysis.

EIR Certification. The City Council will hold a public hearing on the Citracado Parkway Extension Project EIR for certification on April 18, 2012.

4.0 ENVIRONMENTAL EFFECTS THAT ARE LESS THAN SIGNIFICANT WITHOUT MITIGATION MEASURES

Effects of the proposed Project found to be less than significant in the EIR, and which require no mitigation, are identified in the discussion below. As described in Chapter 4 of the EIR, Hazards and Hazardous Materials, Mineral Resources, Paleontological Resources, Population and Housing, and Recreation were determined, based on preliminary review, not to have a significant effect on the environment. As described in Chapter 3 of the EIR, Land Use, Agricultural Resources, Air Quality, Geology and Soils, Hydrology/Water Quality, Municipal Services/Utilities, and Visual Resources were determined with detailed analysis, to have a less than significant effect on the environment. The City has reviewed the record and agrees with the conclusions that the following impacts would not be significant even without incorporation of any mitigation measures, and therefore no additional findings are needed.

4.1 Hazards and Hazardous Materials

No facilities involved with routine transport, use, or disposal of hazardous materials are located within the Project area or vicinity. Although facilities with reported unauthorized releases of hazardous materials are listed within 0.25 mile of the area, none of these facilities are located within the area or adjacent properties. Therefore, the proposed Project would have no public health and safety impacts associated with exposure to hazardous materials.

4.2 Mineral Resources

No known locally important mineral resource recovery site is located in the Project area or vicinity. The Project area does not contain a recognized significant aggregate resource. The proposed Project would not change the existing availability of mineral resources that would be of value to the region. There would be no impact to known locally important mineral resources.

4.3 Paleontological Resources

The geologic units underlying the Project area have been identified as having no potential to low potential for paleontological resources. Therefore, no significant impacts to paleontological resources are anticipated with the proposed Project.

4.4 Population and Housing

The proposed Project may increase the traffic traveling through the area due to the improved/new circulation system, but it is anticipated that the population in the surrounding area would not

incrementally increase as a result of this proposed Project. The proposed Project would not displace existing housing. Therefore, no impact on population and housing would result.

4.5 Recreation

The proposed Project does not propose recreational facilities and would not increase the use of existing parks or recreational facilities. The Project area is not used for recreational activities. A Class 2 striped bicycle lane is proposed to accommodate bicyclists on the roadway shoulder. There would be no impact on recreational facilities.

4.6 Land Use

The proposed Project would not involve altering the existing use of the Citracado Parkway from West Valley Parkway to Avenida Del Diablo and the improvements would be limited to a width that is consistent with its current designation in the City's General Plan Circulation Element.

The proposed Project involves the annexation of three parcels from the County of San Diego to the City. The City is proposing to assign a rezoning designation consistent with the City General Plan for each of the three parcels. These zoning designations include Specific Plan (S-P) for Parcel A and Residential Estates (R-E) for Parcels B and C. While the zoning designations for Parcels B and C remain generally consistent with those zoning designations currently assigned by the County of San Diego, the rezoning designation applied to Parcel A would change from the agricultural zoning designation applied to the parcel by the County to an industrial designation applied by the City, consistent with the City's General Plan SPA #8. This land use zoning change is likely to ultimately result in more intensified use of the site, through an industrial zoning designation, by facilitating future development of the site for industrial uses. Land use changes such as this are more appropriately analyzed at a General Plan level and this more intensified land use is a part of the City's currently approved General Plan. Additionally, the City proposed land use designation E2 for Parcels B and C, which allows for a slightly higher density than the SR-2 and RL-20 current County designations allow. However, the increase in density would be minor and is therefore not anticipated to be a significant change in land use. All proposed zoning and land use designations for the three annexation parcels, as well as the proposed roadway improvement and extension, are consistent with the City's General Plan, therefore land use impacts are considered less than significant.

4.7 Agricultural Resources

No active agricultural operations exist within the proposed Project area. The proposed Project would not directly impact agricultural operations or convert Prime Farmland, Unique Farmland,

or Farmland of Statewide Importance to nonagricultural uses. The proposed Project would not impact lands under a Williamson Act contract. Additionally, no active agricultural operations have been identified directly adjacent to the proposed Project area. Therefore, the proposed Project is not anticipated to result in the indirect conversion of agricultural lands to a nonagricultural use, or result in a land use conflict with existing agricultural operations.

4.8 Air Quality

4.8.1 Consistency with Air Quality Plan

The proposed Project is included in the San Diego Association of Government (SANDAG) Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP), the 2030 San Diego Regional Transportation Plan: Pathways for the Future (2030 RTP), and the Final 2010 Regional Transportation Improvement Program (2010 RTIP). The proposed Project is also consistent with the Escondido General Plan. Therefore, operational (i.e., mobile sources) emissions associated with the proposed Project would have been accounted for when developing emission projections for the State Implementation Plan (SIP) and Regional Air Quality Standards. As such, the proposed Project would not conflict with or obstruct implementation of the applicable air quality plan.

4.8.2 Construction Emissions

During construction of the proposed Project, criteria air pollutants would be generated from activities such as grubbing and clearing, soil excavation and utility trenching, grading and roadbed preparation, roadway construction, and paving. However, construction-related emissions would be below the City's threshold for all pollutants. Therefore, the impact associated with the proposed Project's construction emissions would not result in a cumulatively considerable net increase of any criteria pollutant and impacts would be less than significant.

4.8.3 Area-and Mobile Source Emissions

Transportation projects, such as the proposed Project, are analyzed for regional air quality impacts by determining conformity with the SIP. SANDAG has prepared an air quality conformity analysis to the SIP during the development of the 2030 RTP and 2010 RTIP. The design concept and scope of the proposed transportation Project are consistent with the Project's description in the 2030 RTP, the 2010 RTIP, and the assumptions in the SANDAG's regional emissions analysis, and therefore conform to the SIP. Thus, the proposed Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation.

4.8.4 Sensitive Receptors/CO Hot Spots

Localized CO concentrations, a direct function of motor vehicle activity at signalized intersections, may reach unhealthy levels with respect to local sensitive land uses such as residential areas, schools, and hospitals in proximity to the signalized project intersections and could be a potential impact as a result of project implementation. Using the Sacramento Metropolitan Air Quality management District (SMAQMD) quantitative CO screening method, it was found that the proposed Project would not exceed or conflict with any of the second-tier screening criteria, and would therefore not expose sensitive receptors to substantial CO concentrations. There would be a less than significant air quality impact with respect to localized CO concentrations.

4.8.5 Toxic Air Contaminants

Short-term construction-related activities would result in emissions of diesel PM exhaust emissions, which has been identified as a toxic air contaminant (TAC) by the California Air Resources Board (ARB) in 1998. However, due to the short exposure period and the ongoing implementation of U.S. Environmental Protection Agency and ARB requirements for cleaner fuels, diesel engine retrofits, and new, low-emission diesel engine types, diesel PM generated by Project construction is not expected to create conditions where the probability is greater than 1 in 1 million of contracting cancer for the Maximally Exposed Individual or to generate ground-level concentrations of noncarcinogenic TACs that exceed a Hazard Index greater than 1 for the Maximally Exposed Individual. Long-term operational activities following the completion of the proposed Project would generate TAC emissions from mobile sources and could expose sensitive receptors to TAC emissions. However, it is anticipated that the decrease in vehicle idling at local intersections and the improved accessibility to the regional transportation system would result in a net decrease in these mobile source air toxic (MSAT) emissions associated with implementation of the proposed Project. Therefore, the proposed Project would not expose sensitive receptors to substantial pollutant concentrations.

4.8.6 Odors

Construction generated odors could occur as part of the proposed Project, however, odors would be intermittent and temporary (during the time of project construction) and would not result in the exposure of a substantial number of receptors to objectionable odorous emissions. Odors generated from mobile sources during operation would be similar to any roadway operation, and

would be transient. The potential for odor impacts would be less than significant, as the proposed Project would not create objectionable odors affecting a substantial number of people.

4.8.7 Greenhouse Gases

Although construction of the proposed Project would add to the current quantity of GHG emissions contributing to climate change, GHG emissions associated with construction of the proposed Project would be short term and finite in quantity; not reoccurring on an annual basis over the lifetime of project operation. Since the proposed Project's contribution to climate change would not be substantial or a less-than-cumulatively considerable contribution to climate change, impacts to air quality related to GHG would be less than significant.

4.9 Geology and Soils

4.9.1 Seismicity

There are no active or potentially active faults known to traverse the Project site or in the vicinity. However, in the event of a major earthquake on faults within the Southern California region, the Project area could be subjected to moderate to severe ground shaking. As the site is not considered to possess a significantly greater seismic risk than the surrounding area, impacts from seismic ground shaking would be less than significant. There is potential for liquefaction of near-surface deposits above the bedrock in Escondido Creek, however, due to the anticipated shallow depth of the alluvial soils located above the bedrock that will be susceptible to liquefaction, seismically induced settlement is anticipated to be less than a few inches. The proposed bridge and roadway would be designed per the California Seismic Standards and the impact would be less than significant. Runoff from the site would be expected to increase due to additional impervious surfaces associated with development. However, the effects of this increase on scouring would be less than significant with the incorporation of standard best management practices (BMPs).

4.9.2 Geology and Soils

Excavating, grading, and placing fill material as part of the construction of the proposed Project would cause soil erosion from exposed soil at an accelerated rate during storm events, and could result in significant adverse impacts. Final grading and building plans for the proposed Project would include recommendations for geotechnical design considerations to minimize potential for erosion and loss of topsoil, and would reduce any potential impact to a level less than significant. A potential impact related to unstable geologic conditions could exist; however, standard

geotechnical investigations and reporting procedures would ensure a final project design that results in a less than significant impact.

4.10 Hydrology/Water Quality

4.10.1 Surface Water

A site-specific Storm Water Pollution Prevention Plan is required under the Construction General Permit for the proposed Project and would determine and outline the full range of methods necessary to ensure water quality is not adversely affected during construction. Proper use of erosion and sediment control measures/BMPs (which are standard requirements as part of the grading permit) would reduce potential water quality impacts during construction to less than significant. The amount of runoff from the Project site would increase due to additional impervious surfaces associated with the proposed Project. However, the proposed Project would be required to comply with NPDES and related City standards and requirements, including storm drain and BMP sizing design standards. With these required design measures incorporated, runoff from the proposed Project would not be considered significant, water quality standards would not be violated, and the proposed Project would not materially degrade the existing drainage facilities.

4.10.1 Groundwater

If groundwater is encountered during construction of the proposed Project, dewatering would be required to avoid flooding in excavated areas. Due to the short-term duration of such activity and the fact that any extracted groundwater ultimately would be returned to local drainage basins (if suitable), no associated substantial adverse impacts related to groundwater supplies, recharge, or movements would result from dewatering.

4.10.1 Floodplains

The proposed Project would pass through a 100-year floodplain area where it crosses Escondido Creek. The proposed Project would include a bridge structure designed to convey both 50- and 100-year flood flows, per City and County standards and as outlined in the hydraulic and scour studies. The bridge would comply with the hydraulic design standards in compliance with state and local regulations to convey 50-year and 100-year floodwater without impeding or redirecting flood flows that would potentially harm life and property.

4.11 Municipal Services/Utilities

4.11.1 Fire and Police Protection

The proposed Project would not result in the need for new or altered police or fire services or infrastructure, and the proposed would provide the City Fire Department a needed transportation connection in the area. The annexed parcels would be served by the City of Escondido Fire Department and the City of Escondido Police Department and both departments have confirmed service availability to the parcels. Impacts to fire and police services are less than significant.

Schools, Parks, and Libraries

No housing is proposed as a part of the Project, and would therefore not result in the need for new or altered schools, parks, libraries or municipal services. The proposed Project would not result in a significant increase in demand on these services.

4.11.2 Utilities

Locations of all utility alignments would be noted on finals design plans and the City would coordinate any utility improvements with SDG&E to ensure that no disruption of gas or electrical service to customers occurs. Therefore, with coordination with SDG&E and proper relocation of utility lines, impacts related to gas and electric utilities would be less than significant. The current water pipeline running through the Project area would be replaced with a new water pipeline within the new extension roadway. Location of alignments would be noted in final design plans and the project engineers would coordinate with Rincon Del Diablo Municipal Water District and adhere to its standardized processes with construction of the road and bridge. Impacts to utilities would be less than significant.

No off-site drainage facilities improvements for storm water are proposed as a part of the proposed Project. No new or expanded water or wastewater facilities are proposed as part of the Project and the increase in the new pipeline diameter does not represent an increased or new supply of water. Therefore, impacts to storm water, water supply and wastewater treatment would be less than significant.

Construction of the proposed Project would require proper disposal of demolition/construction materials. Solid waste pick-up would be available for the proposed Project by EDI during the construction phase. Operation of the road would generate minimal, if any, solid waste. Therefore, impacts related to solid waste would be less than significant.

4.12 Visual Resources

4.12.1 Temporary Visual Effects

Temporary changes to the existing visual quality would occur during construction activities associated with the proposed Project. Effects due to the presence of construction equipment, grading operations, and nighttime lighting would occur. However, as construction activities are dynamic, phased through the Project area, and temporary, impacts due to these activities are considered to be less than significant.

4.12.2 Permanent Visual Effects

The primary viewed within the Project area and the larger viewshed would include motorists and surrounding residents. The changes to visual quality/character for the overall Project would be moderate, primarily due to the loss of existing vegetation and increased capacity of the existing segment of Citracado Parkway between West Valley Parkway and Avenida Del Diablo. The proposed Project would result in moderate change to the existing visual character or quality of the site and its surroundings but would be considered to have a less than significant impact due to project design features, including a comprehensive landscape plan.

5.0 POTENTIALLY SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CAN BE REDUCED TO INSIGNIFICANCE THROUGH FEASIBLE MITIGATION MEASURES

The Final EIR determined that the proposed Project has potentially significant environmental effects to Biological Resources and Cultural Resources as discussed below. The Final EIR identified feasible mitigation measures to avoid or reduce the environmental effects in these issue areas to a level less than significant. Based on the information and analysis set forth in the Final EIR, the proposed Project would not have any significant environmental effects in these issue areas as long as all identified feasible mitigation measures are incorporated into the proposed Project. These mitigation measures shall be incorporated into the Mitigation Monitoring and Reporting Program required for the proposed Project to verify implementation of the measures.

5.1 Biological Resources

5.1.1 Impacts

Based on the information and analysis set forth in the Final EIR and the record of proceedings, the proposed Project would result in potentially significant impacts related to vegetation communities, jurisdictional waters, trees, sensitive plants and sensitive wildlife, migratory birds and wildlife movement. Construction activities related to the proposed Project have the potential to impact these resources within the Project area.

The following mitigation measures, as included in the Final EIR are feasible and will reduce potentially significant impacts on biological resources to less than significant levels, thereby avoiding any significant effects:

MM-BIO-1: Direct Impacts to Sensitive Vegetation Communities

MM-BIO-1.1: To avoid incidental loss of sensitive habitat types during construction activities, environmentally sensitive area fencing shall be installed along the limits of disturbance prior to the start of construction. In addition, grading limits shall be flagged or fenced and grading shall not occur beyond this flagging/fencing. Construction crews shall be made fully aware of this boundary.

MM-BIO-1.2: Temporary impacts to sensitive upland and wetland habitats shall be mitigated through replacement on-site at a ratio of 1:1 for a total of 6.28 acres of habitat restoration (Table 3.4-2 [of the Final EIR]). In addition to the 6.28-acre area, any bareground post-construction (e.g., areas of ornamental, disturbed, and eucalyptus

woodland habitat impacted during construction) shall be planted post-construction for erosion control purposes.

MM-BIO-1.3: A restoration maintenance and monitoring plan for the 6.28 acres of habitat restoration, as described in MM-BIO-1.2, shall be prepared by a qualified restoration ecologist and shall incorporate an appropriate native species planting palette to blend in with the existing and surrounding habitats. Preference for habitat community restoration shall be determined based on the existing and surrounding habitats by a qualified restoration ecologist. Areas of nonnative grassland and eucalyptus woodland shall be restored in the form of native grassland and/or open oak woodland habitats. No nonnative species shall be incorporated into the restoration plan. This plan shall include details of site preparation, implementation and planting specifications, and maintenance and monitoring procedures. The plan shall also outline yearly success criteria and remedial measures should the mitigation effort fall short of the success criteria.

MM-BIO-1.4: Permanent impacts to sensitive upland habitats shall be mitigated off-site through drawdown of mitigation credits from the Daley Ranch Mitigation Bank. Mitigation shall be completed, as shown in Table 3.4-3 [of the Final EIR], at ratios in accordance with the NCMSCP and Escondido Subarea Plan as the guiding regulatory documents for the proposed Project. Coast live oak woodland shall be mitigated at 2:1 inside PAMA and 1:1 outside PAMA for a total of 1.70 acres of mitigation. Coastal sage scrub shall be mitigated at 1.5:1 inside PAMA and 1:1 outside PAMA for a total of 0.63 acre of mitigation. Nonnative grassland shall be mitigated at a ratio of 1:1 inside PAMA and 0.5:1 outside PAMA for a total of 4.20 acres of mitigation. Total mitigation credit to be drawn down from the Daley Ranch Mitigation Bank shall be 6.53 acres.

MM-BIO-1.5: MM-BIO-1.5: Permanent impacts to riparian and wetland habitats shall be mitigated at a ratio of up to 3:1 for a total of up to 2.13 acres of mitigation required. All permanent shaded areas shall be mitigated at a ratio of up to 3:1 with the first 0.64 acre occurring through restoration on-site, the second 0.64 acre occurring off-site, and the remaining 0.64 acre occurring via debit of preservation credits at Daley Ranch. All other permanent impacts (0.07 acre) shall be mitigated at up to 3:1 ratio with 0.14 acre off-site and 0.07 acre via debit preservation credits at Daley Ranch). Off-site mitigation in the amount of 0.78 acre shall occur directly adjacent to the Project site at the southeast portion of the HARRF Expansion Parcel.

MM-BIO-1.6: A mitigation maintenance and monitoring plan for both on-site and off-site riparian and wetland mitigation, as described in MM-BIO-1.5, shall be prepared by a qualified restoration ecologist and shall incorporate an appropriate native species planting

palette to blend in with the existing and surrounding habitats. This plan shall include details of site preparation, implementation and planting specifications, and maintenance and monitoring procedures. The plan shall also outline yearly success criteria and remedial measures should the mitigation effort fall short of the success criteria.

MM-BIO-2: Indirect Impacts to Sensitive Vegetation Communities

MM-BIO-2.1: Storage of soil or fill material from the Project site shall be within the Project area or developed areas. The contractor shall delineate stockpile areas on the grading plans for review by the City.

MM-BIO-2.2: Construction access shall use existing developed areas or be within the right-of-way of proposed road improvements. If unauthorized new or temporary access routes are determined to be necessary, these areas shall be surveyed for biological resources prior to their use. Contractors shall clearly mark all access routes (i.e., flagged and/or staked) prior to the onset of construction. Implementation of erosion and sedimentation control measures as identified in MM-BIO-5 would also reduce any potential indirect impacts to sensitive vegetation communities to less than significant.

MM-BIO-2.3: The contractor shall periodically monitor the work area to ensure that construction-related activities do not generate excessive amounts of fugitive dust. Water shall be applied to the construction right-of-way, dirt roads, trenches, spoil piles, and other areas where ground disturbance has taken place to minimize dust emissions and topsoil erosion.

MM-BIO-3: Direct Impacts to Jurisdictional Waters

MM-BIO-3.1: MM-BIO-1 requires mitigation for all permanent wetland habitat impacts at a ratio of up to 3:1. In addition, in accordance with resource agency policies, the mitigation shall not result in a net loss of wetland habitat or wetland functions and values. Therefore, a minimum of 1:1 of the final mitigation replacement ratio shall be accomplished by wetland/riparian restoration at the southeast portion of the HARRF Expansion Parcel (0.78 acre). The proposed mitigation is subject to the resource agencies' review and discretion; thus, the mitigation obligations for the impacts to jurisdictional wetland habitats may change from those presented here.

MM-BIO-3.2: Impacts to riparian habitats and wetlands, as well as jurisdictional waters, shall require the following permits by regulatory federal and state agencies and acts: (1) USACE, CWA, Section 404 permit for placement of dredged or fill material within

waters of the U.S.; (2) RWQCB, CWA, Section 401 state water quality certification/waiver for an action that may result in degradation of waters of the state; and (3) CDFG, CFGC, Section 1602 agreement for alteration of a streambed. The mitigation could occur in the form of wetland/riparian creation or restoration (which both result in a gain of wetland/riparian area), or creation or restoration combined with enhancement.

MM-BIO-4: Direct Impacts to a Deed Restricted Mitigation Area

The deed restriction shall be removed from the area underneath the bridge. In kind, a deed restriction shall be placed on all mitigation acreage proposed at the southeast portion of the HARRF Expansion Parcel. In addition, an area of equal acreage to the area being removed from the deed restriction to the west of the bridge shall be placed under deed restriction in the vicinity of the now proposed mitigation location on the HARRF Expansion Parcel.

MM-BIO-5: Indirect Impacts to Jurisdictional Waters

MM-BIO-5.1: As identified in MM-BIO-1, environmentally sensitive area fencing shall be installed at the Project site to ensure no unintentional impacts to sensitive habitats. In the area of the HARRF access driveway, the limits of potentially jurisdictional southern willow riparian forest shall be flagged for avoidance, and silt fencing shall be installed in this location to avoid any indirect impacts to this potentially jurisdictional habitat.

MM-BIO-5.2: A Storm Water Pollution Prevention Plan (SWPPP) shall be prepared to comply with RWQCB requirements. The SWPPP shall identify the design features and BMPs that will be used to effectively manage drainage-related issues (e.g., erosion and sedimentation) during construction. Erosion control measures shall be regularly checked by the contractor, the Project biologist, and/or the City. Specific BMP plans shall be reviewed by the City and the Project biologist and modified, if necessary, prior to implementation. Fencing and erosion control measures of all Project areas shall be inspected a minimum of once per week.

MM-BIO-5.3: Activities, including staging areas, equipment access, and disposal or temporary placement of excess fill, shall be prohibited within off-site drainages. Implementation of measures as identified in MM-BIO-2 would also reduce any potential indirect impacts to jurisdictional waters to less than significant.

MM-BIO-6: Direct Impacts to Mature and Protected Trees

MM-BIO-6.1: Prior to the start of construction, all *mature* and/or *protected* trees shall be identified by a qualified biological monitor within the temporary and permanent impact areas. Impacts to trees in the temporary work area shall be avoided to the extent feasible. Trees in the temporary impact area that can be avoided shall be temporarily fenced off at the drip line of the tree to prevent impacts during construction.

MM-BIO-6.2: If *mature* and/or *protected* trees cannot be preserved on-site, then impacts shall be mitigated as required under the City of Escondido Municipal Code (Chapter 33, Article 55). Where *mature* and *protected* trees occur in open oak woodland and/or riparian habitat, habitat-based mitigation as required under MM-BIO-1 and MM-BIO-3 will reduce impacts to less than significant. Of the 38 mature trees, a total of 16 *mature* trees are not associated with riparian and oak woodland habitats on-site. These 16 *mature* trees that cannot be preserved on-site, shall be replaced at a minimum 1:1 ratio. Of the 33 protected trees, a total of 12 *protected* trees are not associated with riparian and oak woodland habitats on-site. These 12 *protected* trees that cannot be preserved on-site shall be replaced at a minimum 2:1 ratio. The number, size, species, and location of replacement trees shall be determined on a case-by-case basis by the City of Escondido Planning Department. Replacement trees shall be incorporated into the on-site revegetation plan, as required in MM-BIO-1.

MM-BIO-7: Indirect Impacts to Mature and Protected Trees

Implementation of measures as identified in MM-BIO-2 would reduce any potential indirect impacts to *mature* and *protected* trees to less than significant.

MM-BIO-8: Direct Impacts to Sensitive Plant Species (Engelmann Oaks)

Impacts to two Engelmann oak trees shall be avoided in the temporary impact area to the extent feasible, as required in MM-BIO-5. Permanent impacts to one Engelmann oak tree (and temporary impacts to the two Engelmann oak trees, if they cannot be avoided) shall be mitigated as required for *protected* trees under the City of Escondido Municipal Code (Chapter 33, Article 55). Engelmann oaks shall be replaced at a minimum 2:1 ratio at an on-site location, or elsewhere in the City, as determined by the City Director of Planning.

MM-BIO-9: Indirect Impacts to Sensitive Plant Species (Palmer's Sagewort and Engelmann Oaks)

MM-BIO-9.1: In the Project buffer, the four individuals of Palmer's sagewort shall be flagged for avoidance and further impacts shall be avoided through implementation of the

following: no unnecessary or unauthorized trespass by workers or equipment in the Project buffer, prohibition of staging and storage of equipment and materials, prohibition of refueling activities, and prohibition of littering or dumping debris in areas known to contain Palmer's sagewort outside the Project area. Palmer's sagewort shall also be planted within the Project's potential on-site wetland/riparian restoration area.

MM-BIO-9.2: Implementation of measures identified in MM-BIO-2 would reduce any potential indirect impacts to Engelmann oaks to less than significant.

MM-BIO-10: Direct Impacts to Cooper's Hawk, Yellow Warbler, Yellow-Breasted Chat, and Other Migratory Birds

Under CFGC Division 4, Part 2, Chapter 1, Section 3503.5, "it is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto," where "take" is defined under Division 0.5, Chapter 1, Section 86 as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." In addition, the MBTA restricts the killing of migratory birds or destruction of active migratory bird nests and/or eggs. Therefore, vegetation clearing should occur outside of the typical breeding season for raptors and migratory birds (January 1 through September 1). If this is not possible, then a qualified biologist shall conduct a survey for nesting birds no more than 5 calendar days prior to construction to determine the presence or absence of nests in the Project area, and the potential need for additional Project mitigation measures. If construction is halted for more than 5 calendar days during the breeding season, then nest surveys must be repeated prior to any additional vegetation clearing.

MM-BIO-11: Indirect Impacts to Cooper's Hawk, Yellow Warbler, Yellow-Breasted Chat, and Other Migratory Birds

MM-BIO-11.1: If nesting birds, including but not limited to, special-status species and those species protected by the MBTA, are detected in the Project site or Project buffer, the nest shall be flagged and no construction activity shall take place within 500 feet of the nest until nesting is complete (nestlings have fledged or nest has failed) or a Project biologist and noise specialist have confirmed that construction noise levels are less than 60 dBA L_{eq} at the nest site.

MM-BIO-11.2: If construction activities occur at night, all Project lighting (e.g., staging areas, equipment storage sites, roadway) shall be directed onto the roadway or

construction site and away from sensitive habitat. Light glare shields shall also be used to reduce the extent of illumination into adjoining areas.

MM-BIO-11.3: Final construction plans shall detail all operational street light locations and shall be provided to the City of Escondido Planning Department for review. Operational street lights shall be directed onto the roadway and away from open space areas. When considering spacing of lighting along the roadway, special consideration shall be given to the lighting along the new bridge and in the vicinity of the riparian habitat in Escondido Creek. Lighting in the area of Escondido Creek should be avoided if possible. If lighting is necessary for safe roadway operations in the vicinity of the creek, filters, shields, automatic dusk-to-dawn sensors, and/or other commercially available devices shall be implemented so that lighting is not reflecting into the adjacent riparian habitat. Final construction plans detailing lighting shall include specifications for all proposed devices to avoid lighting impacts within the riparian habitat adjacent to the bridge. These lighting specifications shall be reviewed and approved by the City of Escondido Planning Department prior to Project implementation.

MM-BIO-11.4: Operational traffic noise may reduce breeding potential for the yellow warbler, yellow-breasted chat, and Cooper's hawk within 230 feet of the centerline of the bridge and/or roadway. Noise levels shall be considered when preparing the restoration plan to allow for the planting of mature and protected trees, as required in MM-BIO-6, in areas where traffic noise levels would not be expected to impact breeding and nesting activities of foraging raptors, including Cooper's hawk. Implementation of habitat-based mitigation for direct impacts as described in MM-BIO-1 and MM-BIO-3 would result in an overall increase in suitable habitat for yellow warbler and yellow-breasted chat, and would reduce any potential indirect noise impacts to less than significant.

MM-BIO-11.5: Implementation of measures as identified in MM-BIO-2 would also reduce any potential indirect impacts to sensitive wildlife species and birds protected under the MBTA to less than significant.

MM-BIO-12: Direct Impacts to Migratory Birds

Implementation of measures as identified in MM-BIO-10 would reduce any potential direct impacts to migratory bird populations to less than significant.

MM-BIO-13: Indirect Impacts to Migratory Birds

Implementation of measures as identified in MM-BIO-11.1, BIO-11.2, and BIO-11.3 would reduce any potential indirect impacts to migratory birds to less than significant.

5.1.2 Finding

The City finds that Mitigation Measures MM-BIO-1 through MM-BIO-13 are incorporated into the proposed Project, are feasible, and will reduce potentially significant impacts on biological resources to less than significant levels, thereby avoiding any significant effects as identified in the Final EIR.

5.1.3 Rationale for Finding

As described below, implementation of Mitigation Measures MM-BIO-1 through MM-BIO-13 will reduce the proposed Project's potentially significant impacts on biological resources to levels less than significant, thereby avoiding any significant impacts.

Mitigation Measures MM-BIO-1.1 through MM-BIO-1.6 will reduce potentially significant direct impacts to sensitive vegetation communities as a result of construction activities. Mitigation measure MM-BIO-1.1 will prevent incidental loss of sensitive habitat by fencing off the limits of disturbance before start of construction. MM-BIO-1.2 through MM-BIO-1.6 will mitigate temporary and permanent impacts sensitive upland, riparian and wetland habitats by replacing temporary and permanently impacted areas with new vegetation both on-site and off-site.

Measures MM-BIO-2.1 through MM-BIO-2.3 will reduce temporary and permanent indirect impacts to vegetation communities and mature and protected trees by: monitoring fugitive dust to a level that will not affect surrounding vegetation; storing soil and/or fill within the Project site or developed areas to limit contact with surrounding vegetation; and limiting access routes to existing and developed areas, so equipment will not disturb surrounding vegetated communities.

Measures MM-BIO-3.1 through MM-BIO-4 will mitigate permanent and temporary direct impacts to jurisdictional waters as a result of construction and placement of the Escondido Creek Bridge through mitigation at up to 3:1 that shall result in no net loss of wetland habitat, functions or values.

Measures MM-BIO-5.1 through MM-BIO-5.3 will reduce potential temporary and permanent indirect impacts to jurisdictional waters. Fencing at the Project site will ensure no unintentional

impacts to surrounding waters and erosion and sedimentation shall be managed thorough a SWPPP. All construction activities will be prohibited within off-site drainages as to not impact surrounding waters.

Measures MM-BIO-6.1, MM-BIO-6.2, and MM-BIO-7 will reduce potential direct and indirect impacts to mature and protected trees through the identification and avoidance of trees to the extent feasible. If mature or protected tress cannot be preserved onsite then mature trees shall be replaced at a minimum 1:1 ratio and protected trees shall be replaced at a minimum 2:1 ratio; resulting in no overall loss of mature trees and an increase in the amount of protected trees.

Measure MM-BIO-8 will reduce potential impacts to Engelmann oak trees through avoidance to the extent feasible. If avoidance is not feasible, Engelmann oak trees shall be replaced at a minimum 2:1 ratio; resulting in an increase in the amount of Engelmann oak trees.

Measures MM-BIO-9.1 and MM-BIO-9.2 will protect individual Palmers sagewort within the Project buffer from indirect impacts through flagging for avoidance and measures prohibiting harmful activities in and around the Project buffer and areas known to support Palmer's sagewort. Palmer's sagewort shall also be planted in the Project's on-site wetland/riparian restoration area. Engelmann oaks would be protected per MM-BIO-2.

Measure MM-BIO-10 will avoid direct impacts to Cooper's Hawk, Yellow Warbler, Yellow-breasted chat and other migratory birds by requiring vegetation clearing to occur outside the typical breeding season for raptors and migratory birds. If not possible, surveys shall determine the presence or absence of active nests in the area and any need for additional mitigation measures. MM-BIO-11.1 through MM-BIO-11.5 will avoid indirect impacts to these avian species and other migratory birds through buffers around occupied nests during construction, direction of Project lighting away from sensitive habitat, special consideration and requirements for operational lighting near open space areas and riparian habitat, and planting of trees in areas where traffic noise would be reduced.

Measure MM-BIO-12 and Measure MM-BIO-13 address reduction of direct and indirect impacts to migratory birds through the implementation of Measures MM-BIO-10 and MM-Bio-11.1 through BIO-11.3.

5.2 Cultural Resources

5.2.1 Impacts

Based on the information and analysis set forth in the Final EIR and the record of proceedings, the proposed Project would result in potentially significant impacts related to cultural resources including the potential to disturb human remains, impacts to significant known cultural deposits and rock art elements, and impacts to undocumented cultural deposits.

The following mitigation measures, as included in the Final EIR are feasible and will reduce potentially significant impacts to cultural resources to less than significant levels, thereby avoiding any significant effects:

MM-CR-1: Human Remains Encountered within the Construction Zone

MM-CR-1.1: In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, protocols and procedures noted in PRC Section 5097.98, the California Government Code Section 27491, the Health and Safety Code Section 7050.5, and the County of San Diego Historical Resources Guidelines for the treatment of human remains encountered at archaeological sites will be followed. The City of Escondido will prepare and submit to the Tribes for their review and comments a Pre-Excavation Agreement that is intended to outline the procedures and protocol to be followed in the event human remains are identified. This agreement is not a mandatory precursor to the implementation of the mitigation and monitoring program; however, the City is committed to the proper treatment of any human remains that may be encountered, and will make the necessary effort to implement the Pre-Excavation Agreement. The procedures listed below shall be followed where human remains are encountered:

- A. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:
 - a. A City Official is contacted.
 - b. The Coroner is contacted to determine that no investigation of the cause of death is required, and
 - c. If the Coroner determines the remains are Native American:
 - i. The Coroner shall contact the Native American Heritage Commission (Commission) within 24 hours.
 - ii. The Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American. Previous discoveries of human remains on this Project resulted in the NAHC identifying two MLDs, the KCRC for the Kumeyaay and Carmen Mojado

for the San Luis Rey (Luiseño). It is reasonable to assume that the MLDs will continue in that role for the duration of the Project.

- iii. The Most Likely Descendent (MLD) may make recommendations to the landowner or the City for the excavation work.
- B. The Native American human remains and associated funerary items that are removed from the Project APE may be reburied at a location mutually agreed upon by the City and the MLD(s). A portion of a City owned parcel has been designated by the City as a location where human remains can be reburied and preserved. An open space easement will be placed over this lot within the City-owned property adjacent to the Citracado Parkway Project. This easement will be permanent and will protect all cultural materials within the easement indefinitely. If reinterment of human remains cannot be accomplished at the time of discovery, the MLD(s) shall either take temporary possession of the remains or identify a location for the temporary but secure storage of the remains.
- C. Any time human remains are encountered or suspected and soil conditions are appropriate for the technique, the use of canine forensics will be considered when searching for human remains. The decision to use canine forensics will be made on a case-by-case basis through consultation between the City representative, the Consulting Archaeologist (defined as the individual charged with the responsibility of implementing the Mitigation Monitoring and Reporting Program and directing field excavations), and the MLD(s). Because human remains require special consideration and handling, they must be defined in a broad sense. For the purposes of this document, human remains are defined as:
 - a. Cremations including the soil surrounding the deposit,
 - b. Interments including the soil surrounding the deposit, or
 - c. Associated funerary items.

MM-CR-1.2: In consultation with the City representative, the Consulting Archaeologist, and the MLD, additional measures, such as focused archaeological excavations, may be required to determine the extent of burials or ensure the recovery of all elements of the burial.

MM-CR-2: Disposition of Human Remains

The majority of Locus 1 of SDI-8280 is situated outside of the Project's APE and is located on property owned by the City of Escondido. To ensure the preservation of the significant pictographs recorded at SDI-8280 and located adjacent to the APE (and within the City's ownership), the City shall delineate an area for preservation that encompasses the pictographs. Furthermore, because of the high potential to recover additional human remains or sensitive artifacts associated with sacred, religious, or ceremonial components

of the material cultural of the prehistoric occupants of these sites, the City shall also identify this preservation area within Locus 1 of SDI-8280 as a location for the repatriation and reburial of such sacred, religious, or ceremonial artifacts or human remains identified by the MLD(s) as appropriate for reburial.

The preservation area within Locus 1 of SDI-8280 shall be either dedicated as an open space easement to ensure the perpetual protection of the pictographs and any reburied cultural materials; or, the preservation area may be legally separated from the City's property and ownership conveyed to the Kumeyaay-Diegueño Land Conservancy (KDLC) to provide the local Native American community direct control of the preservation area for perpetual access to the human remains reburied there and to facilitate their guardianship over this location. From the perspective of CEQA and the mitigation of impacts to cultural resources, either method of preservation would be sufficient to accomplish the goal of the mitigation program. The proposed preservation area within Locus 1 of SDI-8280 is depicted in the BFSa technical report.

MM-CR-3: Indirect Impacts to Significant Cultural Deposits and Rock Art Elements at SDI-8280 and SDI-12,209

MM-CR-3.1: Indirect impacts to elements of SDI-8280 and SDI-12,209 that are adjacent to the construction APE shall be mitigated through fencing that will be used to isolate the work area. Notes shall be placed on the construction plans and notices posted on the job site stating that areas outside of the APE contain "Environmentally Sensitive Areas." No construction activity shall be permitted outside of the APE unless that area has been reviewed for potential impacts to cultural deposits.

MM-CR-3.2: Concerns over the pictograph at SDI-12,209, which is situated east of the alignment, have been raised by the Native American community. The boulder with the pictograph could be affected by vibrations from blasting or heavy equipment. Measures would be required to ensure indirect impacts do not cause any damage to this feature. Measures to protect the feature may include wrapping the rock with layers of fabric to protect the pictograph image. Engineering assistance will be necessary to calculate the need for any structural shoring of the rock to prevent movement. This pictograph is located on private property, and measures to mitigate potential indirect impacts may require the consent of the property owner. The status of access to the boulder at the time of construction to provide mitigation of indirect impacts is not known at this time. If access is denied, measures to protect the pictograph rock will be limited to fencing along the limits of construction.

MM-CR-3.3: The pictographs located in Locus 1 of SDI-8280 are situated near the APE and may be affected by the grading of the new road. The southernmost of the pictographs is immediately adjacent to the road cut, and will be very near the construction activity, which represents a source of potential indirect impacts. To ensure the preservation of the pictograph, measures will be needed to secure the boulder from dust and debris, vibrations, and any damage to the surface of the boulder. The following measures shall be completed prior to the initiation of grading within 500 feet of the pictographs at Locus 1 of SDI-8280:

- A. The Project engineer/design consultant shall devise a method to secure the slope between the southern pictograph boulder and the proposed retaining wall immediately adjacent to the pictographs.
- B. The drilling of tie rods needed to secure the retaining wall adjacent and downslope from the southern pictograph shall not cause any degradation to the soil below the pictograph that might over time affect the stability of the feature.
- C. Dust and debris from the grading of the road will affect and potentially damage the painted surface of the pictographs. Measures shall be implemented to ensure the surfaces of the boulders are protected. These measures may include the wrapping of the boulder first in a cloth to cover the boulder surface and the construction of a framework to create a barrier to flying debris. Prior to the start of grading, the City's resident engineer shall meet with the Consulting Archaeologist, the Tribal representatives, and the contractor to arrive at an agreement upon which method would be preferred to accomplish the protection of the feature. If, for any reason, a mutually-agreeable method cannot be achieved by all parties, then the Consulting Archaeologist shall be responsible to implement measures to ensure the pictograph is not damaged during construction. Prior to placement of any protective materials over the pictographics, digital photographs shall be taken with the purpose of using technological methods to enhance the observable image while the opportunity exists prior to construction of the roadway.
- D. Following the completion of the road project, all protective materials shall be removed from the pictographs and the area returned to its natural setting.

In addition to the protection of the pictograph features, the milling features that will be affected by the proposed Project and that are considered sensitive to Native American groups will be preserved (and capped) or possibly moved, where possible and feasible. The majority of milling features at SDI-12,209 are far too large to move, and may be capped and preserved in the fill soil needed to raise the roadbed. Smaller milling features may be moved to the open space easement at SDI-8280. To determine which milling

features within the APE will be preserved, moved, or destroyed, a field meeting will be required prior to the start of grading and will be attended by the City's engineer, the contractor, the Native American representatives, and the Consulting Archaeologist to review the inventory of milling features within the APE and determine the most appropriate candidates to move or relocate, which may be preserved by capping and will be impacted by grading. Where preservation cannot be accomplished, no additional work is required, as all the features have been previously recorded.

MM-CR-4: Direct Impacts to Significant Elements of SDI-12,209

For direct impacts to significant components of Site SDI-12,209 (Loci 1 and 2), mitigation of those impacts would be achieved through the implementation of a data recovery program. As a condition of approval for this Project, and prior to the initiation of any clearing, grading, or construction associated with the road project within the boundaries of the cultural sites, the City shall direct the archaeological consultant to prepare a detailed research design to orientate the research perspective, stipulate the archaeological goals, address Native American concerns, and direct the excavation process. The implementation of the research design constitutes mitigation for the proposed destruction of the significant portions of archaeological Site SDI-12,209 (Loci 1 and 2) within the alignment. The mitigation of impacts shall be achieved by the excavation and analysis of a sufficient sample of the significant deposits affected to exhaust the research potential of those areas. Based on the archaeological research records for this region, and following widely applied guideline requirements from agencies in this area, mitigation of impacts through applied data recovery programs will typically target a 10 to 15 percent sample as a statistically valid recovery level for significant deposits. However, the overriding measure of the adequacy of a sample of a significant deposit is the exhaustion of research potential and achievement of a redundant artifact recovery pattern. To facilitate the periodic review of the excavation collection and assessment of the status of the information accumulated, the data recovery program will utilize a statistical sampling process that will require the evaluation of the excavation at 5 percent sample increments, or phases. At the conclusion of each phase of sampling (potentially Phases 1, 2, 3), the Consulting Archaeologist shall determine if the subsequent phase of sampling is required, using criteria listed in the research design, and potentially stratifying the subsequent sample phase to focus excavations in areas with higher research potential. The Consulting Archaeologist responsible for the mitigation program will have the latitude to adjust the stratified sampling process to maximize efforts in any particular areas that possess identified higher research potential. The sampling protocol is highlighted below but will be presented in greater detail in the research design.

- A. The basic unit of the data recovery field program will be standard 1-meter-square test units. Each unit will be excavated using common archaeological protocols for fieldwork, including the excavation of each unit in decimeter levels to a depth that exceeds the lowest depth of the cultural deposit. All excavations will be completed using hand tools and work will be approached in a careful, professional manner. All of the soil excavated from the units will be subjected to hydro-screening on-site. The use of water to separate dirt from the archaeological collections will ensure that any human remains are immediately revealed and will also enhance the recovery of cultural materials that may be too small to otherwise be identified. All soils will be hydro-screened through one-eighth-inch mesh hardware cloth, with at least 10 percent of the excavated sample to be screened with one-tenth-inch mesh hardware cloth to search for those elements of the deposit that otherwise would pass through the one-eighth-inch mesh. All recovered cultural materials will be bagged by provenience, labeled, and transported to a secure location for laboratory analysis.
- B. All excavations (both archaeological and construction-related) will include monitoring by Luiseño and Kumeyaay MLDs (or their designated representatives).
- C. Detailed field maps will be completed using Global Positioning System technology with submeter accuracy to record all excavations and features encountered.
- D. Phase I of the fieldwork program will include a 5 percent hand-excavated sample of each identified subsurface deposit that will be directly impacted.
- E. At the completion of Phase I, the Consulting Archaeologist shall evaluate the results and consider issues of site integrity, data redundancy, spatial and temporal patterning, features, and other relevant topics in order to assess the adequacy of the initial five percent sample. The Consulting Archaeologist shall communicate with the City of Escondido and County of San Diego the results of the Phase I evaluation and recommendation for Phase II additional work. Based on this assessment, the site will be stratified to delineate areas with further research potential or the potential to produce features. A second phase of field investigations would consist of an additional 5 percent sample of that stratified area with further research potential. Adjustments in the sample size shall be an option of the Consulting Archaeologist should the assessment of the sources of the Phase I sample indicate the Phase II sample should be less than 5 percent.
- F. Implement Phase II of fieldwork, as necessary. Upon completion of the second phase of sampling, the Consulting Archaeologist will evaluate the success of the Phase II and consider the need for further sampling. The Consulting Archaeologist shall submit the results of this evaluation to the City of Escondido and County of San Diego as well as any recommendations for Phase III additional excavations. Should this analysis confirm research potential remains, a third phase (Phase III) will be employed. Typically, as a product of site organization and use pattern during the

Late Prehistoric period, the sampling process will identify a core area of more intense artifact concentration and variety of artifact types. The final phase (Phase III) of the stratified sample would commonly employ a large block excavation to focus Phase III efforts only upon the core deposit.

- G. Implement Phase III of sampling if determined to be necessary.
- H. Conduct an intensive laboratory program for all recovered cultural materials. All items in the collection will be subjected to standard laboratory procedures of cleaning, cataloging, data entry, and artifact analysis including lithics analysis, ceramics analysis, faunal analysis, floral analysis, assemblage analysis, and radiocarbon dating.
- I. Provide evidence to the satisfaction of the City that all archaeological materials recovered, during both the significance testing and data recovery phases, have been curated according to current professional repository standards. The collections and associated records shall be transferred, including title, to an appropriate curation facility within San Diego County, to be accompanied by payment of the fees necessary for permanent curation. Agreements with the Native American representatives regarding elements of the archaeological excavation recovery will supersede curation requirements if these artifacts are requested by the tribes for repatriation, relocation, and/or reburial.
- J. Complete and submit the Final Technical Report to the satisfaction of the City.

MM-CR-5: Potential Impacts to Undocumented Cultural Deposits during Grading

The construction of the Citracado Parkway Extension would require the implementation of a MMRP. The basis for this requirement is that the construction APE will include known significant cultural resources and areas where potentially important cultural deposits could be discovered. To identify any significant and previously undocumented elements of SDI-8280 and SDI-12,209, the MMRP will require the presence of an archaeological monitor, as well as Luiseño and Kumeyaay Native American monitors, during all grading and trenching associated with the Project. The actual building of the roadway following the completion of earthwork will not require monitoring, although periodic visits by the monitors will be conducted to ensure the adjacent cultural resources remain intact. The MMRP shall state the following:

MM-CR-5.1: During the cutting of previously undisturbed soil, archaeological and Native American monitors shall be on-site full time to perform inspections of the excavations. The presence of the Consulting Archaeologist is a mandatory grading requirement; however, the Native American monitors may choose to monitor at their discretion during the grading program. The number of monitors permitted on the Project

will depend on the rate of excavation, the number of areas being graded at any one time, the materials excavated, and the presence and abundance of artifacts and features. The Consulting Archaeologist shall provide the City with a rationale for the number of monitors needed to comply with the mitigation measure. Safety issues and protocols will be cited in those instances where the number of individuals on-site may be limited due to hazardous conditions. Because of the constrained work environment, a monitoring team shall typically include one archaeological monitor and two Native American monitors, one Kumeyaay and one Luiseño. The supervising archaeologist will recommend additional monitoring teams should multiple work areas be graded simultaneously.

MM-CR-5.2: Prior to the initiation of grading, the contractor shall organize a preconstruction meeting of all personnel scheduled to work on the grading and construction phases of the Project. The purpose of this meeting will be a Worker's Education Program to instruct the workforce about the cultural resources associated with the Project, the sensitivity of these resources to the local Native American community, and the protocols to be followed should any workers encounter artifacts during work on the Project. The Consulting Archaeologist shall conduct the Worker's Education Program and shall include the Native American representatives as part of the presentation of Native American concerns.

MM-CR-5.3: Isolates and clearly nonsignificant deposits will be documented in the field but will not be subjected to data recovery mitigation.

MM-CR-5.4: In the event that previously unidentified and potentially significant cultural resources are discovered, the Consulting Archaeologist or Native American monitor shall have the authority to divert or temporarily halt ground disturbance operations to review possible discoveries. This temporary diversion of work shall be as brief as possible; however, if a discovery is confirmed, the supervising archaeologist shall report this to the City's resident engineer. The discovery location shall be secured from further disturbance to allow evaluation of potentially significant cultural resources. The Consulting Archaeologist shall contact the City's resident engineer at the time of any discovery. The Consulting Archaeologist, in consultation with tribal representatives, shall determine the significance of the discovered resources. For any significant cultural resources discovered during monitoring of grading, further mitigation measures (data recovery) will be necessary to complete the impact mitigation. A detailed description of additional mitigation measures will be prepared by the Consulting Archaeologist and approved by the City, prior to implementation. If any human remains are discovered, the County Coroner shall be contacted (see MM-CR-2). In the event that the remains are

determined to be of Native American origin, the MLDs shall be contacted to determine proper treatment and disposition of the remains.

MM-CR-5.5: In areas within the APE where significant deposits have been identified, controlled grading may be implemented to carefully peel away layers of soil, which could expose features or human remains with minimal damage. The Consulting Archaeologist, in conjunction with Native American monitors, shall determine when and where controlled grading is needed based upon the results of the Data Recovery Program and any new discoveries made during grading. The pace, depth, duration, and location of the controlled grading protocol will be made in concert with tribal monitors, but will ultimately be the responsibility of the Consulting Archaeologist to grade and implement the program.

MM-CR-5.6: All cultural material collected during the grading monitoring program shall be processed and curated according to current professional repository standards and as required by the environmental policies and guidelines of the County of San Diego. The collections and associated records shall be transferred, including title, to an appropriate curation facility within San Diego County, to be accompanied by payment of the fees necessary for permanent curation. Agreements with the MLDs (Pre-Excavation Agreement) regarding human remains and associated grave goods will supersede curation requirements and all human remains and associated grave goods will be submitted to the tribes for repatriation, relocation, and/or reburial.

MM-CR-5.7: A section of the final data recovery report for the Citracado Extension Project shall include a description of the mitigation monitoring program and a report of all findings made during the monitoring process. Copies of the mitigation and monitoring report will be provided to the City of Escondido, County of San Diego, the Native American tribes, and the South Coastal Information Center at San Diego State University. The final technical report and the curation of collections shall be completed within 1 year of the termination of fieldwork and monitoring and grading.

5.2.2 Finding

The City finds that Mitigation Measures MM-CR-1 through MM-CR-5 are incorporated into the proposed Project, are feasible, and will reduce potentially significant impacts to cultural resources to less than significant levels, thereby avoiding any significant effects as identified in the Final EIR.

5.2.3 Rationale for Finding

As described below, implementation of Mitigation Measures MM-CR-1 through MM-CR-5 will reduce the proposed Project's potentially significant impacts to cultural resources to levels less than significant, thereby avoiding any significant impacts.

Mitigation Measure MM-CR-1 provides specific protocols and procedures that must be followed if human remains are encountered within the construction zone, including state Health and Safety Code requirements, Native American contact, reinternment, use of canine forensics in searching for human remains, and additional measures if necessary to determine the extent of burials and recovery.

Mitigation Measure MM-CR-2 ensures the protection of the significant pictographs through preservation of an area encompassing the pictographs. The preservation area shall also be identified as a location for the repatriation and reburial of artifacts or human remains as appropriate. Preservation of the area shall occur through the dedication of an open space easement or by ownership conveyed to the Kumeyaay-Diegueño Land Conservancy.

Mitigation Measure MM-CR-3 ensures the protection of elements of SDI-8280 and SDI-12,209 through fencing used to isolate the work area. Measures also include the wrapping of boulders with fabric or constructing a barrier to protect pictographs from dust, debris, and other potential damage, engineering to secure the boulders from construction-related vibrations, and return of the area to its natural setting once construction is complete. Milling features would also be protected as feasible through capping and preservation or relocation.

Mitigation Measure MM-CR-4 provides for the mitigation of impacts to significant element of SDI-12,209 through the implementation of a data recovery plan. The measure outlines the requirements of the data recovery planning include the field program, excavation monitoring, field maps, result evaluation, laboratory program for all recovered cultural materials, and curation requirements, and final technical report.

Mitigation Measure MM-CR-5 reduces potential impacts to undocumented cultural deposits during ground disturbance through the mandatory on-site full-time presence of an archaeological monitor and discretionary Native American monitors during all grading and trenching activities. If potentially significant cultural resources are discovered, the monitors shall be able to divert or halt ground disturbance operations. All cultural material collected during the grading monitoring program shall be appropriately processed and curated and a final data report shall be prepared.

6.0 SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE MITIGATED TO A LESS THAN SIGNIFICANT LEVEL THROUGH FEASIBLE MITIGATION MEASURES

Even after implementation of all identified feasible mitigation measures, impacts associated with the issue areas of Noise and Traffic will remain significant and unavoidable. There are no feasible mitigation measures beyond those presented in the Final EIR that would reduce or avoid the impacts; therefore, significant noise and traffic effects are unavoidable.

6.1 Noise

6.1.1 Impacts

The Final EIR discusses noise impacts in Section 3.9. Based on the information and analysis set forth in the Final EIR and record of proceedings, the proposed Project would result in potentially significant impacts at receptors located along the existing and proposed alignment. Sound walls proposed along the existing segment of Citracado Parkway are located at the same location as existing walls/fences along the alignment or at the edge of the future right-of-way. In addition, three walls are proposed on private property at R34, R35, and R37.

With implementation of the proposed Project, Build Condition 2014 noise levels would range from 54 to 71 dBA CNEL; 31 receptors would be exposed to noise levels equal to or greater than 60 dBA CNEL and 10 receptors would be exposed to noise level greater than 65 dBA CNEL. Noise-level increase under the Build Condition in 2014 would range from -4 to 21 dBA over the projected 2014 No Build and 1 to 24 dBA over existing 2010 noise levels; 16 receptors would be exposed to a noise-level increases of 5 dBA or greater when comparing the 2014 Build and No Build Conditions.

Under Build Condition 2014, noise levels at R1, R2, R4 through R10, R14 through R32, R34, R36, and R37 would equal or exceed 60 dBA CNEL, and noise levels would increase by 5 dBA CNEL or more at R15, R19, R21 through R25, R27, R28, R30, R31, R34, R35, R37, R38, and R40. However, R38 and R40 are not noise-sensitive receptors. Therefore, the proposed Project would cause a significant impact to R1 through R10, R14 through R16, R18 through R31, and R34 through R37.

Under 2030 conditions, all receptors except R33 and R39 would be exposed to noise levels in excess of 60 dBA or to noise increases over existing 2010 conditions of greater than 5 dBA. While impacts would occur when comparing the 2030 conditions to the 2010 conditions, traffic-related noise levels between West Valley Parkway and Andreasen Drive would be lower due to

reduced traffic volumes between the 2014 Build and the 2030 Build conditions. The reduced traffic volumes would be the result of future improvements in the local and regional transportation network (VRPA 2011). The Project would result in a cumulatively considerable substantial increase in noise levels, i.e., an increase greater than 1 dBA with Project implementation, at receptors R22, R27, R28, R30, R31, R34, R35, R36, R37, R38, and R40. It is not practical to reduce noise levels to ambient noise levels; thus, the goal would be to ensure noise levels at these locations are compatible with the land uses. Based on the noise levels presented in Table 3.9-8, R22, R27, R28, R30, R31, R34 and R36 would be exposed to a substantial increase in noise levels and a noise level in excess of 60 dBA CNEL. Therefore, the proposed Project would cause a significant impact at R22, R27, R28, R30, R31, R34, and R36.

The following mitigation measures, as included in the Final EIR are feasible and will reduce some potentially significant noise impacts:

MM-NOISE-1: Sound Walls

Soundwalls shall be constructed as shown in Figure 3.9-3 of the Final EIR. To reduce noise levels to 65 dBA CNEL or less, soundwall 1 (SW1) and soundwall 2 (SW2) shall be 10 feet in height and soundwalls 3–5 (SW3–SW5) shall be 8 feet in height. Additionally, to achieve a noticeable reduction (i.e., 3 dBA) an 8-foot-high soundwall (SW6) shall be constructed for R24 and R31, 6-foot-high soundwalls (SW7+SW8) shall be constructed for R34 and R35, and a 12-foot-high soundwall shall be constructed for R37 (SW9).

Mitigation was designed for R36 due to a cumulatively considerable impact but was determined infeasible, as no configuration could achieve a 3 dBA reduction due to the design and access requirements of the lot.

While the proposed Project would result in a substantial permanent increase in noise levels, with inclusion of the modeled walls in the proposed Project at the specified heights, the proposed Project would not expose local noise-sensitive receptors to noise levels in excess of 65 dBA CNEL and would not exceed interior noise level standards.

Given the City's goal of 60 dBA, even with the implementations of proposed mitigation, the proposed Project would result in a significant unavoidable impact at receptors R2, R4 through R10, R14 through R16, R18 through R20, R23, R24, R26 through R29, and R36, as noise levels would continue to exceed 60 dBA CNEL.

As the walls for R34, R35, and R37 are located on private property, permission would be required by the property owners to construct the soundwalls. Thus, it cannot be guaranteed that the soundwalls for these locations can be built. If the identified soundwalls cannot be built, impacts at these receptors would be significant and unavoidable.

6.1.2 Finding

The City finds that Mitigation Measure MM-Noise-1 is hereby incorporated into the proposed project. This mitigation measure will lessen, but not avoid the significant noise impacts identified above and in the Final EIR.

6.1.3 Rationale for Finding

Mitigation Measure MM-Noise-1 will not fully avoid the proposed Project's significant noise impacts. While the construction of soundwalls will help to reduce noise impacts to sensitive receptors, a number of these receptors will still be impacted and impacts will remain significant and unavoidable (R2, R4 through R10, R14 through R16, R18 through R20, R23, R24, R26 through R29, and R36) as noise levels would continue to exceed 60 dBA CNEL. Furthermore, it cannot be guaranteed that the soundwalls proposed on private property will be built, because property owner permission will be required to construct the soundwalls. If permission is denied, impacts at these receptors would also be significant and unavoidable. As set forth in the Statement of Overriding Considerations, these noise impacts are acceptable in light of the proposed Project's benefits.

6.2 **Traffic**

6.2.1 Impacts

The Final EIR discusses traffic and circulation impacts in Section 3.10. Based on the information and analysis set forth in the Final EIR and record of proceedings, the proposed Project would result in potentially significant impacts to traffic operations during construction and operation.

The traffic analysis found that in year 2014 the proposed Project would have a significant adverse impact on the operations of the intersection at Citracado Parkway and West Valley Parkway. The Traffic Technical Report indicates the LOS at this intersection would decline from LOS D to LOS F with proposed Project implementation.

The proposed Project would have a significant adverse impact on the operations of the intersection at Del Dios Highway and Via Rancho Parkway in both year 2014 and 2030 scenarios. The proposed Project would reduce the AM LOS value from LOS D to LOS F, and would also cause an incremental contribution to PM traffic volumes at the intersection that would result in a significant increase in motorist delay (greater than 2 seconds) compared to the no project condition.

For the 2014 forecast scenario, the proposed Project would have a significant adverse impact on the operations of the Via Rancho Parkway street segment south of Del Dios Highway. The Traffic Technical Report indicates that the segment operation would decline from LOS D to LOS E with proposed Project implementation.

The proposed Project would have a significant adverse impact on the operations of the Valley Parkway/Del Dios Highway segment between Citracado Parkway and Via Rancho Parkway in 2014. The Traffic Technical Report indicates that the average daily LOS for this segment would be LOS F with or without proposed Project implementation. The impact is considered significant due to the incremental contribution of the proposed Project to traffic volumes along the segment that would exceed 200 or more ADT.

Temporary vehicular traffic disruptions and detours during proposed Project construction would result in a temporary short-term adverse impact. The following mitigation measure, as included in the Final EIR is feasible and will reduce the potentially significant construction traffic impact:

MM-TR-5: Traffic Management Plan

To address temporary construction impacts, a Traffic Management Plan would be prepared to address the traffic control procedures during construction of the proposed Project. The plan would include measures to provide alternate routes for bicyclists and pedestrians that would use facilities affected by Project construction. Implementation of an approved Project Traffic Management Plan would reduce this impact to less than significant.

6.2.2 Finding

The City finds that there are no other feasible mitigation measures available to reduce or avoid proposed Project impacts to traffic operations during operation. The operational traffic impacts will remain significant and unavoidable as identified in the Final EIR.

The City finds that Mitigation Measure MM-TR-5 is hereby incorporated into the proposed Project. This mitigation measure will avoid the significant construction traffic impact identified above and in the Final EIR.

6.2.3 Rationale for Finding

The Traffic Management Plan required in Mitigation Measure MM-RT-5 would address the potential traffic disruptions that could result with construction activities and mitigate those construction traffic impacts to below a level of significance.

Various mitigation measures to reduce operational traffic impacts were considered in the Final EIR, such as additional turn lanes at intersections and roadway segment widening. However, these potential mitigation measures were not carried forward because the City determined them infeasible due to factors such as cost, right-of-way constraints, and future transportation improvements to improve the overall circulation system. Because of these social and economic considerations, the mitigation measures to reduce operational impacts are considered infeasible and not included in the Final EIR, or as part of the proposed Project. As set forth in the Statement of Overriding Considerations, these operational traffic impacts are acceptable in light of the proposed Project's benefits.

7.0 FINDINGS REGARDING PROJECT ALTERNATIVES

The CEQA Guidelines direct lead agencies that the “range of potential alternatives to the proposed Project shall include those that could feasibly accomplish most of the basic objectives of the Project and could avoid or substantially lessen one or more of the significant effects” (Section 15126.6[c]). The Final EIR evaluated a reasonable range of alternatives to the proposed Project. These alternatives are:

- No Project Alternative
- Construct without Annexation Alternative
- Construct with Bridge Over Harmony Grove to Escondido Creek Alternative

Where a lead agency has determined that, even after the adoption of all feasible mitigation measures, a project as proposed will still cause one or more significant environmental effects that cannot be substantially lessened or avoided, the agency, prior to approving the project as mitigated, must first determine whether, with respect to such impacts, there remain any project alternatives that are both environmentally superior and feasible within the meaning of CEQA. An alternative may be “infeasible” if it fails to fully promote the lead agency’s underlying goals and objectives with respect to the project. In considering alternatives, a number of factors, including the objectives of the proposed Project were considered, as described in the EIR. The objectives for the proposed Project are as follows:

1. Provide more direct access for drivers traveling to recent and planned developments such as the Escondido Research and Technology Center (ERTC) and Palomar Medical Center West, Citracado High School, residential neighborhoods, and commercial developments, and areas to the southeast (including the Felicita, Del Dios, and Lake Hodges neighborhoods in south Escondido and access for I-15).
2. Provide a direct connection between SR-78 and Del Dios Highway, and eventually connect SR-78 to I-15, which will enhance freeway access for businesses and residents in the southwestern area of the City.
3. Reduce existing and projected traffic congestion on local collector and arterial streets (e.g., Harmony Grove Road, West Valley Parkway, and 9th Avenue).
4. Provide facilities to improve connectivity and travel conditions for bicyclists and pedestrians.
5. Contribute to a safe and efficiently performing circulation system.
6. Implement a planned component of the City’s General Plan Circulation Element.
7. Remain within funding constraints identified in the City’s capital improvement plan.
8. Streamline Project review and permit requirements by expanding the City’s sphere of influence (SOI) and annexing three parcels of County land.

7.1 No Project Alternative

The Final EIR discusses the No Project Alternative and compares the No Project Alternative with the proposed Project in Section 5.0. Table 5-1 of the Final EIR summarizes the comparative impacts of all three Project alternatives.

The No Project Alternative considers the environmental impacts associated with the existing roadway system remaining as it currently operates and without any construction as a part of the proposed Project and no parcel annexation. The Citracado Parkway Extension Project would remain a proposed transportation improvement in the Circulation Element of the City's General Plan.

The City of Escondido rejects the No Project Alternative as infeasible within the meaning of CEQA.

7.1.1 No Project Alternative – Impacts

The No Project Alternative would have no impact on land use, biological resources, cultural resources, geology/seismicity, hydrology/water quality, noise, and municipal services and utilities. Compared to the proposed Project, the No Project Alternative would have similar impacts on air quality. This alternative would have substantially greater impacts on traffic and long-term adverse impacts to the City's transportation system would occur. Overall, the No Project Alternative would result in fewer environmental impacts than the proposed Project.

7.1.2 Feasibility of Alternative

The No Project alternative was rejected in favor of the proposed Project, because the No Project Alternative does not meet the objectives of the proposed Project. The No Project Alternative would not provide direct access and connections between locations within the City, would not reduce existing or projected traffic congestion, and would not improve conditions for bicyclists or pedestrians. Furthermore, the No Project Alternative would not meet the circulation element of the City General Plan, which includes the extension of Citracado Parkway.

The No Project alternative would result in fewer overall environmental impacts than the proposed Project; however, significant unavoidable impacts to traffic would still occur and would be greater than those associated with the proposed Project. Considering the social implications (lack of roadway network connectivity, increased traffic congestion, lack of

appropriate pedestrian and bicycle facilities) of the No Project Alternative's inability to meet Project objectives, and the adverse impacts to traffic, this alternative is considered infeasible.

7.2 Construct without Annexation Alternative

The Final EIR discusses the Construct without Annexation Alternative and compares it with the proposed Project in Section 5.0.

The Construct without Annexation Alternative would include all the construction components for widening and extending Citracado Parkway, but not include the proposed annexation of the three parcels into the City's boundary.

The City of Escondido does not reject this alternative and retains the option to implement this alternative.

7.2.1 Construct without Annexation Alternative – Impacts

Compared to the proposed Project, the Construct without Annexation Alternative would have less of an impact on land use. This alternative would have similar impacts on air quality, biological resources, cultural resources, geology/seismicity, hydrology/water quality, noise, traffic/circulation, visual resources, and municipal services/utilities. While impacts are considered similar, the Construct without Annexation Alternative would be required to comply with County regulations and policy for those components of the proposed Project that fall within the three County parcels.

7.2.2 Feasibility of Alternative

This alternative would achieve all of the Project objectives, except the expansion of the City's sphere of influence (SOI) and annexation of the three parcels of County land. The City desires to maintain the roadway extension within the jurisdictional limits of Escondido to avoid the potential need for a joint jurisdictional operation and maintenance agreement between the County and the City. However, the decision on whether to move forward with annexation is at the discretion of the decision makers and would be decided upon by LAFCO, who may approve, conditionally approve, or deny the proposed annexation. Should annexation not be approved by LAFCO, or result in a schedule delay, the City is retaining the option to proceed with construction of the roadway under this alternative.

7.3 Construct with Bridge Over Harmony Grove to Escondido Creek Alternative

The Final EIR discusses the Construct with Bridge over Harmony Grove to Escondido Creek Alternative (Construct with Bridge Alternative) and compares it with the proposed Project in Section 5.0.

The Construct with Bridge Alternative would involve construction of a bridge that would begin at Citracado Parkway in the north and cross Harmony Grove Road, and continue south across Escondido Creek. South of the creek and north of Lariat Drive, the bridge would terminate and Citracado Parkway would continue south, at grade, to Avenida del Diablo. Under this alternative there would be no connection for Harmony Grove to Citracado Parkway.

The City of Escondido rejects the Construct with Bridge Alternative as infeasible within the meaning of CEQA.

7.3.1 Construct with Bridge Alternative – Impacts

Compared to the proposed Project, the Construct with Bridge Alternative would have less of an impact on biological resources and cultural resources. This alternative would have similar impacts on land use, geologic/seismic hazards, hydrology/water quality, and municipal services/utilities. Greater impacts to air quality, noise, traffic, and visual resources would occur with implementation of this alternative.

7.3.2 Feasibility of Alternative

This alternative would achieve all of the Project's objectives, except Objective 7, which is to remain within funding constraints identified in the City's capital improvement plan. The City's capital improvement plan funding would be exceeded with implementation of this alternative due to the high costs associated with construction of the bridge and realignment of a 500-kV utility line. Additionally, this alternative would result in greater impacts than the proposed Project to air quality, noise, traffic, and visual resources. Because of the economic reasons (the high cost of this alternative and associated funding constraint) and social implications (increased impacts in four issue areas) the Construct with Bridge over Harmony Grove to Escondido Creek Alternative is considered infeasible.

8.0 STATEMENT OF OVERRIDING CONSIDERATIONS

Section 15093 of the CEQA guidelines states:

- (a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered acceptable.
- (b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reason to support its actions based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.
- (c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

This Statement of Overriding Considerations describes the anticipated economic, social, and other benefits or other considerations of the proposed Project to support the decision to proceed with the proposed Project even though not all of the identified impacts are mitigated to a less than significant level.

8.1 Impacts that Remain Significant

All of the proposed Project's significant adverse impacts can be mitigated to a level of insignificance through implementation of feasible mitigation measures identified in the Final EIR, except for the following significant adverse impacts:

Noise

- Long-term (operation-related) impacts to noise-sensitive receptors

Traffic

- Impacts on operations at the intersection at Citracado Parkway and West Valley Parkway
- Impacts on operations at the intersection at Del Dios Highway and Via Rancho Parkway
- Impacts on operations of the Via Rancho Parkway street segment south of Del Dios Highway
- Impacts on operations of the West Valley Parkway/Del Dios Highway segment between Citracado Parkway and Via Rancho Parkway

These significant adverse impacts would remain, even after implementation of all feasible mitigation measures identified in the Final EIR. Thus, these significant adverse impacts as a result of the proposed Project are unavoidable.

8.2 Overriding Considerations Justifying Project Approval

The City has balanced the proposed Project's benefits against the proposed Project's significant unavoidable impacts on noise and traffic. As detailed below, the City finds that the proposed Project's benefits outweigh the proposed Project's significant unavoidable impacts, and the impacts are therefore considered acceptable in light of the proposed Project's benefits. The City finds that each of the following benefits is an overriding consideration, independent of the other benefits, that warrants approval of the proposed Project, notwithstanding the proposed Project's significant unavoidable impacts:

1. The proposed Project would result in linear transportation improvements that would increase the efficiency of travel on the existing system and introduce a new transportation link in western Escondido.
2. The proposed Project is anticipated to be open to traffic by 2014 and would thereafter add roadway capacity and route choices for motorists traveling within southwestern Escondido.
3. The proposed Project improvements would reduce congestion on local streets and would reduce the travel time and cost for those traveling through and within this area of the City.
4. The proposed improvements are intended to benefit existing and projected roadway users traveling to and from the planned residential, commercial, and industrial uses surrounding the proposed Project.
5. The proposed improvements provide a public health and safety improvement by improving access to emergency medical facilities (Palomar Medical Center).
6. The proposed Project would implement a planned component of the City of Escondido General Plan Circulation Element and the completion of such transportation network improvements is crucial to ensuring that traffic is adequately accommodated through the City as planned.

**Mitigation Monitoring and Reporting Program (MMRP)
For the EIR for the Citracado Parkway Extension Project**

PROJECT NAME: Environmental Impact Report for the Citracado Parkway Extension Project (SCH #2007041061)

PROJECT LOCATION: City of Escondido, CA and unincorporated San Diego County, including the area from West Valley Parkway to Andreason Drive.

PROJECT DESCRIPTION: The City of Escondido (City) proposes to improve and extend Citracado Parkway from West Valley Parkway to Andreason Drive, providing an arterial connection and roadway improvements. The City is also proposing the annexation of three parcels within the community of Harmony Grove, in unincorporated San Diego County, that are in proximity to the proposed roadway extension. Three alternatives are being considered for the proposed project, either (1) construct with annexation alternative; (2) construct without annexation alternative; (3) construct with bridge over Harmony Grove to Escondido Creek alternative; or (4) the no project alternative.

APPLICANT/CONTACT PERSON: Robert Zaino

PHONE NUMBER: (760) 839-4001

ASSOCIATED CASE NO.: ER-2006-10

APPROVAL BODY/DATE:

PROJECT MANAGER: Bill Martin

Phases at which the Mitigation Measures are to be implemented: Before, during, and after construction of the proposed Citracado Parkway roadway extension.

MITIGATION MEASURES

Nature of Impact	Mitigation Measure	Identification No. Location in Doc.	Responsibility for Implementation	Certified Initials/Date	Comments
BIO-1. Permanent and temporary direct impacts to sensitive vegetation communities within the Project site would occur as a result of construction activities.	MM-BIO-1: Direct Impacts to Sensitive Vegetation Communities	MM-BIO-1.1	Contractor		
	MM-BIO-1.1: To avoid incidental loss of sensitive habitat types during construction activities, environmentally sensitive area fencing shall be installed along the limits of disturbance prior to the start of construction. In addition, grading limits shall be flagged or fenced and grading shall not occur beyond this flagging/fencing. Construction crews shall be made fully aware of this boundary.	Page 3.4-35 of EIR			
	MM-BIO-1.2: Temporary impacts to sensitive upland and wetland habitats shall be mitigated through replacement on-site at a ratio of 1:1 for a total of 6.28 acres of habitat restoration. In addition to the 6.28-acre area, any bareground post-construction (e.g., areas of ornamental, disturbed, and eucalyptus woodland habitat impacted during construction) shall be planted post-construction for erosion control purposes.	MM-BIO-1.2 Page 3.4-36 of EIR	City of Escondido Planning Department		

Nature of Impact	Mitigation Measure	Identification No. Location in Doc.	Responsibility for Implementation	Certified Initials/Date	Comments
	<p>MM-BIO-1.3: A restoration maintenance and monitoring plan for the 6.28 acres of habitat restoration, as described in MM-BIO-1.2, shall be prepared by a qualified restoration ecologist and shall incorporate an appropriate native species planting palette to blend in with the existing and surrounding habitats. Preference for habitat community restoration shall be determined based on the existing and surrounding habitats by a qualified restoration ecologist. Areas of nonnative grassland and eucalyptus woodland shall be restored in the form of native grassland and/or open oak woodland habitats. No nonnative species shall be incorporated into the restoration plan. This plan shall include details of site preparation, implementation and planting specifications, and maintenance and monitoring procedures. The plan shall also outline yearly success criteria and remedial measures should the mitigation effort fall short of the success criteria.</p>	MM-BIO-1.3 Page 3.4-36 of EIR	Restoration Ecologist TBD		
	<p>MM-BIO-1.4: Permanent impacts to sensitive upland habitats shall be mitigated off-site through drawdown of mitigation credits from the Daley Ranch Mitigation Bank. Mitigation shall be completed, as shown in Table 3.4-3, at ratios in accordance with the NCMSCP and Escondido Subarea Plan as the guiding regulatory documents for the proposed Project. Coast live oak woodland shall be mitigated at 2:1 inside PAMA and 1:1 outside PAMA for a total of 1.70 acres of mitigation. Coastal sage scrub shall be mitigated at 1.5:1 inside PAMA and 1:1 outside PAMA for a total of 0.63 acre of mitigation. Nonnative grassland shall be mitigated at a ratio of 1:1 inside PAMA and 0.5:1 outside PAMA for a total of 4.20 acres of mitigation. Total mitigation credit to be drawn down from the Daley Ranch Mitigation Bank shall be 6.53 acres.</p>	MM-BIO-1.4 Page 3.4-36 of EIR	City of Escondido Planning Department		
	<p>MM-BIO-1.5: Permanent impacts to riparian and wetland habitats shall be mitigated at a ratio of up to 3:1 for a total of up to 2.13 acres of mitigation required. All permanent shaded areas shall be mitigated at a ratio of up to 3:1 with the first 0.64 acre occurring through restoration on-site, the second 0.64 acre occurring off-site and the remaining 0.64 acre via debit of preservation credits at Daley Ranch. All other permanent impacts (0.07 acre) shall be mitigated at up to 3:1 ratio with 0.14 acre off-site and 0.07 acre via debit</p>	MM-BIO-1.5 Page 3.4-38 of EIR	City of Escondido Planning Department		

Nature of Impact	Mitigation Measure	Identification No. Location in Doc.	Responsibility for Implementation	Certified Initials/Date	Comments
BIO-2. Potential temporary and permanent indirect impacts to the vegetation communities surrounding the Project site would occur as a result of Project construction and operation.	<p>preservation credits at Daley Ranch. Off-site mitigation in the amount of 0.78 acre shall occur directly adjacent to the Project site at the southeast portion of the Hale Avenue Resource Recovery Facility (HARRF) Expansion Parcel.</p>				
	<p>MM-BIO-1.6: A mitigation maintenance and monitoring plan for both on-site and off-site riparian and wetland mitigation, as described in MM-BIO-1.5, shall be prepared by a qualified restoration ecologist and shall incorporate an appropriate native species planting palette to blend in with the existing and surrounding habitats. This plan shall include details of site preparation, implementation and planting specifications, and maintenance and monitoring procedures. The plan shall also outline yearly success criteria and remedial measures should the mitigation effort fall short of the success criteria.</p>	MM-BIO-1.6 Page 3.4-38 of EIR	Restoration Ecologist TBD		
	<p>MM-BIO-2: Indirect Impacts to Sensitive Vegetation Communities</p> <p>MM-BIO-2.1: Storage of soil or fill material from the Project site shall be within the Project area or developed areas. The contractor shall delineate stockpile areas on the grading plans for review by the City.</p>	MM-BIO-2.1 Page 3.4-38 of EIR	Contractor		
	<p>MM-BIO-2.2: Construction access shall use existing developed areas or be within the right-of-way of proposed road improvements. If unauthorized new or temporary access routes are determined to be necessary, these areas shall be surveyed for biological resources prior to their use. Contractors shall clearly mark all access routes (i.e., flagged and/or staked) prior to the onset of construction. Implementation of erosion and sedimentation control measures as identified in MM-BIO-5 would also reduce any potential indirect impacts to sensitive vegetation communities to less than significant.</p>	MM-BIO-2.2 Page 3.4-38 of EIR	Contractor		
	<p>MM-BIO-2.3: The contractor shall periodically monitor the work area to ensure that construction-related activities do not generate excessive amounts of fugitive dust. Water shall be applied to the construction right-of-way, dirt roads, trenches, spoil piles, and other areas where ground disturbance has taken place to minimize dust emissions and topsoil erosion.</p>	MM-BIO-2.3 Page 3.4-39 of EIR	Contractor		

Nature of Impact	Mitigation Measure	Identification No. Location in Doc.	Responsibility for Implementation	Certified Initials/Date	Comments
<p>BIO-3. Within the Project site, construction and placement of the Escondido Creek Bridge would result in 0.01 acre of permanent direct impacts to potential jurisdictional waters. Temporary direct impacts to jurisdictional waters within the Project site would occur to 0.75 acre. Shading from bridge construction would directly and permanently impact 0.64 acre.</p>	<p>MM-BIO-3: Direct Impacts to Jurisdictional Waters</p> <p>MM-BIO-3.1: MM-BIO-1 requires mitigation for all permanent wetland habitat impacts at a ratio of up to 3:1. In addition, in accordance with resource agency policies, the mitigation shall not result in a net loss of wetland habitat or wetland functions and values. Therefore, a minimum of 1:1 of the final mitigation replacement ratio shall be accomplished by wetland/riparian restoration at the southeast portion of the HARRF Expansion Parcel (0.78 acre). The proposed mitigation is subject to the resource agencies' review and discretion; thus, the mitigation obligations for the impacts to jurisdictional wetland habitats may change from those presented here.</p> <p>MM-BIO-3.2: Impacts to riparian habitats and wetlands, as well as jurisdictional waters, shall require the following permits by regulatory federal and state agencies and acts: (1) USACE, CWA, Section 404 permit for placement of dredged or fill material within waters of the U.S.; (2) RWQCB, CWA, Section 401 state water quality certification/waiver for an action that may result in degradation of waters of the state; and (3) CDFG, CFGC, Section 1602 agreement for alteration of a streambed. The mitigation could occur in the form of wetland/riparian creation or restoration (which both result in a gain of wetland/riparian area), or creation or restoration combined with enhancement.</p>	<p>MM-BIO-3.1 Page 3.4-39 of EIR</p>	<p>City of Escondido Planning Department</p>		
<p>BIO-4. Impacts to jurisdictional waters would occur within a deed restricted mitigation area.</p>	<p>MM-BIO-4: Direct Impacts to a Deed Restricted Mitigation Area</p> <p>The deed restriction shall be removed from the area underneath the bridge. In kind, a deed restriction shall be placed on all mitigation acreage proposed at the southeast portion of the HARRF Expansion Parcel. In addition, an area of equal acreage to the area being removed from the deed restriction to the west of the bridge shall be placed under deed restriction in the vicinity of the now proposed mitigation location on the HARRF Expansion Parcel.</p>	<p>MM-BIO-4 Page 3.4-39 of EIR</p>	<p>City of Escondido Planning Department</p>		

Nature of Impact	Mitigation Measure	Identification No. Location in Doc.	Responsibility for Implementation	Certified Initials/Date	Comments
<p>BIO-5. Potential temporary and permanent indirect impacts to the jurisdictional waters surrounding the Project site would occur as a result of Project construction.</p>	<p>MM-BIO-5: Indirect Impacts to Jurisdictional Waters</p> <p>MM-BIO-5.1: As identified in MM-BIO-1, environmentally sensitive area fencing shall be installed at the Project site to ensure no unintentional impacts to sensitive habitats. In the area of the HARRF access driveway, the limits of potentially jurisdictional southern willow riparian forest shall be flagged for avoidance, and silt fencing shall be installed in this location to avoid any indirect impacts to this potentially jurisdictional habitat.</p> <p>MM-BIO-5.2: A Storm Water Pollution Prevention Plan (SWPPP) shall be prepared to comply with RWQCB requirements. The SWPPP shall identify the design features and BMPs that will be used to effectively manage drainage-related issues (e.g., erosion and sedimentation) during construction. Erosion control measures shall be regularly checked by the contractor, the Project biologist, and/or the City. Specific BMP plans shall be reviewed by the City and the Project biologist and modified, if necessary, prior to implementation. Fencing and erosion control measures of all Project areas shall be inspected a minimum of once per week.</p> <p>MM-BIO-5.3: Activities, including staging areas, equipment access, and disposal or temporary placement of excess fill, shall be prohibited within off-site drainages. Implementation of measures as identified in MM-BIO-2 would also reduce any potential indirect impacts to jurisdictional waters to less than significant.</p>	<p>MM-BIO-5.1 Page 3.4-40 of EIR</p>	<p>Contractor</p>		
<p>BIO-6. Direct permanent impacts would occur to 16 mature and 12 protected trees.</p>	<p>MM-BIO-6: Direct Impacts to Mature and Protected Trees</p> <p>MM-BIO-6.1: Prior to the start of construction, all <i>mature</i> and/or <i>protected</i> trees shall be identified by a qualified biological monitor within the temporary and permanent impact areas. Impacts to trees in the temporary work area shall be avoided to the extent feasible. Trees in the temporary impact area that can be avoided shall be temporarily fenced off at the drip line of the tree to prevent impacts during construction.</p>	<p>MM-BIO-6.1 Page 3.4-40 of EIR</p>	<p>Contractor</p>		

Nature of Impact	Mitigation Measure	Identification No. Location in Doc.	Responsibility for Implementation	Certified Initials/Date	Comments
	<p>MM-BIO-6.2: If <i>mature</i> and/or <i>protected</i> trees cannot be preserved on-site, then impacts shall be mitigated as required under the City of Escondido Municipal Code (Chapter 33, Article 55). Where mature and protected trees occur in open oak woodland and/or riparian habitat, habitat-based mitigation as required under MM-BIO-1 and MM-BIO-3 will reduce impacts to less than significant. Of the 38 mature trees, a total of 16 <i>mature</i> trees are not associated with riparian and oak woodland habitats on-site. These 16 <i>mature</i> trees that cannot be preserved on-site shall be replaced at a minimum 1:1 ratio. Of the 33 protected trees, a total of 12 <i>protected</i> trees are not associated with riparian and oak woodland habitats on-site. These 12 <i>protected</i> trees that cannot be preserved on-site shall be replaced at a minimum 2:1 ratio. The number, size, species, and location of replacement trees shall be determined on a case-by-case basis by the City of Escondido Planning Department. Replacement trees shall be incorporated into the on-site revegetation plan, as required in MM-BIO-1.</p>	MM-BIO-6.2 Page 3.4-40 of EIR	City of Escondido Planning Department		
<p>BIO-7. Mature and/or protected trees were not surveyed in the buffer; however, indirect impacts may occur to those adjacent to the Project site. Potential temporary, indirect impacts to mature and/or protected trees would arise during Project construction as a result of runoff and sedimentation, erosion, and fugitive dust.</p>	<p>MM-BIO-7: Indirect Impacts to Mature and Protected Trees Implementation of measures as identified in MM-BIO-2 would reduce any potential indirect impacts to <i>mature</i> and <i>protected</i> trees to less than significant.</p>	MM-BIO-7 Page 3.4-41 of EIR	Contractor		
<p>BIO-8. Direct permanent impacts would occur to three Engelmann oak that occur in the planned grading areas.</p>	<p>MM-BIO-8: Direct Impacts to Sensitive Plant Species (Engelmann Oaks) Impacts to two Engelmann oak trees shall be avoided in the temporary impact area to the extent feasible, as required in MM-BIO-5. Permanent impacts to one Engelmann oak tree (and temporary impacts to the two Engelmann oak trees, if they cannot be avoided) shall be mitigated as required for <i>protected</i> trees under the City of Escondido Municipal Code</p>	MM-BIO-8 Page 3.4-41 of EIR	City of Escondido Planning Department		

Nature of Impact	Mitigation Measure	Identification No. Location in Doc.	Responsibility for Implementation	Certified Initials/Date	Comments
<p>BIO-9. Potential temporary, indirect impacts to Palmer's sagewort and Engelmann oak would arise during Project construction as a result of runoff, sedimentation, erosion, and fugitive dust. Potential permanent indirect impacts to Palmer's sagewort and Engelmann oak may occur during Project operation, such as habitat degradation and introduction of harmful exotic plant species.</p> <p>BIO-10. Suitable Cooper's hawk, yellow warbler, and yellow-breasted chat habitat present in the Project site would be directly impacted by construction of the Project. Operation of the Project may temporarily directly impact these species when tree trimming is necessary during routine maintenance.</p>	<p>(Chapter 33, Article 55). Engelmann oaks shall be replaced at a minimum 2:1 ratio at an on-site location, or elsewhere in the City, as determined by the City Director of Planning.</p> <p>MM-BIO-9: Indirect Impacts to Sensitive Plant Species (Palmer's Sagewort and Engelmann Oaks)</p> <p>MM-BIO-9.1: In the Project buffer, the four individuals of Palmer's sagewort shall be flagged for avoidance and further impacts shall be avoided through implementation of the following: no unnecessary or unauthorized trespass by workers or equipment in the Project buffer, prohibition of staging and storage of equipment and materials, prohibition of refueling activities, and prohibition of littering or dumping debris in areas known to contain Palmer's sagewort outside the Project area. Palmer's sagewort shall also be planted within the Project's potential on-site wetland/riparian restoration area.</p> <p>MM-BIO-9.2: Implementation of measures identified in MM-BIO-2 would reduce any potential indirect impacts to Engelmann oaks to less than significant.</p> <p>MM-BIO-10: Direct Impacts to Cooper's Hawk, Yellow Warbler, and Yellow-Breasted Chat and Other Migratory Birds</p> <p>Under CFGC Division 4, Part 2, Chapter 1, Section 3503.5, "it is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto," where "take" is defined under Division 0.5, Chapter 1, Section 86 as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." In addition, the MBTA restricts the killing of migratory birds or destruction of active migratory bird nests and/or eggs. Therefore, vegetation clearing should occur outside of the typical breeding season for raptors and migratory birds (January 1 through September 1). If this is not possible, then a qualified biologist shall conduct a survey for nesting birds no more than 5 calendar days prior to construction to</p>	<p>MM-BIO-9.1 Page 3.4-41 of EIR</p> <p>MM-BIO-9.2 Page 3.4-41 of EIR</p> <p>MM-BIO-10 Page 3.4-41 of EIR</p>	<p>Contractor</p> <p>Contractor</p> <p>Project Biologist TBD</p>		

Nature of Impact	Mitigation Measure	Identification No. Location in Doc.	Responsibility for Implementation	Certified Initials/Date	Comments
	determine the presence or absence of nests in the Project area, and the potential need for additional Project mitigation measures. If construction is halted for more than 5 calendar days during the breeding season, then nest surveys must be repeated prior to any additional vegetation clearing.				
BIO-11. Temporary, indirect impacts are likely to arise from construction-generated fugitive dust accumulation on surrounding vegetation and/or noise resulting in destruction and/or avoidance of habitat by wildlife. Operation of the Project may result in permanent indirect impacts to Cooper's hawk, yellow warbler, and yellow-breasted chat, which includes edge effects, where the Project would lead to increased lighting, noise, and exotic plant and wildlife invasion.	MM-BIO-11: Indirect Impacts to Cooper's Hawk, Yellow Warbler, and Yellow-Breasted Chat and Birds and Other Migratory Birds MM-BIO-11.1: If nesting birds, including but not limited to, special-status species and those species protected by the MBTA, are detected in the Project site or Project buffer, the nest shall be flagged and no construction activity shall take place within 500 feet of the nest until nesting is complete (nestlings have fledged or nest has failed) or a Project biologist and noise specialist have confirmed that construction noise levels are less than 60 dBA L_{eq} at the nest site. MM-BIO-11.2: If construction activities occur at night, all Project lighting (e.g., staging areas, equipment storage sites, roadway) shall be directed onto the roadway or construction site and away from sensitive habitat. Light glare shields shall also be used to reduce the extent of illumination into adjoining areas. MM-BIO-11.3: Final construction plans shall detail all operational street light locations and shall be provided to the City of Escondido Planning Department for review. Operational street lights shall be directed onto the roadway and away from open space areas. When considering spacing of lighting along the roadway, special consideration shall be given to the lighting along the new bridge and in the vicinity of the riparian habitat in Escondido Creek. Lighting in the area of Escondido Creek should be avoided if possible. If lighting is necessary for safe roadway operations in the vicinity of the creek, filters, shields, automatic dusk-to-dawn sensors, and/or other commercially available devices shall be implemented so that lighting is not reflecting into the adjacent riparian habitat. Final construction plans detailing lighting shall include specifications for all proposed devices	MM-BIO-11.1 Page 3.4-42 of EIR	Project Biologist and Noise Specialist TBD		
		MM-BIO-11.2 Page 3.4-42 of EIR	Contractor		
		MM-BIO-11.3 Page 3.4-42 of EIR	City of Escondido Planning Department		

Nature of Impact	Mitigation Measure	Identification No. Location in Doc.	Responsibility for Implementation	Certified Initials/Date	Comments
	<p>to avoid lighting impacts within the riparian habitat adjacent to the bridge. These lighting specifications shall be reviewed and approved by the City of Escondido Planning Department prior to Project implementation.</p> <p>MM-BIO-11.4: Operational traffic noise may reduce breeding potential for the yellow warbler, yellow-breasted chat, and Cooper's hawk within 230 feet of the centerline of the bridge and/or roadway. Noise levels shall be considered when preparing the restoration plan to allow for the planting of mature and protected trees, as required in MM-BIO-6, in areas where traffic noise levels would not be expected to impact breeding and nesting activities of foraging raptors, including Cooper's hawk. Implementation of habitat-based mitigation for direct impacts as described in MM-BIO-1 and MM-BIO-3 would result in an overall increase in suitable habitat for yellow warbler and yellow-breasted chat, and would reduce any potential indirect noise impacts to less than significant.</p>	MM-BIO-11.4 Page 3.4-43 of EIR			
<p>BIO-12. The Project would result in direct construction-related impacts to migratory bird populations on-site in the form of habitat destruction, and potentially death, injury, or harassment of nesting birds, their eggs, and their young.</p>	<p>MM-BIO-11.5: Implementation of measures as identified in MM-BIO-2 would also reduce any potential indirect impacts to sensitive wildlife species and birds protected under the MBTA to less than significant.</p> <p>MM-BIO-12: Direct Impacts to Migratory Birds Implementation of measures as identified in MM-BIO-10 would reduce any potential direct impacts to migratory bird populations to less than significant.</p>	MM-BIO-11.5 Page 3.4-43 of EIR	Contractor		
<p>BIO-13. Temporary, indirect impacts are likely to arise from construction-generated fugitive dust accumulation on surrounding vegetation and construction-related</p>	<p>MM-BIO-13: Indirect Impacts to Migratory Birds Implementation of measures as identified in MM-BIO-11.1, BIO-11.2, and BIO-11.3 would reduce any potential indirect impacts to migratory birds to less than significant.</p>	MM-BIO-13 Page 3.4-43 of EIR	Project Biologist and Noise Specialist TBD/ Contractor/City of Escondido Planning		

Nature of Impact	Mitigation Measure	Identification No. Location in Doc.	Responsibility for Implementation	Certified Initials/Date	Comments
<p>erosion, runoff, and sedimentation into plant communities resulting in destruction and/or avoidance of migratory bird habitat. Additionally, construction-related noise is likely to cause migratory bird nest abandonment in areas adjacent to construction in the Project site.</p>			Department		
<p>CR-1. Evidence of human remains was discovered during the testing at Site SDI-12, 209 Locus 1 by EDAAW in 2008 within the Project's APE. No other remains were identified by BFSA during subsequent subsurface excavations conducted in the Project APE. As noted previously, there is also the indication that the Project area was used by Native Americans for religious, ritual, or other special activities based upon the recordation of pictographs adjacent to the Project's APE. Therefore, impacts to Native American burials and sacred site elements are expected. These impacts are considered significant.</p>	<p>MM-CR-1: Human Remains Encountered within the Construction Zone</p> <p>MM-CR-1.1: In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, protocols and procedures noted in the PRC Section 5097.98, the California Government Code Section 27491, the Health and Safety Code Section 7050.5, and the County of San Diego Historical Resources Guidelines for the treatment of human remains encountered at archaeological sites will be followed. The City of Escondido will prepare and submit to the tribes for their review and comments a Pre-Excavation Agreement that is intended to outline the procedures and protocol to be followed in the event human remains are identified. This agreement is not a mandatory precursor to the implementation of the mitigation and monitoring program; however, the City is committed to the proper treatment of any human remains that may be encountered, and will make the necessary effort to implement the Pre-Excavation Agreement. The procedures listed below shall be followed where human remains are encountered:</p> <p>A. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:</p> <ol style="list-style-type: none"> A City Official is contacted. The Coroner is contacted to determine that no investigation of the cause of death is required, and 	MM-CR-1.1 Page 3.5-16 of EIR	City of Escondido/ Consulting Archaeologist/ MLD		

Nature of Impact	Mitigation Measure	Identification No. Location in Doc.	Responsibility for Implementation	Certified Initials/Date	Comments
	<p>c. If the Coroner determines the remains are Native American:</p> <p>i. The Coroner shall contact the Native American Heritage Commission (Commission) within 24 hours.</p> <p>ii. The Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American. Previous discoveries of human remains on this project resulted in the NAHC identifying two MLDs, the KCRC for the Kumeyaay and Carmen Mojado for the San Luis Rey (Luiseno). It is reasonable to assume that the MLDs will continue in that role for the duration of the project.</p> <p>iii. The Most Likely Descendent (MLD) may make recommendations to the landowner or the City for the excavation work.</p> <p>B. The Native American human remains and associated funerary items that are removed from the Project APE may be reburied at a location mutually agreed upon by the City and the MLD(s). A portion of a City owned parcel has been designated by the City as a location where human remains can be reburied and preserved. An open space easement will be placed over this lot within the City-owned property adjacent to the Citracado Parkway Project. This easement will be permanent and will protect all cultural materials within the easement indefinitely. If reinterment of human remains cannot be accomplished at the time of discovery, the MLD(s) shall either take temporary possession of the remains or identify a location for the temporary but secure storage of the remains.</p> <p>C. Any time human remains are encountered or suspected and soil conditions are appropriate for the technique, the use of canine forensics will be considered when searching for human remains. The decision to use canine forensics will be made on a case-by-case basis through consultation between the City representative, the Consulting Archaeologist (defined as the individual charged with the responsibility of implementing the Mitigation Monitoring and Reporting Program and directing field</p>				

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<p>CR-2. Should human remains or sacred/religious artifacts be encountered and subsequently removed from the construction zone, the disposition of these remains after removal from the construction area represents a significant impact to Native American religious beliefs and customs (CR-2). Consultation with Native American representatives since 2008 has provided a platform to address the issue and propose mitigation measures to address this impact.</p>	<p>excavations), and the MLD(s). Because human remains require special consideration and handling, they must be defined in a broad sense. For the purposes of this document, human remains are defined as:</p> <ul style="list-style-type: none"> a. Cremations including the soil surrounding the deposit, b. Interments including the soil surrounding the deposit, and c. Associated funerary items. <p>MM-CR-1.2: In consultation with the City representative, the Consulting Archaeologist, and the MLD, additional measures, such as focused archaeological excavations, may be required to determine the extent of burials or ensure the recovery of all elements of the burial.</p>				
<p>MM-CR-2: Disposition of Human Remains</p> <p>The majority of Locus 1 of SDI-8280 is situated outside of the Project's APE and is located on property owned by the City of Escondido. To ensure the preservation of the significant pictographs recorded at SDI-8280 and located adjacent to the APE (and within the City's ownership), the City shall delineate an area for preservation that encompasses the pictographs. Furthermore, because of the high potential to recover additional human remains or sensitive artifacts associated with sacred, religious, or ceremonial components of the material cultural of the prehistoric occupants of these sites, the City shall also identify this preservation area within Locus 1 of SDI-8280 as a location for the repatriation and reburial of such sacred, religious, or ceremonial artifacts or human remains identified by the MLD(s) as appropriate for reburial.</p> <p>The preservation area within Locus 1 of SDI-8280 shall be either dedicated as an open space easement to ensure the perpetual protection of the pictographs and any reburied cultural materials; or, the preservation area may be legally separated from the City's property and ownership conveyed to the Kumeyaay-Diegueño Land Conservancy (KDLC) to provide the local Native American community direct control of the preservation area for perpetual access to the human</p>	<p>MM-CR-1.2 Page 3.5-17 of EIR</p> <p>MM-CR-2 Page 3.5-18 of EIR</p>	<p>City of Escondido Planning Department/ Consulting Archaeologist/ MLD</p> <p>City of Escondido Planning Department</p>			

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<p>CR-3. The construction project represents a source of potential indirect impacts to the significant prehistoric pictographs at Locus 1 of SDI-8280 and at SDI-12,209. Blasting, grading, dust, flying debris, and general construction activity are considered sources of potential indirect impacts to the rock art panels at these sites. The pictographs at SDI-8280 are the most likely to be indirectly affected by grading because these are approximately 20 feet from the construction zone. Furthermore, significant features and deposits of both SDI-8280 and SDI-12,209 border the APE and may be indirectly impacted by inadvertent grading or construction. Indirect impacts would be significant if construction activities stray beyond the APE.</p>	<p>remains reburied there and to facilitate their guardianship over this location. From the perspective of CEQA and the mitigation of impacts to cultural resources, either method of preservation would be sufficient to accomplish the goal of the mitigation program. The proposed preservation area within Locus 1 of SDI-8280 is depicted in the BFS technical report.</p>				
<p>MM-CR-3: Indirect impacts to elements of SDI-8280 and SDI-12,209 that are adjacent to the construction APE shall be mitigated through fencing that will be used to isolate the work area. Notes shall be placed on the construction plans and notices posted on the job site that areas outside of the APE contain "Environmentally Sensitive Areas." No construction activity shall be permitted outside of the APE unless that area has been reviewed for potential impacts to cultural deposits.</p>	<p>MM-CR-3: Indirect Impacts to Significant Cultural Deposits and Rock Art Elements at SDI-8280 and SDI-12,209</p>	<p>MM-CR-3.1 Page 3.5-18 of EIR</p>	<p>Contractor</p>		
<p>MM-CR-3.2: Concerns over the pictograph at SDI-12,209, which is situated east of the alignment, have been raised by the Native American community. The boulder with the pictograph could be affected by vibrations from blasting or heavy equipment. Measures would be required to ensure indirect impacts do not cause any damage to this feature. Measures to protect the feature may include wrapping the rock with layers of fabric to protect the pictograph image. Engineering assistance will be necessary to calculate the need for any structural shoring of the rock to prevent movement. This pictograph is located on private property, and measures to mitigate potential indirect impacts may require the consent of the property owner. The status of access to the boulder at the time of construction to provide mitigation of indirect impacts is not known at this time. If access is denied, measures to protect the pictograph rock will be limited to fencing along the limits of construction.</p>	<p>MM-CR-3.2: Concerns over the pictograph at SDI-12,209, which is situated east of the alignment, have been raised by the Native American community. The boulder with the pictograph could be affected by vibrations from blasting or heavy equipment. Measures would be required to ensure indirect impacts do not cause any damage to this feature. Measures to protect the feature may include wrapping the rock with layers of fabric to protect the pictograph image. Engineering assistance will be necessary to calculate the need for any structural shoring of the rock to prevent movement. This pictograph is located on private property, and measures to mitigate potential indirect impacts may require the consent of the property owner. The status of access to the boulder at the time of construction to provide mitigation of indirect impacts is not known at this time. If access is denied, measures to protect the pictograph rock will be limited to fencing along the limits of construction.</p>	<p>MM-CR-3.2 Page 3.5-18 of EIR</p>	<p>City of Escondido Engineering Department</p>		

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	<p>MM-CR-3.3: The pictographs located in Locus 1 of SDI-8280 are situated near the APE and may be affected by the grading of the new road. The southernmost of the pictographs is immediately adjacent to the road cut, and will be very near the construction activity, which represents a source of potential indirect impacts. To ensure the preservation of the pictograph, measures will be needed to secure the boulder from dust and debris, vibrations, and any damage to the surface of the boulder. The following measures shall be completed prior to the initiation of grading within 500 feet of the pictographs at Locus 1 of SDI-8280:</p> <p>A. The project engineer/design consultant shall devise a method to secure the slope between the southern pictograph boulder and the proposed retaining wall immediately adjacent to the pictograph.</p> <p>B. The drilling of tie rods needed to secure the retaining wall adjacent and downslope from the southern pictograph shall not cause any degradation to the soil below the pictograph that might over time affect the stability of the feature.</p> <p>C. Dust and debris from the grading of the road will affect and potentially damage the painted surface of the pictographs. Measures shall be implemented to ensure the surfaces of the boulders are protected. These measures may include the wrapping of the boulder first in a cloth to cover the boulder surface and the construction of a framework to create a barrier to flying debris. Prior to the start of grading, the City's resident engineer shall meet with the Consulting Archaeologist, the tribal representatives, and the contractor to arrive at an agreement upon which method would be preferred to accomplish the protection of the feature. If, for any reason, a mutually-agreeable method cannot be achieved by all parties, then the Consulting Archaeologist shall be responsible to implement measures to ensure the pictograph is not damaged during construction. Prior to placement of any protective materials over the pictographs, digital photographs shall be taken with the</p>	MM-CR-3.3 Page 3.5-19 of EIR	City of Escondido Engineering Department/ Consulting Archaeologist/ Contractor		

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<p>CR-4. The present study indicates that approximately 6,157 square meters of SDI-12,209 Locus 1 and 3,751 square meters of Locus 2 will be impacted by the proposed Project. Because the testing and evaluation program identified an intact subsurface deposit, the site is considered to have additional research potential. Therefore, Site</p>	<p>purpose of using technological methods to enhance the observable image while the opportunity exists prior to construction of the roadway.</p> <p>D. Following the completion of the road project, all protective materials shall be removed from the pictographs and the area returned to its natural setting.</p> <p>In addition to the protection of the pictograph features, the milling features that will be affected by the Project and that are considered sensitive to Native American groups will be preserved (and capped) or possibly moved, where possible and feasible. The majority of milling features at SDI-12,209 are far too large to move, and may be capped and preserved in the fill soil needed to raise the roadbed. Smaller milling features may be moved to the open space easement at SDI-8280. To determine which milling features within the APE will be preserved, moved, or destroyed, a field meeting will be required prior to the start of grading and will be attended by the City's engineer, the contractor, the Native American representatives, and the Consulting Archaeologist to review the inventory of milling features within the APE and determine the most appropriate candidates to move or relocate, which may be preserved by capping and will be impacted by grading. Where preservation cannot be accomplished, no additional work is required, as all the features have been previously recorded.</p> <p>MM-CR-4: Direct Impacts to Significant Elements of SDI-12,209</p> <p>For direct impacts to significant components of Site SDI-12,209 (Loci 1 and 2), mitigation of those impacts would be achieved through the implementation of a data recovery program. As a condition of approval for this Project, and prior to the initiation of any clearing, grading or construction associated with the road project within the boundaries of the cultural sites, the City shall direct the archaeological consultant to prepare a detailed research design to orientate the research perspective, stipulate the archaeological goals, address Native American concerns, and direct the excavation process. The implementation of the research design constitutes mitigation for the proposed destruction of the</p>	<p>MM-CR-4 Page 3.5-20 of EIR</p>	<p>Consulting Archaeologist</p>		

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<p>SDI-12,209 is considered an important cultural resource according to the criteria listed in CEQA, Section 15064.5, and any impacts to the cultural resource will be considered significant.</p>	<p>significant portions of archaeological Site SDI-12,209 (Locs 1 and 2) within the alignment. The mitigation of impacts shall be achieved by the excavation and analysis of a sufficient sample of the significant deposits affected to exhaust the research potential of those areas. Based on the archaeological research records for this region, and following widely applied guideline requirements from agencies in this area, mitigation of impacts through applied data recovery programs will typically target a 10 to 15 percent sample as a statistically valid recovery level for significant deposits. However, the overriding measure of the adequacy of a sample of a significant deposit is the exhaustion of research potential and achievement of a redundant artifact recovery pattern. To facilitate the periodic review of the excavation collection and assessment of the status of the information accumulated, the data recovery program will utilize a statistical sampling process that will require the evaluation of the excavation at 5 percent sample increments, or phases. At the conclusion of each phase of sampling (potentially Phases 1, 2, 3), the Consulting Archaeologist shall determine if the subsequent phase of sampling is required, using criteria listed in the research design, and potentially stratifying the subsequent sample phase to focus excavations in areas with higher research potential. The Consulting Archaeologist responsible for the mitigation program will have the latitude to adjust the stratified sampling process to maximize efforts in any particular areas that possess identified higher research potential. The sampling protocol is highlighted below, but will be presented in greater detail in the research design.</p> <p>A. The basic unit of the data recovery field program will be standard one-meter-square test units. Each unit will be excavated using common archaeological protocols for fieldwork, including the excavation of each unit in decimeter levels to a depth that exceeds the lowest depth of the cultural deposit. All excavations will be completed using hand tools and work will be approached in a careful, professional manner. All of the soil excavated from the units will be subjected to hydro-screening on-site. The use of water to separate dirt from the</p>				

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	<p>archaeological collections will ensure that any human remains are immediately revealed and will also enhance the recovery of cultural materials that may be too small to otherwise be identified. All soils will be hydro-screened through one-eighth-inch mesh hardware cloth, with at least 10 percent of the excavated sample to be screened with one-tenth-inch mesh hardware cloth to search for those elements of the deposit that otherwise would pass through the one-eighth-inch mesh. All recovered cultural materials will be bagged by provenience, labeled, and transported to a secure location for laboratory analysis.</p> <p>B. All excavations (both archaeological and construction-related) will include monitoring by Luiseño and Kumeyaay MLDs (or their designated representatives).</p> <p>C. Detailed field maps will be completed using Global Positioning System technology with submeter accuracy to record all excavations and features encountered.</p> <p>D. Phase I of the fieldwork program will include a five percent hand-excavated sample of each identified subsurface deposit that will be directly impacted.</p> <p>E. At the completion of Phase I, the Consulting Archaeologist shall evaluate the results and consider issues of site integrity, data redundancy, spatial and temporal patterning, features, and other relevant topics in order to assess the adequacy of the initial five percent sample. The Consulting Archaeologist shall communicate with the City of Escondido and County of San Diego the results of the Phase I evaluation and recommendation for Phase II additional work. Based on this assessment, the site will be stratified to delineate areas with further research potential or the potential to produce features. A second phase of field investigations would consist of an additional 5 percent sample of that stratified area with further research potential. Adjustments in the sample size shall be an option of the Consulting Archaeologist should the assessment of the sources of the Phase I sample indicate the Phase II sample should be less than 5</p>				

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	<p>percent.</p> <p>F. Implement Phase II of fieldwork, as necessary. Upon completion of the second phase of sampling, the Consulting Archaeologist will evaluate the success of the Phase II and consider the need for further sampling. The Consulting Archaeologist shall submit the results of this evaluation to the City of Escondido and County of San Diego as well as any recommendations for Phase III additional excavations. Should this analysis confirm research potential remains, a third phase (Phase III) will be employed. Typically, as a product of site organization and use pattern during the Late Prehistoric period, the sampling process will identify a core area of more intense artifact concentration and variety of artifact types. The final phase (Phase III) of the stratified sample would commonly employ a large block excavation to focus Phase III efforts only upon the core deposit.</p> <p>G. Implement Phase III of sampling if determined to be necessary.</p> <p>H. Conduct an intensive laboratory program for all recovered cultural materials. All items in the collection will be subjected to standard laboratory procedures of cleaning, cataloging, data entry, and artifact analysis including lithics analysis, ceramics analysis, faunal analysis, floral analysis, assemblage analysis, and radiocarbon dating.</p> <p>I. Provide evidence to the satisfaction of the City that all archaeological materials recovered, during both the significance testing and data recovery phases, have been curated according to current professional repository standards. The collections and associated records shall be transferred, including title, to an appropriate curation facility within San Diego County, to be accompanied by payment of the fees necessary for permanent curation. Agreements with the Native American representatives regarding elements of the archaeological excavation recovery will supersede curation requirements if these artifacts are requested by the tribes for repatriation,</p>				

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<p>CR-5. The alignment for Citracado Parkway will pass through two significant prehistoric sites and across an area used extensively by prehistoric inhabitants of this village complex. The potential exists that undocumented cultural deposits may be encountered during grading of the Project. Impacts to undocumented elements of SDI-8280 or SDI-12,209 may be significant.</p>	<p>relocation, and/or reburial.</p> <p>Complete and submit the Final Technical Report to the satisfaction of the City.</p> <p>MM-CR-5: Potential Impacts to Undocumented Cultural Deposits During Grading</p> <p>The construction of the Citracado Parkway Extension would require the implementation of a MMRP. The basis for this requirement is that the construction APE will include known significant cultural resources and areas where potentially important cultural deposits could be discovered. To identify any significant and previously undocumented elements of SDI-8280 and SDI-12,209, the MMRP will require the presence of an archaeological monitor, as well as Luiseño and Kumeyaay Native American monitors, during all grading and trenching associated with the project. The actual building of the roadway following the completion of earthwork will not require monitoring, although periodic visits by the monitors will be conducted to ensure the adjacent cultural resources remain intact. The MMRP shall state the following:</p> <p>MM-CR-5.1: During the cutting of previously undisturbed soil, archaeological and Native American monitors shall be on-site full time to perform inspections of the excavations. The presence of the Consulting Archaeologist is a mandatory grading requirement; however, the Native American monitors may choose to monitor at their discretion during the grading program. The number of monitors permitted on the Project will depend on the rate of excavation, the number of areas being graded at any one time, the materials excavated, and the presence and abundance of artifacts and features. The Consulting Archaeologist shall provide the City with a rationale for the number of monitors needed to comply with the mitigation measure. Safety issues and protocols will be cited in those instances where the number of individuals on-site may be limited due to hazardous conditions. Because of the constrained work environment, a monitoring team shall typically include one archaeological monitor and two Native American monitors, one Kumeyaay and one Luiseño. The</p>	<p>MM-CR-5 Page 3.5-22 of EIR</p>	<p>City of Escondido Planning Department</p>		
		<p>MM-CR-5.1 Page 3.5-23 of EIR</p>	<p>Consulting Archaeologist</p>		

Nature of Impact	Mitigation Measure	Identification No. Location in Doc.	Responsibility for Implementation	Certified Initials/Date	Comments
	supervising archaeologist will recommend additional monitoring teams should multiple work areas be graded simultaneously.				
	MM-CR-5.2: Prior to the initiation of grading, the contractor shall organize a preconstruction meeting of all personnel scheduled to work on the grading and construction phases of the project. The purpose of this meeting will be a Worker's Education Program to instruct the workforce about the cultural resources associated with the Project, the sensitivity of these resources to the local Native American community, and the protocols to be followed should any workers encounter artifacts during work on the project. The Consulting Archaeologist shall conduct the Worker's Education Program and shall include the Native American representatives as part of the presentation of Native American concerns.	MM-CR-5.2 Page 3.5-23 of EIR	Contractor/ Consulting Archaeologist		
	MM-CR-5.3: Isolates and clearly nonsignificant deposits will be documented in the field but will not be subjected to data recovery mitigation.	MM-CR-5.3 Page 3.5-23 of EIR	Consulting Archaeologist		
	MM-CR-5.4: In the event that previously unidentified and potentially significant cultural resources are discovered, the Consulting Archaeologist or Native American monitor shall have the authority to divert or temporarily halt ground disturbance operations to review possible discoveries. This temporary diversion of work shall be as brief as possible; however, if a discovery is confirmed, the supervising archaeologist shall report this to the City's resident engineer. The discovery location shall be secured from further disturbance to allow evaluation of potentially significant cultural resources. The Consulting Archaeologist shall contact the City's resident engineer at the time of any discovery. The Consulting Archaeologist, in consultation with tribal representatives, shall determine the significance of the discovered resources. For any significant cultural resources discovered during monitoring of grading, further mitigation measures (data recovery) will be necessary to complete the impact mitigation. A detailed description of additional mitigation measures will be prepared by the Consulting Archaeologist and approved by the City, prior to	MM-CR-5.4 Page 3.5-23 of EIR	Consulting Archaeologist / City of Escondido Engineering Department		

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	implementation. If any human remains are discovered, the County Coroner shall be contacted (see MM-CR-2). In the event that the remains are determined to be of Native American origin, the MLDs shall be contacted to determine proper treatment and disposition of the remains.				
	MM-CR-5.5: In areas within the APE where significant deposits have been identified, controlled grading may be implemented to carefully peel away layers of soil, which could expose features or human remains with minimal damage. The Consulting Archaeologist, in conjunction with Native American monitors, shall determine when and where controlled grading is needed based upon the results of the Data Recovery Program and any new discoveries made during grading. The pace, depth, duration, and location of the controlled grading protocol will be made in concert with tribal monitors but will ultimately be the responsibility of the Consulting Archaeologist to grade and implement the program.	MM-CR-5.5 Page 3.5-24 of EIR	Consulting Archaeologist		
	MM-CR-5.6: All cultural material collected during the grading monitoring program shall be processed and curated according to current professional repository standards and as required by the environmental policies and guidelines of the County of San Diego. The collections and associated records shall be transferred, including title, to an appropriate curation facility within San Diego County, to be accompanied by payment of the fees necessary for permanent curation. Agreements with the MLDs (Pre-Excavation Agreement) regarding human remains and associated grave goods will supersede curation requirements and all human remains and associated grave goods will be submitted to the tribes for repatriation, relocation, and/or reburial.	MM-CR-5.6 Page 3.5-24 of EIR	Consulting Archaeologist		
	MM-CR-5.7: A section of the final data recovery report for the Citracado Extension Project shall include a description of the mitigation monitoring program and a report of all findings made during the monitoring process. Copies of the mitigation and monitoring report will be provided to the City of Escondido, County of San Diego, the Native American tribes, and the South Coastal Information Center at San	MM-CR-5.7 Page 3.5-24 of EIR	Consulting Archaeologist		

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<p>Construction-generated noise associated with the proposed Project would not result in significant temporary noise impacts to noise-sensitive receptors. The proposed Project would not expose local sensitive receptors to significant temporary impacts resulting from groundborne vibrations</p> <p>NOISE-1. With implementation of the proposed Project, 2014 noise levels would range from 54 to 71 dBA CNEL; 31 receptors would be exposed to noise levels equal to or greater than 60 dBA CNEL and 10 receptors would be exposed to noise level greater than 65 dBA CNEL. Noise-level increase under the Build Condition in 2014 would range from -4 to 21 dBA over the projected 2014 No Build and 1 to 24 dBA over existing 2010 noise levels; 16 receptors would be exposed to a noise-level increases of 5 dBA or greater when comparing the 2014 Build and No</p>	<p>Diego State University. The final technical report and the curation of collections shall be completed within 1 year of the termination of fieldwork and monitoring and grading.</p> <p>No construction-related temporary noise impacts to sensitive receptors were determined in the preceding analysis. As a result, construction-related noise impacts would be less than significant.</p> <p>MM-NOISE-1: Sound Walls</p> <p>Soundwalls shall be constructed as shown in Figure 3.9-3. To reduce noise levels to 65 dBA CNEL or less, soundwall 1 (SW1) and soundwall 2 (SW2) shall be 10 feet in height and soundwalls 3-5 (SW3-SW5) shall be 8 feet in height. Additionally, to achieve a noticeable reduction (i.e., 3 dBA) an 8-foot-high soundwall (SW6) shall be constructed for R24 and R31, 6-foot-high soundwalls (SW7+SW8) shall be constructed for R34 and R35, and a 12-foot-high soundwall shall be constructed for R37 (SW9).</p> <p>Mitigation was designed for R36 due to a cumulatively considerable impact but was determined infeasible, as no configuration could achieve a 3 dBA reduction due to the design and access requirements of the lot.</p> <p>While the proposed Project would result in a substantial permanent increase in noise levels, with inclusion of the modeled walls in the proposed project at the specified heights, the proposed Project would not expose local noise-sensitive receptors to noise levels in excess of 65 dBA CNEL and would not exceed interior noise level standards.</p> <p>Given the City's goal of 60 dBA, even with the implementations of proposed mitigation, the proposed Project would result in a significant unavoidable impact at receptors R2, R4 through R10, R14 through R16, R18 through R20, R23, R24, R26 through R29, and R36, as noise levels would continue to exceed 60 dBA CNEL.</p> <p>As the walls for R34, R35, and R37 are located on private property, permission would be required by the property</p>	<p>MM-Noise-1 Page 3.9-24 of EIR</p>	<p>Contractor</p>		

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<p>Build Conditions.</p> <p>Under 2030 conditions all receptors except R33, and R39 would be exposed to noise levels in excess of 6 dBA or to noise increases over existing 2010 conditions of greater than 5 dBA. The Project would result in a cumulatively considerable substantial increase in noise levels, i.e. an increase greater than 1 dBA with Project, at receptors R22, R27, R28, R30, R31, R34, R35, R36, R37, R38. Based on the noise levels presented in Table 3.9-8, R22, R27, R28, R30, R31, R34 and R36 would be exposed to a substantial increase in noise levels and a noise level in excess of 60 dBA CNEL. Therefore, the proposed Project would cause a significant impact at R22, R27, R28, R30, R31, R34, and R36 (NOISE-1).</p>	<p>owners to construct the soundwalls. Thus, it cannot be guaranteed that the soundwalls for these locations can be built. If the identified soundwalls cannot be built, impacts at these receptors would be significant and unavoidable.</p>				

Nature of Impact	Mitigation Measure	Identification No. Location in Doc.	Responsibility for Implementation	Certified Initials/Date	Comments
<p>TR-1. For the year 2014 forecast scenario, the proposed Project would have a significant adverse impact on the operations of the intersection at Citracado Parkway and West Valley Parkway (level of service [LOS] at this intersection would decline from LOS D to LOS F with Project implementation).</p>	<p>It is recommended that this intersection be left unimproved until Citracado Parkway can be extended to the east to connect to Interstate 15 (I-15) and/or lane geometry improvements can be made at the intersection. No mitigation measures are proposed as a part of this Project, and this impact would remain significant and unavoidable.</p>	<p>MM-TR-1 Page 3.10-11 of EIR</p>			
<p>TR-2. For the year 2014 and year 2030 forecast scenarios, the proposed Project would have a significant adverse impact on the operations of the intersection at Del Dios Highway and Via Rancho Parkway. Year 2014 and year 2030 LOS at this intersection would be LOS F with Project implementation. The proposed Project would reduce the AM LOS value from LOS D to LOS F, and would also cause an incremental contribution to PM traffic volumes at the intersection that would result in a significant increase in motorist delay compared to the no project condition.</p>	<p>In the event that this intersection receives no San Diego County (County) improvements, or if the City of Escondido (City) does not complete the Citracado Parkway link to I-15, then this impact would remain significant and unavoidable. No mitigation measures are proposed as a part of this Project (although other planned improvements would likely reduce this impact), and this impact would remain significant and unavoidable.</p>	<p>MM-TR-2 Page 3.10-12 of EIR</p>			

Nature of Impact	Mitigation Measure	Identification No. Location in Doc.	Responsibility for Implementation	Certified Initials/Date	Comments
<p>TR-3. For the 2014 forecast scenarios, the proposed Project would have a significant adverse impact on the operations of the Via Rancho Parkway street segment south of Del Dios Highway. The average daily LOS for this segment would decline from LOS D to LOS E with Project implementation.</p>	<p>No mitigation measures are proposed as a part of this Project, and this impact would remain significant and unavoidable.</p>	<p>MM-TR-3 Page 3.10-13 of EIR</p>			
<p>TR-4. For the 2014 forecast scenarios, the proposed Project would have a significant adverse impact on the operations of the West Valley Parkway/Del Dios Highway (where Del Dios Highway begins within the County limits) segment between Citracado Parkway and Via Rancho Parkway. The average daily LOS for this segment would be LOS F with or without Project implementation. Although the proposed Project would not reduce the LOS value (LOS F is the lowest rating), the incremental contribution of the Project to traffic volumes along the segment would exceed the County's significance criteria for a significant impact by adding 200 or</p>	<p>No mitigation measures are proposed as a part of this Project, and this impact would remain significant and unavoidable.</p>	<p>MM-TR-4 Page 3.10-13 of EIR</p>			

Nature of Impact	Mitigation Measure	Identification No. Location in Doc.	Responsibility for Implementation	Certified Initials/Date	Comments
<p>more average daily trips (ADT) to a street segment performing at LOS F.</p> <p>TR-5. Temporary vehicular traffic disruptions and detours during Project construction would result in a temporary short-term adverse impact on alternative transportation facilities.</p>	<p>MM-TR-5: A Traffic Management Plan would be prepared to address the traffic control procedures during construction of the proposed Project. The plan would include measures to provide alternate routes for bicyclists and pedestrians that would use facilities affected by Project construction. Implementation of an approved Project Traffic Management Plan would reduce this impact to less than significant.</p>	<p>MM-TR-5 Page 3.10-11 of EIR</p>	<p>City of Escondido Planning Department</p>		