CITY OF ESCONDIDO
PLANNING DIVISION
201 NORTH BROADWAY
ESCONDIDO, CA 92025-2798
(760) 839-4671

MITIGATED NEGATIVE DECLARATION

CASE NO.: AZ 10-0002

DATE ISSUED: Tuesday, October 19, 2010

PUBLIC REVIEW PERIOD: October 19, 2010 – November 8, 2010

PROJECT DESCRIPTION: a.) A Disposition and Development Agreement (DDA) to assist in financing and to implement construction of a Triple-A (AAA) Minor League Baseball (MiLB) ballpark; and b.) An amendment to the Escondido Zoning Code to allow Ballparks and Stadiums in the General Industrial (M-1) and Heavy Industrial (M-2) zones subject to a planned development or conditional use permit, and to allow Government Services as a permitted use in these zones. The proposed 244,240 gross square foot (gsf) ballpark would provide seating for 9,000 persons with approximately 7,500 fixed seats and an additional 1,500 persons accommodated within a lawn area, general-admission bleachers and private suites. The ballpark would also include restaurant space, concession stands and a team retail store. Parking for the ballpark would be accomplished through a combination of dedicated surface parking lots, existing on-street parking, and public parking lots, all located within a 20-minute walk of the facility; up to 331 spaces are proposed on the ballpark site. The southern 650-foot long segment of N. Spruce Street would be vacated and rerouted around the ballpark, north of its intersection with Norlak Avenue and existing utilities (i.e., water, sewer, stormwater) beneath the road would be relocated. Several off-site sewer lines and recycled water lines would also have to be rerouted to accommodate the ballpark improvements. Upgrades to the off-site potable water lines in Norlak Avenue and Quince Street would be required to meet fire-flow requirements. The proposed ballpark would require the demolition of approximately 125,700 square feet (sf) of existing structures, including the City Public Works Administrative offices, a private plumbing business, a North County Transit Development (NCTD) bus storage facility, asphalt/concrete hardscape and street-side landscaping. The NCTD bus storage facility, some of the Public Works operations and up to 844 parking spaces would be relocated onto the City's western Public Works Yard. The preliminary project construction schedule indicates that construction activities would commence in Winter 2011 and be completed before the Spring 2012 baseball season (i.e., April 2012).

LOCATION: The ballpark is proposed on 15.3 acres located north of Norlak Avenue and south of W. Washington Avenue, on either side of N. Spruce Street (APN: 232-090-28, 44, 54, and 57; and 232-091-28 and 29). Offsite shared parking and the relocated NCTD bus storage facility and some Public Works yard operations are proposed on 10.32 acres located on the City-owned parcel on south side of W. Washington Avenue (APN: 232-090-70).

APPLICANT: City of Escondido

An Initial Study has been prepared to assess this project as required by the California Environmental Quality Act and Guidelines, Ordinance and Regulations of the City of Escondido. The Initial Study is on file in the City of Escondido Planning Division.

Findings: The findings of this review are that the Initial Study identified potentially significant impacts associated with biological resources, cultural resources/paleontology, geology/soils, hazards and hazardous materials, noise, and transportation/traffic. However, mitigation measures incorporated into the project, and agreed to by the applicant, would reduce impacts to a less than significant level.

Barbara J. Redlitz, AICP
Director of Community Development

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MITIGATED NEGATIVE DECLARATION

BALLPARK PROJECT

(Case No.: AZ 10-0002)

ENVIRONMENTAL CHECKLIST SUPPLEMENTAL COMMENTS

INTRODUCTION

This **Mitigated Negative Declaration** assesses the environmental effects of the proposed project involving construction and operation of an approximately 9,000-seat triple-A (AAA), minor league baseball (MiLB) ballpark(the "Ballpark") on approximately 15.3 gross acres of land (14.5 net acres excluding public right-of-way) in the western portion of the City of Escondido (City), north of Norlak Avenue and south of W. Washington Avenue, on either side of N. Spruce Street (APN: 232-091-28, 232-091-29, 232-090-54, 232-090-28, 232-090-57, 232-090-43 and 232-090-44). A surface parking lot would be constructed on a portion of the City-owned parcel on south side of W. Washington Avenue (APN: 232-090-72).

The City of Escondido is proposing to build the Ballpark to serve as the home field for an AAA MiLB team that a group of investors led by Jeff Moorad intends to purchase from its current owner in Portland, Oregon. The "Portland Beavers" team would relocate to a temporary location in Spring 2011 and begin play at the proposed new Ballpark as early as Spring 2012, if construction is completed by such time. While the primary function of the Ballpark is for AAA baseball games; it is also expected to accommodate other events including concerts, public gatherings, graduations, speaking engagements, and other similar community events and activities.

An Initial Study Environmental Checklist was prepared for this project and is included as a separate attachment to the Supplemental Comments within this report. The information contained in the Initial Study Environmental Checklist and the Supplemental Comments will be used by the City of Escondido to determine potential environmental impacts associated with the proposed development. The City of Escondido General Plan Update Environmental Impact Report (EIR) is incorporated by reference (April 2000). The EIR is available for review at the City of Escondido Planning Division offices, located at 201 North Broadway, Escondido, CA 92025.

The detailed Supplemental Comments included in this document identify and evaluate physical impacts to the environment associated with developing and operating the project based on preliminary review of a variety of environmental factors identified in the attached Environmental Checklist. In analyzing the project, it has been determined that potentially significant impacts related to Biological Resources, Cultural Resources, Geology/Soils, Noise, Hazards and Hazardous Materials, Noise and Transportation/Traffic would occur. Based on information and documentation incorporated in the analysis, it has been concluded that this Initial Study

*warrants issuing a **Mitigated Negative Declaration** (MND). This MND acknowledges that certain aspects of the project would cause significant impact(s) on the environment but those impacts would be reduced to an acceptable level by incorporating mitigation measures identified in the MND. As provided by the California Environmental Quality Act (CEQA), the City of Escondido will act as the Lead Agency because of its role in reviewing and potentially approving or issuing permits for the project.*

As mandated by CEQA Guidelines Section 15105, affected public agencies and the interested public may submit comments on the **Mitigated Negative Declaration** in writing before the end of the **20-day** public review period starting on **October 19, 2010** and ending on **November 8, 2010**. Written comments on this environmental document shall be submitted to the following address by 5:30 PM **on November 8, 2010**.

City of Escondido
Planning Division
201 North Broadway
Escondido, CA 92025-2798
Attention: Barbara Redlitz, Director of Community Development
Telephone: (760) 839-4546
Fax: (760) 839-4313
e-mail: bredlitz@escondido.org

Following the close of the public comment review period, the City of Escondido will consider this **Mitigated Negative Declaration** and all received comments in taking action on the proposed project.

A printed copy of this document and associated plans and/or documentation are available for review during normal operation hours for the duration of the public review period at the City of Escondido Planning Division at the address shown above.

DETAILED PROJECT DESCRIPTION / LOCATION

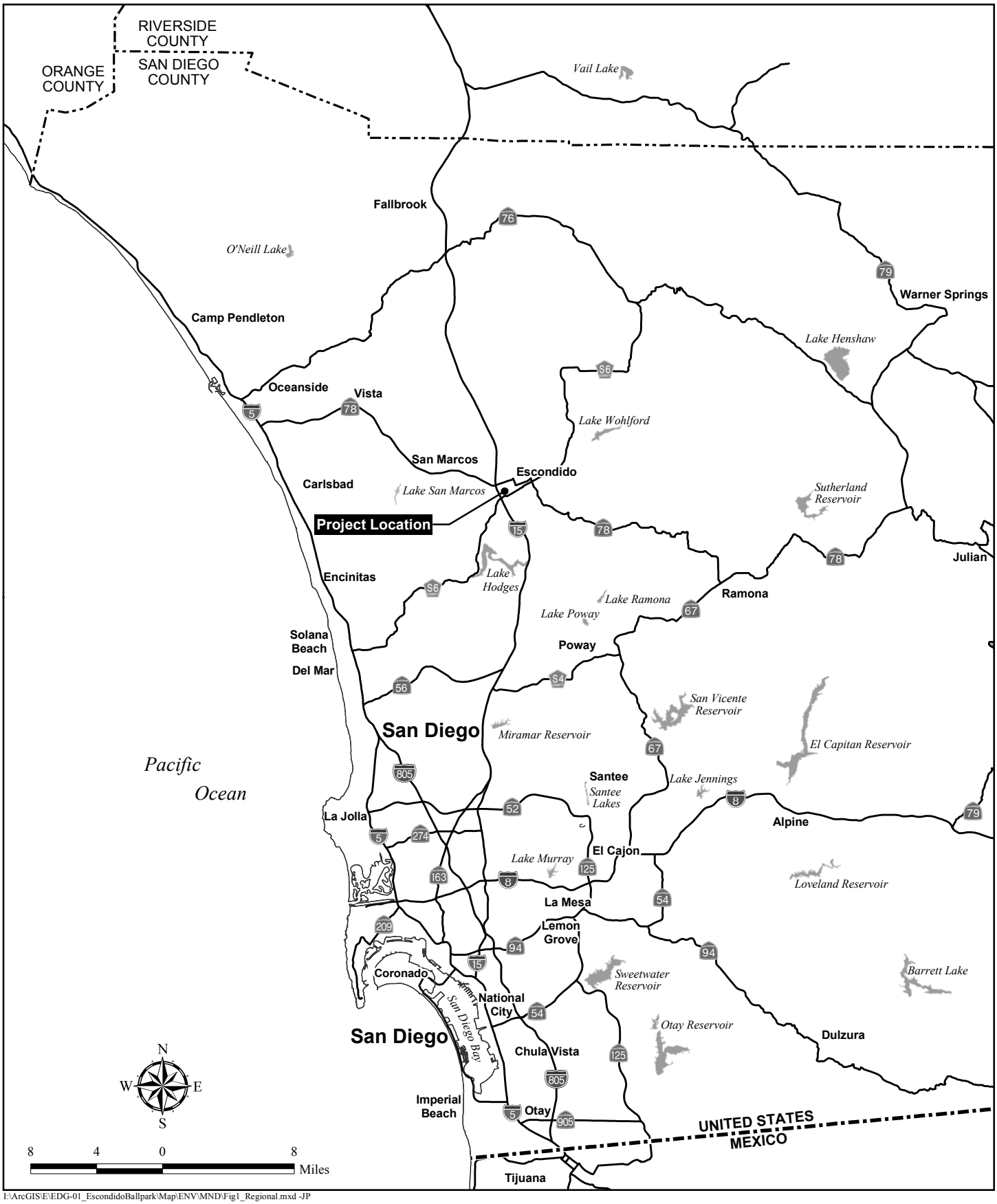
Location

The proposed Escondido Ballpark (Ballpark) would be located on approximately 14.5 acres of land in the western portion of the City of Escondido (City), north of Norlak Avenue and south of W. Washington Avenue, on either side of N. Spruce Street (see Figures 1 and 2). The six adjacent parcels of land which are proposed to support the project are identified by the following Assessor Parcel Numbers: 232-091-28, 232-091-29, 232-090-54, 232-090-28, 232-090-57, 232-090-43 and 232-090-44. Dedicated parking areas would be developed for the Ballpark on a portion of an approximately 10.32-acre lot located along the west side of N. Spruce Street near the Ballpark and south of W. Washington Avenue, identified by APN 232-090-72 (see Figure 2). The City's Public Works operations and the North County Transit District (NCTD) bus parking facility currently located on the Ballpark site also would be relocated to a portion of the City property adjacent to the off-site parking lot.

Project Description

Ballpark

The Ballpark and associated dedicated parking areas are depicted on Figure 3. The maximum 244,240 gross square foot (gsf) Ballpark would accommodate up to 9,000 persons with approximately 7,500 fixed seats and an additional 1,500 persons accommodated within a lawn area and general-admission bleachers located beyond the outfield wall, as well as private suites integrated into the Ballpark (Figure 4).



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Regional Location Map

ESCONDIDO BALLPARK

HELIX

Figure 1

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Project Location Map

ESCONDIDO BALLPARK

HELIX

Figure 2

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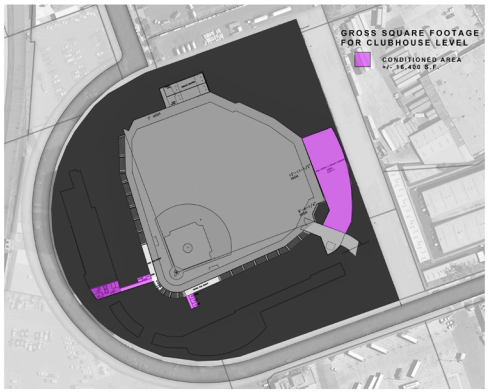
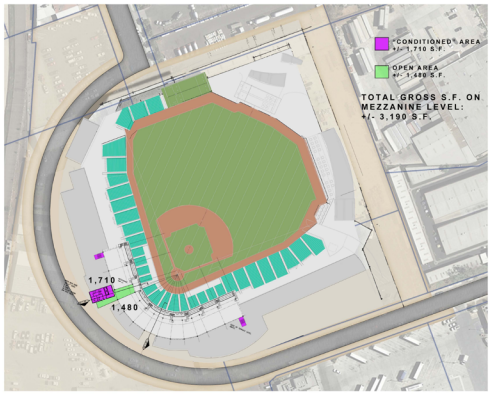
Project Components

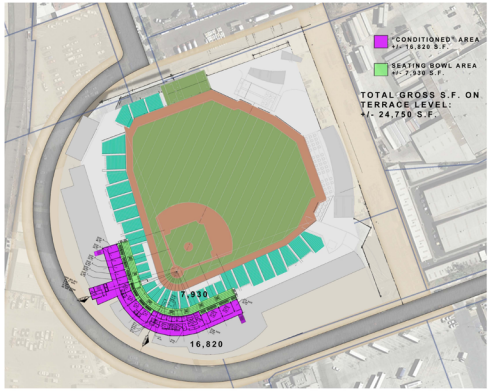
ESCONDIDO BALLPARK

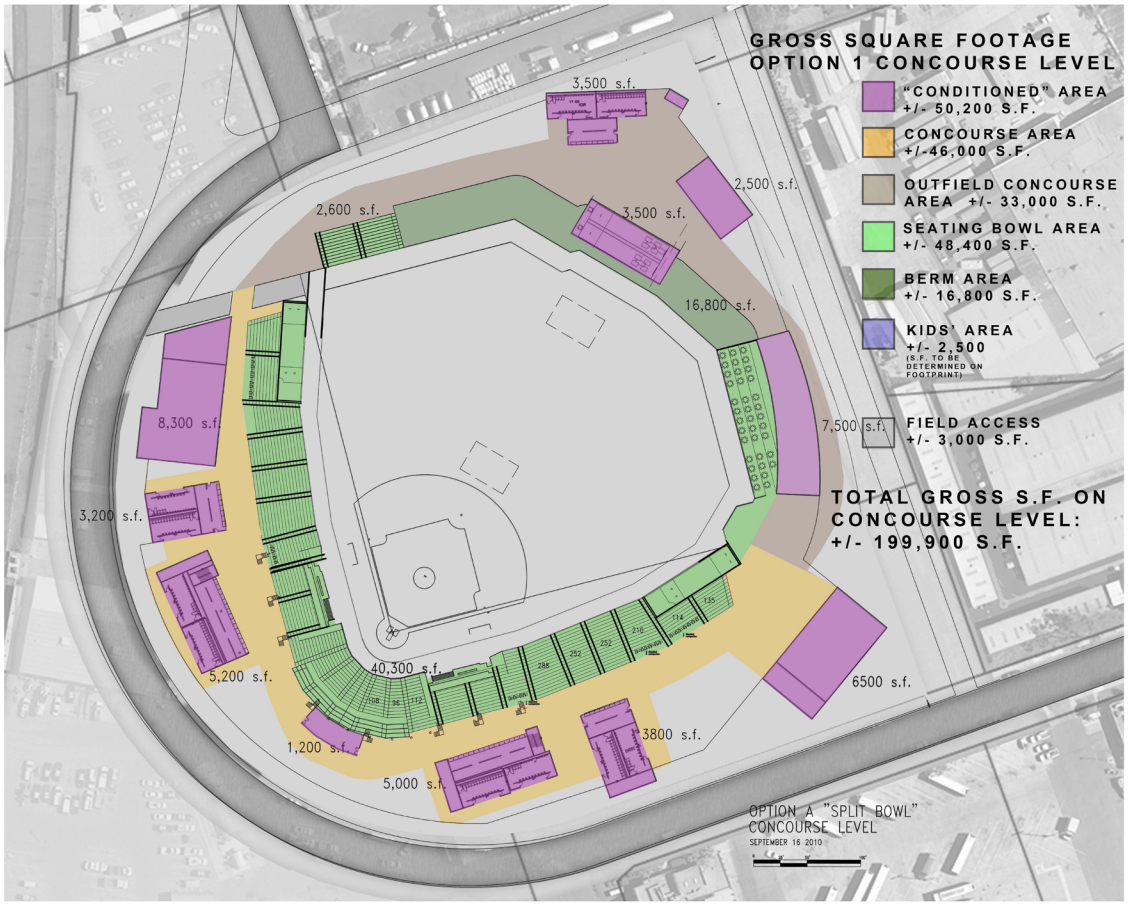
HELIX

Figure 3









TOTAL GROSS SQUARE FOOTAGE:

CLUBHOUSE:	+/- 16,400 S.F.
CONCOURSE:	+/- 199,900 S.F.
MEZZANINE:	+/- 3,190 S.F.
TERRACE:	+/- 24,750 S.F.
TOTAL:	+/- 244,240 S.F.

Source: Populous 2010

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Conceptual Ballpark Plan

ESCONDIDO BALLPARK

HELIX

Figure 4

The Ballpark would also include:

- a special event/restaurant space;
- various concession stands and kiosk carts;
- vendor pantries;
- a commissary, central kitchen, and suite-level pantries;
- a team retail store;
- novelty stands and kiosks;
- restrooms;
- a fan information/customer relations area; and
- first aid station.

The press area of the Ballpark would include media facilities such as press box areas, a lounge, TV broadcast and radio booths, a scoreboard/public address booth, a staff booth, a press conference room, a crew area, and storage room.

Clubhouse facilities would include a home team and a visiting team clubhouse, umpire facilities, an auxiliary locker room, laundry room, and a batting tunnel to be shared by the home and visiting teams. Additional facilities would include service and operations facilities such as employee areas and administrative offices, ticket offices, day-of-game staff and locker rooms, security areas, janitorial areas, maintenance and storage rooms, and miscellaneous items such as television monitors throughout the concourses. Approximately 14 ticket windows would be located on site, including ten ticket windows located at an exterior-facing location. Controlled openings or entrances to the Ballpark would provide pedestrian access into the baseball stadium. Turnstiles would be situated at each entrance to the Ballpark to control spectator access.

The field facilities would consist of a natural grass playing surface, foul poles, backstop, netting, and field walls, warm-up bullpens in the outfield, a scoreboard/videoboard, and advertising signage. A distributed public address system (rather than a central speaker system) would be used throughout the game. The playing field would be oriented toward the northeast (see Figure 4). The stands and buildings surrounding the playing field would reach a maximum height of 50 feet above grade.

The Ballpark area would be lit for security and safety reasons and to allow lighted baseball play and other evening events. Field lighting would be accomplished using a series of light fixtures placed atop eight lighting poles ranging in height from 110 to 120 feet above the Ballpark stands. Field lighting would meet the lighting specifications for an AAA stadium. Shielding would be integrated into the lighting fixtures, to the extent feasible, to minimize overspill into adjacent properties.

The Ballpark would host approximately 70 regular home games each season which would generally occur between the months of April and September. Games would be played throughout the week in the afternoon and evening hours. Afternoon games would start between the hours of 12 noon and 3:00 PM, and evening games would start around 7:00 PM. Games would generally last an average of three hours. The average allocation of games during different days and times of the week, based on a typical AAA baseball team schedule, would be as follows: weekday afternoon (7%), weekday evening (41%), weekend afternoon (17%) and weekend evening (35%).

Despite the fact that the Ballpark could hold up to 9,000 spectators, attendance at a typical ball game is estimated to average around 6,750 persons. This estimate is based on a review of five years of attendance records for similar ballparks throughout Minor League Baseball (MiLB), including the Portland Beavers and Lake Elsinore Storm. This research indicated that MiLB games typically draw less than their full capacity on any given day of the season. Attendance records for the Portland Beavers indicate that the attendance for 85% of

the games on an annual basis did not exceed 5,499 spectators, which represents 28% of that ballpark's capacity of 19,600 seats. Attendance records for the Lake Elsinore Storm indicated that the attendance for 85% of the games was 3,344 spectators, which represents 42% of that ballpark's capacity of 7,900. Using the higher attendance figure associated with the Portland Beavers, an attendance of 5,500 spectators at the proposed Ballpark would represent 61% of its capacity. However, an attendance of 6,750 (or 75% capacity) was assumed in order to provide a more conservative basis for impact analysis.

Approximately 200 permanent employment opportunities would be created by the proposed project, including administrative personnel and team employees.

In addition to ballgames, the Ballpark could host a variety of other events, such as concerts. Many of these events would utilize the entire Ballpark while others may utilize the Ballpark in an amphitheater configuration with a temporary stage set up either in the outfield or near second base. The operational hours for such events would be similar to that of the ballgames, but would require a special event license or permit from the Planning Director.

Signage would be placed on and around the Ballpark to facilitate identification and way-finding for spectators and visitors, as well as for product advertising. All signage, including advertising signage, would comply with the City's Municipal Code requirements.

Although detailed plans have not been developed, street trees and other landscaping would be installed on and around the Ballpark site to provide visual interest. Grass turf would be used in the lawn seating area outside of the outfield. Any mature trees removed during construction would be replaced on a 1:1 basis with specimen-sized trees in accordance with the City's Grading and Landscape Ordinance. Recycled water would be used to irrigate all proposed landscaping, as discussed below in the Utilities and Service Systems analysis.

Site Access

Access to the Ballpark would be via public roads, sidewalks and public concourses that would surround the facility. Regional vehicular access to the Ballpark would be via Interstate-15 (I-15) and State Route 78 (SR-78). Vehicles from I-15 would exit Valley Parkway and take N. Quince Street to the Ballpark area, while other vehicles would exit SR-78, at Center City Parkway. In the future, carpools and buses could also access the ballpark area using the Hale Avenue Direct Access Ramps (DAR) off of I-15. Locally, vehicular access to the site would be from W. Washington Avenue to N. Spruce Street and N. Quince Street to Norlak Avenue. N. Spruce Street would be realigned to curve around the proposed Ballpark.

Pedestrians walking from the parking spaces and lots in the Ballpark area would use sidewalks and/or footbridges to access the Ballpark. The site would also be accessible from the Escondido Transit Center along Valley Parkway (see Figure 2), which features local bus service and a Sprinter rail station. Spectators choosing to travel by public transit would access the Ballpark by walking from the Inland Rail Trail that connects with the Escondido Transit Center via a footbridge over Escondido Creek (see Figure 2). From the bridge, spectators would travel the paved trail to a gate that is located at the terminus of N. Spruce Street, a total distance of approximately 500 feet.

The Ballpark property would be fenced for security purposes to prevent unauthorized access to the field during non-operating hours. Access to the exterior ticket windows would be more widely available throughout the week. The lawn area outside the outfield could be open to the public during daylight hours when no events are occurring in the Ballpark.

Parking

Although the State CEQA guidelines have been recently revised to delete parking supply as an impact to be analyzed, this MND provides discussion of parking to inform the public and decision makers of the anticipated parking demand and supply for the proposed Ballpark. The following discussion is based on the results of parking study completed for the Ballpark (Linscott, Law and Greenspan [LLG] 2010a).

Parking for the Ballpark would be provided through a combination of proposed dedicated parking, as well as existing parking including on-street parking, public parking lots, and/or shared surface parking lots, all located within a 20-minute walk of the facility. Based upon an anticipated average attendance of 6,750 spectators and an estimated 2.7 persons per car along with 200 employees with a ridership of one per car, the parking demand for 6,750 spectators and 200 employees would be approximately 2,105 spaces.

Dedicated Ballpark parking would consist of up to 1,175 spaces which would occur in three locations. As illustrated in Figures 2 and 3, two dedicated parking areas (referred to as the N. Spruce Street North and South Lots) would be created on the west side of N. Spruce Street across from the Ballpark property. Up to 331 parking spaces would be created within these two parking areas accessible from N. Spruce Street. A third dedicated parking area (referred to as the Western Lot) would be created on property which is also be currently used by the City of Escondido for public work operations. This parking area is located south of W. Washington Avenue, west of the intersection of Rock Springs Road (see Figures 2 and 3). The Western Lot would create up to 844 dedicated parking spaces for Ballpark events. The balance of the Ballpark parking would be provided from existing supply in the project area, which equates to anywhere from approximately 2,900 to 3,400 spaces depending upon if there are other events going on in downtown Escondido.

Based on a parking study completed for the Ballpark (LLG 2010a), parking located within a 20-minute walk of the Ballpark would be readily used by persons attending Ballpark events. According to the parking study the dedicated parking, described above, combined with existing parking available along public streets as well as within public and private parking lots within a 20-minute walk would be adequate to meet the demand of a typical Ballpark event. In addition, the City would prepare and implement a Transportation Management Plan (TMP) for the Ballpark which would provide recommendations for traffic control, signage, preferred parking and route information for the public and alternative transportation coordination.

Public Improvements

A number of infrastructure improvements would be made as part of the Ballpark project, including street and utility realignments. The proposed Ballpark would require the relocation of the southern segment of N. Spruce Street, as shown in Figure 3. Specifically, the southern 650-foot long segment of N. Spruce Street would be vacated and rerouted around the Ballpark, north of its intersection with Norlak Avenue. In addition to rerouting the travel lanes around the Ballpark, existing utilities (i.e., water, sewer, and storm water) beneath the road would be relocated. Several off-site sewer lines and recycled water lines would also have to be rerouted to accommodate the Ballpark improvements. Upgrades to the off-site potable water lines in Norlak Avenue and Quince Street would be required to meet fire-flow requirements as discussed under the Utilities and Services Systems discussion below.

Construction

Grading of the Ballpark site and off-site parking lot would be balanced and include an estimated 43,000 cubic yards of excavation and 43,000 cubic yards of fill. No material would be expected to be imported or exported.

The proposed Ballpark would require the demolition of approximately 125,700 square feet (sf) of existing structures, including the City Public Works Administrative offices, a substance abuse treatment center, a plumbing supply business, the NCTD bus storage facility; asphalt/concrete hardscape; and street-side landscaping. In accordance with California Redevelopment Law, the City would provide relocation assistance to the displaced plumbing business. The City property along W. Washington Avenue would also be used to accommodate the NCTD bus storage facility, as well as the City's Public Works offices, both of which would also be displaced by the Ballpark. It is anticipated that the NCTD bus yard and City offices would be located at the north end of the City property and the dedicated parking would be located at the south end with access to the footbridge over Reidy Creek.

The preliminary project construction schedule indicates that construction activities would commence by Winter 2011 and be completed before the Spring 2012 baseball season (i.e., April 2012).

Proposed Zoning

The Ballpark site is in a downtown revitalization area of the City, and is within the Escondido Redevelopment Project Area. Zoning on the various parcels consists of: Light Industrial M-1 (APNs 232-091-28 and 232-091-29), General Industrial M-2 (APNs 232-090-28 and 232-090-54), and Flood Control Channel FCC (232-090-57 and 232-090-44). The City-owned parcel on south side of W. Washington Avenue (APN: 232-090-72) is zoned M-2. The M-1 and M-2 properties are designated General Industrial (GI) in the Escondido General Plan, while the FCC properties are designated Specific Planning Area 9 (SPA 9). As part of project approval, the City would amend the Light Industrial zone and the General Industrial zone to allow the Ballpark use upon approval of a Conditional Use Permit (CUP) or Planned Development Permit (PDP), and to allow government services (such as the NCTD bus storage facility and Public Works offices, as a permitted use in these zones.

Proposed Easements

Development of the Ballpark would require the City to vacate a portion of the existing easement for N. Spruce Street and relocate the easement east of its current location; N. Spruce Street is not a Circulation Element road.

Required City Permits and Approvals

Implementation of the proposed Ballpark will require a number of discretionary actions be approved by the City of Escondido. These actions are expected to include the following:

- *Disposition and Development Agreement* – A Disposition and Development Agreement (DDA) for the development of the Ballpark and associated parking lots would be required.

- *Lease* – A ground lease or operating lease for the Ballpark and associated parking lots could be entered into by the City or Redevelopment Agency with the Ballpark operator.

- *Construction Contracts* – Agreements for the preparation of construction documents and plans and contracts with builder(s) for the completion of the Ballpark and related improvements.

- *Zoning Code Amendment* – Implementation of the project would require an amendment to the Light and General Industrial zones to allow the Ballpark use upon approval of a CUP or PDP and to permit Government Services.

- *Conditional Use or Planned Development Permit* – A CUP or PDP would be required to construct and operate the Ballpark. The City would consider concurrent approval of a CUP or PDP for the Ballpark project provided the zoning code amendment is approved.

- *Grading Permit* - A Grading Permit is required for earthwork within the project site, as well as for off-site infrastructure improvements.

Responsible Agency Permits and Approvals

The following permits or approvals would be required to construct or operate the proposed Ballpark project:

- *National Pollutant Discharge Elimination System Permits* - The applicant would be required to comply with the NPDES *General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities* (SWRCB Order No. 2009-0009-DWQ, NPDES No. CAS000002), as well as related City requirements for storm water/erosion control, because more than one acre of grading would occur. The project must also comply with the requirements of the San Diego County Municipal Separate Storm Sewer System (MS4) Storm Water Permit (RWQCB Order No. R9-2007-0001, NPDES No. CAS0108758) and related City storm water standards.

- *NPDES Dewatering Waste Discharge Permit* **-** If construction-related groundwater extraction/disposal (dewatering) is necessary, the project would require conformance with the NPDES *General Waste Discharge Requirements for Discharges from Groundwater Extraction and Similar Discharges to Surface Waters within the San Diego Region Except for San Diego Bay* (RWQCB Order No. R9-2008-0002, NPDES No. CAG919002).

ANICIPATED PUBLIC MEETINGS/HEARINGS

City Council:

The proposed project is tentatively scheduled for City Council consideration on **November 30, 2010**. A separate public hearing notice will be mailed confirming the City Council time.

PROJECT ENVIRONMENTAL SETTING

The project is proposed in an urbanized area of the City where a variety of industrial, commercial and public works uses exist. The site itself features the City Public Works Yard, including administrative offices, a substance abuse treatment center, a bus storage and maintenance facility for the NCTD, and a private plumbing supply business. The area generally features low-density, light industrial structures. Many of the lots feature paved parking areas, are surrounded by chain link fencing and feature limited signage. Street lighting is provided along the local roads. Vegetation in the area is limited to narrow landscape strips and a row of mature eucalyptus trees that line a portion of the street parkway. North of the site are industrial buildings used for auto body repair. Immediately west of the site is the Reidy Creek flood control channel, which flows into Escondido Creek flood control channel in the project area. South of the site is industrial uses and an NCTD administrative office and bus maintenance facility. Beyond these facilities, lie the Inland Rail Trail and the Escondido Creek flood control channel. East of the site is a self storage facility and vacant mattress warehouse. Fire station No. 1 is located 0.2 mile to the east of the site. A few isolated residences are located on a lot along N. Quince Street, south of W. Washington Avenue. Beyond the immediate project area, commercial uses occur including several motels.

The zoning and land uses adjacent to the proposed Ballpark site are as follows:

North: General and light industrial development (M-1 and M-2) and auto body repair in the Downtown Redevelopment Area.
South: NCTD administrative office and bus maintenance facility zoned as light industrial (M-2) and flood control channel (zoned as FCC) associated with Escondido Creek.
East: General industrial development (M-1) and NCTD facilities (M-2) in the Downtown Redevelopment Area.
West: Flood control channel (zoned as FCC) associated with Reidy Creek.

I. LAND USE AND PLANNING

Significance Criteria and Impact Analysis

The effects of a project on existing or planned land uses are considered significant if the proposed project would:

a. *Physically divide an established community;*
b. *Conflict with any applicable land-use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect;.*
c. *Conflict with any applicable habitat conservation plan or natural community conservation plan;*
d. *Have a substantial adverse effect on a scenic vista;*
e. *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;*
f. *Substantially degrade the existing visual character or quality of the site and its surroundings;*
g. *Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.*

a) Physically Divide the Community

The proposed Ballpark project would not disrupt or divide the physical arrangement of the area because it is proposed in a corner of an industrial area that is adjacent to two flood control channels containing Reidy Creek and Escondido Creek. Access to the project site currently is provided by N. Spruce Street and Norlak Avenue, which are public streets not identified in the City's Circulation Element. The project would reroute the southern 650-foot-long segment of N. Spruce Street, north of its intersection with Norlak Avenue. Although this would require closure of the street during construction, temporary street closure along N. Spruce Street would not significantly impact businesses which rely on N. Spruce Street for access because access would be maintained through the implementation of a traffic control plan which would be required by the City. Once the project has been constructed, through traffic would be maintained except before, during and immediately following baseball games when access to the segments of N. Spruce Street and Norlak Avenue, directly adjacent to the Ballpark, would be restricted to authorized vehicles and pedestrians. Development of the project and proposed improvements would not adversely alter or impact the existing circulation pattern throughout the surrounding neighborhood, nor preclude the development or redevelopment of surrounding parcels.

The project's operation also would not create any new land use barriers, or otherwise divide or disrupt the physical arrangement of the surrounding community because the adjacent industrial and commercial land uses would be maintained and be compatible with the Ballpark use. The relocation of the NCTD bus yard and City maintenance facilities to the north end of the Western Lot would not create impacts as similar uses are already present nearby. Further, although N. Spruce Street would be rerouted as part of the project,

access to nearby properties would be maintained and the long-term configuration of the areas' existing street network and sidewalks would not be permanently affected. However, access to land uses served by N. Spruce Street and N. Quince Street would be disrupted during ballpark events due to traffic congestion and traffic control.

b) Conflict with Applicable Plans or Policies

The City of Escondido General Plan designates the project site as General Industrial (GI) and it is zoned as Light Industrial (M-1) east of N. Spruce Street, which allows for light industrial uses engaged in processing, assembling, manufacturing, storage warehousing/distribution, and research/development, and General Industrial (M-2) west of N. Spruce Street, which allows a wide range of manufacturing, warehouse/distribution, assembling, and wholesaling activities, including those considered "heavy" or "intensive" as well as incidental service facilities and public facilities to serve the manufacturing areas. Areas zoned as light industrial are required to have a minimum lot size of 7,000 SF, with a minimum street setback of 10 feet and a front setback of 10 feet. Areas zoned as general industrial are required to have a minimum lot size of 10,000 SF with similar setback requirements. The general industrial (M-2) and Light Industrial (M-1) zones have minimal restrictions and requirements for building architecture, landscaping, and outside storage/outbuilding use. In order to ensure compatibility among a variety of uses, the areas zoned as M-1 have development standards which are more restrictive than the M-2 zone. The Ballpark project would comply with the minimum development standards contained in both of these industrial zones, but is not currently a use that is permitted in the zones as discussed below.

The area surrounding the project site (including the N. Spruce Street North and South Lots and the Western Lot) is primarily zoned M-1 and M-2, and is surrounded by developed industrial land interspersed with commercial development. From a land use perspective, no adverse impacts from the project are anticipated because the Ballpark would not conflict with the existing policies and objectives contained in the Land Use Element of the City's General Plan pertaining to the intensity of development. The Ballpark would be consistent with the Economic Policies in the General Plan in that it would promote the City as an economic center of North San Diego County and would encourage a new economic activity that would diversify the City's economic base.

With regard to zoning compliance, the Ballpark is not currently a permitted use specified in the City Municipal Code Chapter 33, Article 26 for the M-1 and M-2 zones nor are Government Service uses (although these already occur in these zones). However, an amendment to the General Industrial and Light Industrial zone codes is proposed which would permit the Ballpark use in those zones provided a Conditional Use Permit (CUP) is issued for the project. The amendment would also clarify that Government Service uses are permitted in these zones. With approval of the concurrent zone code amendment, the project would be in compliance with the performance criteria stipulated in the zoning ordinance. As indicated in Section 33-570 of the City Municipal Code, "the director of planning and building may approve a use, after study and deliberation, which is found to be consistent with the purposes of this section, similar to the uses listed as permitted uses, and not more detrimental to the zone than those uses listed as permitted uses." The relocated NCTD bus yard and City wastewater maintenance operations would be consistent with the M-2 zoning designation of the Western Lot, which is the same as the existing zoning designation for these uses at their current location.

All potentially significant impacts of the Ballpark project identified in this Initial Study (i.e., *Biological Resources, Cultural Resources, Geology/Soils, Noise, Hazards and Hazardous Materials and Transportation/Traffic*) would be avoided through project design features or mitigated by the incorporation of

measures that will be made conditions of approval for the CUP. Therefore, no detrimental land use policy impacts would be produced by the Ballpark project.

c) Conflict with Habitat Conservation Plan

The proposed project would not conflict with applicable environmental plans since the subject site does not contain any sensitive species/habitat, or any area designated for preservation (as indicated on the latest MHCP maps) or any other conservation planning area.

d, e, and f) Scenic Vistas/Scenic Resources/Visual Character or Quality

There are no significant visual resources or any significantly prominent topographical features, as identified in the City's General Plan on the project site or in the immediately surrounding area. The property is not located on a ridgeline identified in the Community Open Space/Conservation Element of the General Plan. The proposed Ballpark also would not block views toward any prominent topographical features or ridgelines. Additionally, although the project would be visible from private residences on Quince Street, south of East Valley Parkway, and east of I-15, the project site is primarily surrounded by industrial and commercial uses which already visually detract from the views from these residences. Development of the proposed project would not substantially degrade the visual character of the site nor adversely impact any scenic views through or across the property.

While the Ballpark project would not substantially degrade the visual character of the area, it would introduce a commercial/recreational use to an industrial area. The existing mix of primarily single-story industrial buildings with chain-link fencing on smaller parcels would be exchanged for the larger Ballpark development on several parcels that would be taller in stature and more commercial in character than exists today. Relocation of the lower portion of Spruce Street would also change the grid-like character of the streets in the area. None of these changes would degrade the visual character of the area.

The Ballpark project would not damage any significant scenic resources visible from a designated State Scenic Highway or create an aesthetically offensive site open to public views. The only designated State Scenic Highway in the area is SR-78. Views to the project site from SR-78 currently are blocked by the Lowes Home Improvement Center development on West Mission Avenue. Intermittent and limited views of the project site are available from both northbound and southbound I-15, which is not a designated State Scenic Highway, but is considered a sensitive viewshed by the City of Escondido. However, the project would not conflict with the two applicable General Plan policies pertaining to the I-15 corridor, specifically Viewshed Protection Policy E1.1 or Viewshed Protection Policy E1.2, because it would not impact long-range views of valley floors, ridgelines, steep slopes or focal points that are visible from the travel lanes of I-15.

The project would require the removal of mature street trees along portions of Norlak Avenue and Spruce Street. The mature street trees partially screen views to existing industrial and commercial building while providing shade and aesthetic improvements to the area. However, mature trees removed during construction would be replaced in accordance with the City's Grading and Landscape Ordinance. Specifically, Chapter 33 (Zoning), Article 55 (Grading and Erosion Control), Section 33-1069 (b) (4) of the City Municipal Code. This code states that "If mature trees cannot be preserved on-site, they shall be replaced at a minimum one to one (1:1) ratio. The preferred replacement is a tree(s) of equal size and caliper."

A minimal amount of grading is proposed for the site. No large manufactured slopes would be created. Therefore, grading would not create a long-term significant visual impact.

Existing and planned developments have altered, and would continue to alter, the existing landforms and visual setting throughout Escondido and general project area. Given that the existing, approved and proposed development pattern in the project area, as well as what is anticipated in the General Plan build-out, is similar to the existing visual patterns of development, the change in the visual setting caused by the proposed Ballpark would not represent a significant individual or cumulatively significant impact.

g) Light and Glare

Light and glare levels are normally measured in units known as foot-candles (fc). A foot candle of illumination is equivalent to the illumination produced by one candle at a distance of one foot striking a surface one square foot in area. Based on a Lighting White Paper prepared for the City of Phoenix (http://phoenix.gov/urbanformproject/wp04.pdf), typical lighting levels include:

- Outside on a sunny day (skylight, not direct sun) ..... 1200 foot-candles
- Outside on a cloudy day or in the shade ..... 350 foot-candles
- Inside when the sun is shining into a room ..... 200 to 800 foot-candles
- Inside on a cloudy day ..... 3 to 6 foot-candles
- Typical interior office ..... 30 to 40 foot-candles
- Under a desk lamp ..... 30 to 80 foot-candles
- Typical living room at night ..... 6 foot-candles
- Front porch lit by a 60 watt bulb ..... 1.5 to 3 foot-candles
- Outside under the full moon ..... 0.013 foot-candle

The City of Escondido regulates outdoor lighting through its Zoning Code. Section 33-713 of the Zoning Code includes the following regulations which would apply to the proposed Ballpark project:

(a) Outdoor light fixtures installed after the effective date of this article* and thereafter maintained upon private commercial, industrial or multiple family (over six (6) dwelling units) and other nonresidential uses (including churches, day care, convalescent use, schools, etc.) shall comply with the following:

(1) Only shielded low-pressure sodium outdoor light fixtures shall be utilized except as listed under subsection (b) of this section and section 33-714 of this article;

(2) Low-pressure sodium fixtures within one hundred (100) feet of any signalized intersection shall be shielded and/or directed in such a manner so that the lighting from such fixtures does not interfere with established traffic signals.

(b) Time controls: all outdoor light fixtures which are not low-pressure sodium and searchlights installed and maintained after the effective date of this article* upon new commercial, industrial or multi-family (over six (6) units) developments and other nonresidential uses shall be equipped with automatic timing devices so that such lighting is turned off between the hours of 11:00 PM and sunrise except when used for:

(1) Industrial uses where color rendition is required, such as in assembly and repair areas, where such use continues after 11:00 PM but only for so long as such use continues in operation;

(2) Recreational uses that are in progress at 11:00 PM but only for so long as such uses continue;

(3) Signs and billboards of business facilities which are open to the public between the hours of 11:00 PM and sunrise but only for so long as the facility is open.

(c) In addition to the provisions of this article, all outdoor light fixtures shall be installed in conformity with all other applicable provisions of the Escondido municipal code, this chapter and applicable Uniform Building and National Electrical Codes. (Zoning Code, Ch. 107, § 1072.20)

Development of the Ballpark site would create additional and more intense sources of light in the area. The primary new source of light would be from field lighting used during night events. In addition, parking, building and security lighting would add light to the area. The light intensity would be greatest during night games when the playing field is illuminated. Additional lighting related to the Ballpark could affect light sensitive uses in the immediate vicinity of the Ballpark. Light sensitive uses are considered to be uses which rely on dark conditions. For example, bedrooms and motel/hotel rooms are considered light-sensitive because of the impact light can have on sleep patterns. In addition, increased lighting could affect astronomy activities being conducted by two observatories (Palomar and Mount Laguna) located in the mountains to the east of the project. A discussion of each of these issues is provided below.

Surrounding Area

In the absence of detailed lighting plans for the proposed Ballpark, the lighting analysis prepared for the PETCO Park Program EIR (CCDC 1999) was used as the basis for addressing potential lighting impacts from the proposed Ballpark. This analysis considered increases in ambient lighting of 2.5 fc or more to have a potential impact on light-sensitive uses. Based on a lighting analysis prepared for PETCO Park (CCDC 1999), substantial light dispersal from field lighting would not be expected to extend at its maximum distance beyond a radius of approximately 600 feet around the Ballpark. The maximum extent occurred at the open (outfield) end of the PETCO Park. The PETCO Park data is considered a conservative basis for reference because field lighting required for the proposed MiLB Ballpark would be less than the lighting requirements for a Major League event at PETCO Park. The light standards are typically lower for a MiLB event and fewer fixtures are used. Although field lights would be visible from private residences south of East Valley Parkway, and east of I-15, the light intensity would not be substantial.

In addition to the increased level of lighting, the time period during which this increase would occur is also critical to determining its impact on light-sensitive uses. In general, increased lighting between the hours of 11:00 pm and sunrise are considered the most sensitive. This time period is reflected in the City of Escondido's Lighting Ordinance, as well as the ordinance for the County of San Diego and other local cities, which require recreational lighting to be turned off by that hour.

As indicated earlier, the greatest potential for light and glare impacts related to the proposed Ballpark would be from field lighting at night on light-sensitive uses. Security and parking lot lighting would not cause significant light and glare impacts because this type of lighting is already occurring on the property and within the surrounding area.

Land uses which are located within the primary light impact area (600-foot radius) around the Ballpark are not sensitive to light because they are commercial and industrial uses which don't rely on dark conditions during late night and early morning hours. The only light-sensitive uses around the Ballpark lie just outside the 600-foot radius to the northeast. Three residences are located on N. Quince Street, approximately 250 south of its intersection of W. Washington Avenue. These homes are located just outside the 600-foot radius. The other nearest sensitive uses are two motels (Howard Johnson Express Inn and America's Best Value Inn). These hotels are located along Centre City Parkway, south of its intersection with W. Washington Avenue, and are expected to lie over 800 feet from the nearest field light source. Thus, impacts from Ballpark lighting would be less than significant due to the fact that no light-sensitive uses are anticipated to occur within the worst-case 2.5 fc increase area. Additionally, as discussed in the project description, lights would be equipped with shielding and other cut-off features to reduce offsite dispersion.

Astronomy Observatories

Lighting could also affect astronomy activities as the Palomar and Mount Laguna Observatories located in the mountains to the east of the project. Lighting during late night and early morning hours within a certain radius of the observatories has been shown to interfere with the astronomy activities conducted at these facilities. For example, the San Diego County Light Pollution Code estimates that lighting within 15 miles of these observatories could adversely affect their operations. The entire project site is outside a 15-mile radius but field lighting could still pose a concern. As with surrounding light-sensitive uses, the light concern for observatories is greatest when lighting levels are elevated after 11:00 PM; instances when Ballpark events would extent past 11:00 pm are considered minimal. Thus, the Ballpark would not have a significant impact on astronomy activities at the Palomar and Mount Laguna Observatories.

II. AGRICULTURE RESOURCES

Significance Criteria and Impact Analysis

In determining whether impacts to agricultural resources are significant environmental effects, the City has referred to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. The effects of a project on agricultural resources are considered significant if the proposed project would:

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

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

c. *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?*

a) Farmland Conversion

The project site and associated off-site areas are mapped as Urban and Built-up Land by the California Department of Conservation (CDC) Farmland Mapping and Monitoring Program (SANGIS 2010). Urban and Built-up Land is generally defined to include areas occupied by urban development categories such as residential, industrial, commercial, institutional, public administration, transportation, landfill, and water/wastewater treatment facilities (CDC 2010). The project site and associated off-site areas are also not listed as Prime Agricultural Lands in the General Plan Final EIR, which was prepared for the City's most recent General Plan revisions in 2000 (City of Escondido 2000).

The project site and surrounding areas are entirely developed with urban uses consisting primarily of industrial and commercial sites, with many of these uses extending back to at least the 1980s. Identified on-site agricultural uses are limited to pasture land between the 1930s and 1970s in historic aerial photograph reviews conducted as part of the project Phase I Environmental Site Assessment, with subsequent uses consisting of urban development (Geocon 2010, refer to Section IX, Hazards and Hazardous Materials).

Based on the described conditions, implementation of the proposed project would not result in significant impacts related to the conversion of Farmland to non-agricultural uses.

b) Agricultural Zoning/Williamson Act Contracts

The project site, N. Spruce Street North and South Lots, and Western Lot are zoned as General Industrial (M-2) and Light Industrial (M-1), and do not contain any Williamson Act or other agricultural land contracts (SANGIS 2010). Accordingly, no associated impacts to agricultural-related zoning or contract lands would result from project implementation.

c) Other Affects to Farmland

Pursuant to the information described above under Items a and b, the proposed project would not involve any changes to the existing environment that would result in the conversion of farmland to non-agricultural use, and no associated impacts would occur.

III. TRANSPORTATION/TRAFFIC

Significance Criteria and Impact Analysis

According to the City of Escondido Environmental Quality Regulation (Article 47, Sec. 33-924), impacts are considered significant if the project:

a. *Causes the level of service (LOS) of a circulation element street to fall below a mid-range of LOS "D" and /or adds more than 200 ADT to a circulation element street with a LOS below the mid-range "D" yet above LOS "F". According to the Escondido General Plan, the minimum acceptable LOS is "C";*

b. *Exceeds, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads and highways;*

c. *Results in a change of air traffic patterns, including either an increase in traffic levels or in a location that results in substantial safety risks or increased hazards due to a design feature; or,*

d. *Results in inadequate emergency access or conflicts with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).*

e. *General Plan Circulation Policy D2.3 states that: "…Due to the physical design characteristics, environmental resource considerations, existing development, freeway interchange impacts and incomplete system improvements, level of service "C" may not be feasible in all areas at all times. However, level of service "C" should be pursued in the ultimate implementation of the circulation system."*

City of Escondido Significance Criteria

The City's adopted standards indicated that significant traffic impacts would occur if: (1) the project would cause an intersection or freeway segment to operate at mid-D, E, or F, and (2) the project would result in a change in delay of 2.0 or more seconds at an intersection, or would result in a delay in volume-to-capacity ratio of 0.01 or more along a freeway segment.

A project-specific Traffic Impact Analysis (TIA) was prepared by Linscott, Law and Greenspan (LLG) (2010b) to assess the traffic impacts of the proposed Ballpark project. Information from that report is summarized herein.

In preparing the TIA, LLG reviewed available studies and surveys of PETCO Park, Lake Elsinore Storm Diamond Stadium, and Portland Beaver's PGE Park to determine trip generation associated with the proposed Ballpark project. Several factors were taken into consideration for the calculation of trip generation projection, including travel modes, vehicle occupancy, fan arrival patterns, typical game attendance, synergy with surrounding land uses, and existing trip generation credits. The TIA estimated that 85 percent of fans would arrive by automobile, and 15 percent would arrive via transit, walking, bicycling, or taxi. The project's vehicle occupancy ratio was projected to be 2.7 people per vehicle (based on a review of occupancy data from the MiLB Lake Elsinore Diamond Stadium). Fan arrival projections showed that 70 percent of fans would arrive less than one hour prior to the start of a game, 25 percent would arrive after a game started, and the remaining 5 percent would arrive one to two hours prior to the start of a game. Although the Ballpark would have 9,000 seats, typical game attendance was determined to be 6,750 people (or 75 percent of total capacity) based on historic attendance data collected from the Lake Elsinore Storm and Portland Beaver games (refer to the Project Description for additional discussion on the typical attendance assumed at the proposed Ballpark). Trips associated with the 200 employees are also accounted for in the trip generation levels for the project. The Ballpark would be in close proximity to downtown Escondido, retail shopping centers, and an approved hotel, and therefore these compatible land uses would encourage a synergy with the Ballpark, which may result in multiple destinations within one trip (i.e., linked trip). This is known as smart growth development by San Diego Association of Governments (SANDAG), which allows up to a 10-percent reduction in project traffic attributed to mixed-use conditions like those present in the Ballpark study area. Finally, the Ballpark would displace approximately 23 acres of existing industrial uses and industrially designated land that currently generate traffic in the project area.

With all of the above trip reductions taken into account, the project is estimated to generate 3,030 ADT with 1,338 inbound trips and no measureable outbound trips during the evening peak hour between 6:00 PM and 7:00 PM (refer to Table 8-6 of the TIA).

In terms of the methodology used in the TIA for analyzing future conditions with the Ballpark project, the City determined that a traditional street segment analysis would not be appropriate for the project because generated traffic would primarily occur during off-peak hours (corresponding with weekday afternoon games or weekend games) and not occur during typical peak commute times. Although the bulk of the project traffic would occur during the off-peak hours (i.e., mid-day weekdays and weekends), it was determined that a weekday evening analysis time period (6:00PM to 7:00PM) would represent the worst-case condition when arriving spectators would overlap the end of the commute period. Section 4.2 of the TIA provides additional details regarding this analysis time period. Given this worst-case approach to analyzing project, traffic conditions associated with games occurring during mid-day weekdays and on weekends would be much better than the conditions of a weekday evening period since there would be no overlap with commute traffic. In order to adequately measure street segment impacts, operations at adjacent intersections were used. This approach accounts for the fact that there are closely spaced intersections in an urbanized area that govern street segment operations and is consistent with the approach taken for the PETCO Park project (CCDC 1999). Thus, the TIA addressed project impacts to local intersections and freeway segments during the evening peak hour. The analysis is presented below.

a and e) Levels of Service on Circulation Element Street

Near-term Conditions

Under near-term conditions, it is assumed that the Ballpark is constructed and operational. Other planned improvements taken into account in the near-term condition include the I-15 Managed Lanes project, Direct

Access Ramps at Hale Avenue, and Bus Rapid Transit at the Escondido Transit Center (refer to Table 9-1 of the TIA for descriptions of these projects). Table 9-2 of the TIA shows the delay and LOS expected at analyzed intersections in the near term. Four intersections would operate at LOS mid-D during the evening peak hour with the project, including Lincoln Parkway/Broadway, Mission Avenue/Centre City Parkway, Mission Avenue/Broadway, and Valley Parkway/I-15 southbound ramps. Because the difference in delay with the Ballpark project would be less than 2.0 seconds, near-term impacts to these four intersections would be less than significant. All other analyzed intersections would operate at an LOS better than LOS mid-D during the evening peak hour with and without the project; therefore, impacts to the LOS at these intersections would be less than significant.

All analyzed freeway segments would operate at LOS C or better in the near-term with or without the project. Accordingly, project impacts to freeway segments LOS during the evening peak hour would be less than significant.

Long-term Conditions

The same other planned improvements, as stated above under near-term conditions, are assumed to be constructed in the long-term. Long-term traffic volumes were forecasted for the study area based on the SANDAG Series 11 Model. In addition, extensive efforts were made by the City, SANDAG, and LLG to include detailed land use/roadway network information from the City's General Plan, General Plan Amendments, and cumulative projects (refer to Table 7-1 of the TIA) in the model.

Under long-term conditions without the project, five of the analyzed intersections would operate at LOS mid-D or worse during the evening peak hour, including Lincoln Parkway/Broadway (LOS D), Mission Avenue/Centre City Parkway (LOS E), Mission Avenue/Broadway (LOS E), Washington Avenue/Broadway (LOS D), and Valley Parkway/I-15 southbound ramps (LOS D).

These five intersections also would operate at unacceptable levels with the addition of the project to long-term conditions; however, impacts from the project would only be significant at one of these intersections (Mission Avenue/Centre City Parkway) because the difference in delay without and with the project would be 2.3 seconds, which is over the significance threshold of 2.0 seconds. Although the other four intersections (Lincoln Parkway/Broadway, Mission Avenue/Broadway, Washington Avenue/Broadway, and Valley Parkway/I-15 southbound ramps) would continue to operate at LOS mid-D or worse with the project, the difference in delay without and with the project would be less than the significance threshold of 2.0 seconds. Project impacts to these four intersections, plus the other 22 that would operate at LOS mid-D or better, would be less than significant.

Implementation of Mitigation Measure Traffic-1 would reduce project impacts to the one impacted intersection to a level of less than significant. In addition to this measure, the City would prepare a Transportation Management Plan (TMP) as outlined under Project Description, which will address traffic, parking, transit and pedestrian/bicycle trips during events at the Ballpark.

Mitigation Measure Traffic-1

Prior to opening day of the Ballpark, the City shall: (1) restripe southbound Centre City Parkway between SR-78 eastbound off-ramp and Mission Avenue to provide a third travel lane, which would serve as an auxiliary lane and turn into a dedicated right-turn lane at Mission Avenue/Centre City Parkway, and (2) modify the traffic signal timing in conjunction with the changed lane designations.

Under long-term conditions, one freeway intersection would operate at LOS E with or without the project (northbound I-15 between Hale Avenue Direct Access Ramps and SR 78). This impact, however, would be less than significant because the difference in volume-to-capacity ratio without and with the project would be less than the significance threshold of 0.01. All other analyzed freeway segments would operate at acceptable LOS C or better. Therefore, project-related impacts to LOS along freeway segments in the project study area would be less than significant.

Temporary Construction Traffic

Temporary traffic impacts would occur during grading and construction activities. Moderate grading is anticipated to prepare the site and equipment used for grading and excavation generally would remain on site and would not contribute to a substantial increase in traffic. Additional traffic would be associated with construction employee trips to and from the site, equipment delivery and removal, and other related activities. Each construction phase would have its own traffic intensity and duration. Potential impacts from hauling and construction operations would be avoided by requiring the project to coordinate and implement safety/traffic control measures with the City that minimize potential conflicts. In addition, construction traffic typically occurs during the off-peak hours. All traffic control measures would be implemented prior to the onset of construction activities. Therefore, impacts to LOS during temporary project construction would be less than significant.

b) Congestion Management

The Congestion Management Program (CMP), adopted on November 22, 1991, requires an enhanced review of projects that would generate more than 2,400 ADT or more than 200 peak trips. Because the project would generate 3,030 ADT, a CMP analysis was conducted by LLG. Centre City Parkway is a CMP Arterial and therefore was analyzed. A significant impact would occur if the travel speed along an arterial segment operating at LOS mid-D or worse decreases by more than one mile per hour. As shown in Tables 11-1 and 11-2 of the TIA, Centre City Parkway between SR-78 and 2nd Avenue would operate at LOS mid-D or better with and without the project in the near- and long-term conditions. In addition, the project would not decrease travel speeds by more than one mile per hour. Accordingly, impacts to LOS along CMP Arterials in the study area would be less than significant.

c) Airport Traffic/ Design Features/Hazards

The project is not located within two miles of a public airport. The closest public airports to the project site are located approximately 10 miles to the west (McClellan-Palomar Airport in the City of Carlsbad), and 12 miles to the east (Ramona Airport). Additionally, no traffic hazards would be created by design features since realignment of N. Spruce Street would be done in accordance with the City engineering requirements for sight distances and other safety factors. Vehicular access to N. Spruce Street and Norlak Avenue would be partially restricted before, during and after games and events to prevent any conflicts between cars/trucks and pedestrians. Accordingly, project implementation would not result in any change in air traffic patterns, increase in traffic levels, or a change in location that results in substantial safety risks.

d) Emergency Access/Alternative Transportation Policies

The proposed development would not result in inadequate emergency access, as determined by the Fire Department who would review the final plans to ensure emergency service access is maintained to the facility during events. The Ballpark project would not include activities or structures that would significantly

interfere with, any emergency response. Additionally, coordination would occur with the Police and Fire Departments prior to each event to ensure adequate service is maintained and would implement a TMP, as discussed under Transportation item a) that would minimize transportation effects on emergency access. Therefore, less than significant impacts to emergency access would occur.

The project would not conflict with adopted policies, plans, or programs supporting alternative transportation. Because of the proposed Ballpark's proximity to the buses and Sprinter trains at the Escondido Transit Center, as well as Inland Rail Trail and future Direct Access Ramps at Hale Avenue, the proposed Ballpark would encourage the use of alternative transportation to the project area. The proposed project would not impact any proposed bus routes or stops, or require the development of new or relocated bus stops. Therefore, impacts to alternative transportation would be less than significant.

IV. AIR QUALITY

Significance Criteria and Impact Analysis

Where applicable, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Impacts would be significant if the project:

a. Conflicts with or obstruct implementation of the applicable air quality plan;
b. Violates any air quality standard or contribute substantially to an existing or projected air quality violation;
c. Results in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors;
d. Exposes sensitive receptors to substantial pollutant concentrations; or,
e. Creates objectionable odors affecting a substantial number of people.

City of Escondido Significance Criteria

Project related impacts exceeding any of the following City of Escondido daily emissions criteria (pounds per day [lbs/day]) can be considered significant, per Article 42 of the City's Zoning Code:

Pollutants	*Threshold*
• *Carbon Monoxide (CO)*	*550 lbs/day*
• *Reactive Organic Gases (ROG)*	*55 lbs/day*
• *Oxides of Nitrogen (NOx)*	*55 lbs/day*
• *Sulfur Dioxide (CO_2)*	*150 lbs/day*
• *Fine Particulate Matter (PM_{10})*	*150 lbs/day*
• *Fine Particulate Matter ($PM_{2.5}$)*	*55 lbs/day*

The following discussion is based on the Air Quality and Greenhouse Gas Technical Report prepared for the Ballpark project by HELIX Environmental Planning (HELIX 2010). As noted in that report, the proposed project could result in both construction and operational impacts. Construction impacts include short-term emissions associated with the construction of the project. Operational impacts include long-term emissions associated with the project traffic generated by the project as well as water and energy consumption.

Construction Emissions

As indicated in the Air Quality and Greenhouse Gas Emissions Report, construction of the Ballpark would generate the following maximum daily quantities of criteria pollutant emissions:

- *Carbon Monoxide (CO)* *41 lbs/day*
- *Reactive Organic Gases (ROG)* *10 lbs/day*
- *Oxides of Nitrogen (NOx)* *54 lbs/day*
- *Sulfur Dioxide (CO_2)* *0.04 lbs/day*
- *Fine Particulate Matter (PM_{10})* *31 lbs/day*
- *Fine Particulate Matter ($PM_{2.5}$)* *8 lbs/day*

Each of these quantities would be less than the thresholds established for criteria pollutants. Thus, construction would not result in any significant impacts on air quality.

Operational Emissions

As indicated in the Air Quality and Greenhouse Gas Emissions Report, operation of the Ballpark would generate the following maximum daily quantities of criteria pollutants:

- *Carbon Monoxide (CO)* *349 lbs/day*
- *Reactive Organic Gases (ROG)* *30 lbs/day*
- *Oxides of Nitrogen (NOx)* *53 lbs/day*
- *Sulfur Dioxide (CO2))* *0.34 lbs/day*
- *Fine Particulate Matter (PM10)* *60 lbs/day*
- *Fine Particulate Matter (PM2.5)* *12 lbs/day*

As with construction, each of these quantities would be less than the thresholds established for criteria pollutants. Thus, operation of the Ballpark would not result in any significant impacts on long-term air quality as discussed further below.

a) Applicable Air Quality Plan

The project site is in the San Diego Air Basin (SDAB), which is contiguous with San Diego County. In San Diego County, the San Diego Air Pollution Control District (SDAPCD) is the agency responsible for protecting the public health and welfare through the administration of federal and state air quality laws and policies. SDAPCD is required, pursuant to the federal and state Clean Air Acts, to reduce emissions of criteria pollutants for which the SDAB is in nonattainment. The SDAB is currently classified as a nonattainment area for the federal 8-hour ozone (O_3) standard and a maintenance area for the federal O_3 and a nonattainment area for the state particulate matter less than 2.5 microns ($PM_{2.5}$) and particulate matter less than 10 microns (PM_{10}) standards (SDAPCD 2008). Included in the SDAPCD's tasks are the monitoring of air pollution, the preparation and implementation of the San Diego County portion of the State Implementation Plan (SIP), and the promulgation of Rules and Regulations. The SIP includes strategies and tactics to be used to attain and maintain acceptable air quality in the County; this list of strategies is called the Regional Air Quality Strategy (RAQS). The SDAPCD Rules and Regulations include procedures and requirements to control the emission of pollutants and prevent significant adverse impacts.

Consistency with the RAQS is typically determined by two standards. The first standard is whether the proposed project would exceed assumptions contained in the RAQS. The second standard is whether the

proposed project would increase the frequency or severity of violation of existing air quality violations, contribute to new violations, or delay the timely attainment of air quality standards or interim reductions as specified in the RAQS.

The RAQS relies on information from the California Air Resources Board (CARB) and San Diego Association of Governments (SANDAG), including mobile and area source emissions, as well as information regarding projected growth in the County, to project future emissions and then determine from that the strategies necessary for the reduction of emissions through regulatory controls. The CARB mobile source emissions projections and the SANDAG growth projections are based on population and vehicle use trends and land use plans developed by the cities and the County as part of the development of the County's and cities' general plans. As such, projects that propose development consistent with the growth anticipated by a general plan would be consistent with the RAQS. In addition, the RAQS assumes specific emissions from the operation of certain land uses, i.e., residential, retail, office, institutional, and industrial. The latest version of the RAQS includes projections for the proposed Ballpark site based on its industrial land use designation. Based on the maximum SANDAG trip generation rate for industrially designated land of up to 200 trips per acre, the 14.5 net acre Ballpark site could generate up to 2,900 average daily trips (ADT) for a typical 260 working days per year (i.e., 754,000 average annual trips). The proposed Ballpark project would generate approximately 4,630 ADT during the 70 home game days per year (i.e., 324,100 average annual trips). It can be inferred that the annual traffic projections for the proposed project would be lower than the potential traffic generated under the existing Industrial land use designation. Therefore, the proposed project would be consistent with the current land use and traffic forecasts. Thus, the proposed project would not exceed the land use assumptions used to develop the RAQS and would not obstruct or conflict with the SDAPCD's RAQS.

b) Air Quality Standards or Violation

The proposed project would not violate any air quality standards or create a substantial contribution to an existing or projected air quality violation as noted above. Project air emissions would not exceed stated significance thresholds.

c) Cumulatively Considerable Net Increase of Non Attainment Pollutants

Cumulative construction impacts on nearby receptors might occur if the Ballpark project is constructed at the same time as other development projects in the area, thereby exposing sensitive receptors to cumulative emission concentrations. There are a few isolated residences located approximately 600 feet northeast of the Ballpark project. Most of the area surrounding the Ballpark project is fully developed with industrial uses. Therefore, it is not anticipated that extensive construction would occur in the area while the proposed project is being constructed. In addition, construction activities that might occur near the same period as proposed project construction may include building renovations and road improvements. Possible cumulative impacts on air quality as a result of these activities and all construction activities in the area would be addressed by the standard SDAPCD measures that apply to construction projects. Grading and construction activities would be subject to SDAPCD rules and regulations, including Rule 50 (Visible Emissions), Rule 51 (Nuisance), and Rule 55 (Fugitive Dust Control). It is anticipated that with the incorporation of the standard SDAPCD dust control measures, the project's contribution to cumulative emission of PM_{10} and $PM_{2.5}$ would be less than significant.

The Ballpark operations would not contribute to any significant cumulative impacts related to nonattainment status for ozone, PM_{10} and $PM_{2.5}$. The proposed facilities would include stadium, food concession stands, and restaurant that would not result in significant criteria pollutant emissions. The relocated bus parking facility and Public Works operations would be expected to contribute similar air pollutant emissions as

existing conditions. Therefore, the proposed Ballpark operations would not result in a cumulatively considerable net increase in emissions.

d) Substantial Pollutant Concentrations

Sensitive receptors in the project area consist of residents in the vicinity of the project site. The project site is located approximately 600 feet southwest from the nearest residences. The two primary emissions of concern regarding health effects from land development projects are CO and diesel particulates. CO emissions are the result of the combustion process and therefore primarily associated with mobile source emissions (vehicles). CO hotspots typically occur at signalized intersections that operate at or below a LOS E. As discussed in Air Quality and Greenhouse Gas Technical Report, the project would increase traffic during the PM peak hour periods, and result in two intersections operating at or below LOS E. CO hotspots analyses was conducted for the two intersections (i.e., Centre City Parkway and Mission Avenue, and I-5 Northbound ramps and Valley Parkway), and therefore no impact associated with a CO hotspot would occur. Diesel-fired combustion results in emissions of PM_{10} and $PM_{2.5}$. For the project, the primary source of diesel particulates would occur during project construction, due to diesel construction equipment. A smaller amount would be emitted during operation of the project from vehicular trips to and from the project site. As shown in the Air Quality and Greenhouse Gas Technical Report, emissions from diesel trucks are not expected to result in a significant impact because the construction and operational emissions for PM_{10} and $PM_{2.5}$ are below the screening-level threshold. Exposure of sensitive receptors to excessive pollutant emissions is less than significant.

e) Odors

Project-related odor emissions would be limited to the construction period, during which emissions from construction equipment could be temporarily evident in the immediately surrounding area. Potential sources of odors during construction activities include diesel exhaust from construction equipment and asphalt paving. In addition, material deliveries from heavy-duty truck trips could create an occasional "whiff" of diesel exhaust for nearby receptors along roadways. These odors would not affect a substantial number of people, because the scale of construction is small, the frequency of permanent trips is very low, and the potentially affected area is limited due to the localized evidence of these odors. Operations would result in a minimal amount of large-truck trips to the project site, which could also create an occasional whiff of diesel exhaust for nearby receptors along roadways. However, such temporary sources of odors are not considered significant. Additionally, odors from the baseball events are not anticipated to be significant considering the cooking of the foods at the concession stands would be cooked with electrical, natural gas and/or propane units. The odors from the cooking would dissipate rapidly in the atmosphere and would cease upon completion of the game. The odors potentially created as a result of this proposed project would not affect a substantial number of people and therefore, the project's odor impact would be less than significant.

V. GREENHOUSE GAS EMISSIONS

Significance Criteria and Impact Analysis

The effects of a project on existing or planned land uses are considered significant if the proposed project would:

a. Generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment;

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

a) Generate GHG emissions

The proposed Ballpark would generate GHG emissions that would contribute directly and cumulatively to global climate change. Global climate change refers to changes in average climatic conditions on Earth, as a whole, including temperature, wind patterns, precipitation and storms. Global temperatures are moderated by naturally occurring atmospheric gases. These gases are commonly referred to as "greenhouse gases" (GHG) because they function like a greenhouse by letting light in while preventing heat from escaping. Naturally occurring GHG include water vapor, CO_2, methane (CH_4) and nitrous oxide (N_2O). These gases allow solar radiation (sunlight) into Earth's atmosphere, but prevent radiative heat from escaping, thus warming the atmosphere. The natural accumulation of GHG in the atmosphere has a positive effect on Earth's temperature. Without these natural GHG, the Earth's temperature would be about 61º Fahrenheit cooler.

In addition to the naturally occurring gases, man-made compounds also act as GHG; common examples include hydrofluorocarbons (HFCs), perfluorocarbons (PFCs) and sulfur hexafluoride (SF_6). These compounds are the result of a number of activities including vehicular use, energy consumption/production, manufacturing and cattle farming. These man-made compounds increase the natural concentration of GHG in the atmosphere and are commonly believed to result in a phenomenon referred to as "global warming". Global climate change could lead to various changes in weather and rainfall patterns over time. According to the California Air Resources Board (CARB), some of the potential impacts of global warming in California may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years.

The project would generate GHG emissions in the short-term as a result of construction equipment emissions and in the long-term as a result of automobile trips, water and energy consumption, and solid waste generation. Based on the GHG emission calculations contained in the Air Quality and Greenhouse Gas Technical Report (HELIX 2010), the proposed Ballpark would generate a total of 1,463 metric tons of CO_2 Equivalent Emissions (CO_2e). The 1,101 CO_2e emissions resulting from automobile trips would represent the highest proportion of the total. Energy consumptions would represent the second highest portion (270 CO_2e emissions). Water and solid waste consumption would generate 13 CO_2e and 20 CO_2e emissions, respectively. Construction emissions amortized over a 30 years period would be responsible for 56 CO_2e emissions.

b) Conflict with Plans and Policies

In recognition of the adverse effects of global warming, GHG legislation has been adopted on both the state and federal levels.

Federal Greenhouse Gas Regulations

The federal Corporate Average Fuel Economy (CAFÉ) standard determines the fuel efficiency of certain vehicle classes in the United States. In 2007, as part of the Energy and Security Act of 2007, CAFÉ standards were increased for new light-duty vehicles to 35 miles per gallon by 2020. In May 2009, plans were announced to increase CAFÉ standards to require light duty vehicles to meet an average fuel economy of 35.5 miles per gallons by 2016.

California Greenhouse Gas Regulations

Executive Order (EO) S-3-05 calls for a reduction in GHG emissions in California to year 1990 levels by the year 2020 and for an 80-percent reduction in GHG emissions by the year 2050.

AB 32 was passed by the legislature to provide guidance on implementation of EO S-3-05. Under SB 32, the California Air Resources Board (CARB) is charged with the primary responsibility for determining how to achieve the reductions to 1990 levels by the year 2020. In order to quantify the goal, the CARB has established the year 1990 level of GHG emissions at 427 MMT CO_2e (CARB 2007b). The CARB estimates that a reduction of 173 MMT net CO_2e emissions below the "business as usual" (BAU) condition would be required by the year 2020 to meet the 1990 levels. The BAU condition is determined by the GHG levels that would occur by the year 2020 without additional actions taken to reduce GHG emissions. A reduction of 173 MMT net CO_2e emissions represents a 15 percent reduction from today's levels and a 30-percent reduction from projected BAU levels in the year 2020. Thus, future development must reduce its GHG emissions by at least 30 percent over the BAU condition to achieve the goal of EO S-3-05 to reduce emissions to 1990 levels by the year 2020.

CARB has adopted the Scoping Plan (CARB 2008) as directed by AB 32. The Scoping Plan proposes a set of actions designed to reduce overall GHG emissions in California to the levels required by AB 32. The measures in the Scoping Plan approved by the Board will be in place by the year 2012, with further implementation details and regulations to be developed, followed by the rulemaking process to meet the 2012 deadline. Measures applicable to development projects include the following:

- Maximum energy efficiency building and appliance standards, including more stringent building codes and appliance efficiency standards, and solar water heating;
- Use of renewable sources for electricity generation, such as photovoltaic solar associated with the Million Solar Roofs program;
- Regional transportation targets, including integration of development patterns and the transportation network to reduce vehicle travel, as identified in SB 375;and
- Green Building strategy, including siting near transit or mixed use areas; zero-net-energy buildings; "beyond-code" building efficiency requirements; and the use of the CEC's Tier II Energy Efficiency goal.

Relative to transportation, the Scoping Plan includes nine measures or recommended actions. One of these is measure T-3, Regional Transportation-related GHG Targets, which relies on SB 375 implementation to reduce GHG emissions from passenger vehicles through reducing vehicle miles traveled. The other measures are related to vehicle GHG, fuel, and efficiency measures and would be implemented statewide rather than on a project-by-project basis.

AB 1493 requires CARB to set GHG emission standards for passenger vehicles, light duty trucks, and other vehicles determined to be vehicles whose primary use is non-commercial personal transportation in the state, manufactured in 2009 or later. When fully phased in, the near-term (years 2009 to 2012) standards would result in a reduction of approximately 22 percent in GHG emissions compared to the emissions from the year 2002 fleet, while the mid-term (2013 to 2016) standards would result in a reduction of approximately 30 percent.

AB 75 mandates state agencies to develop and implement an integrated waste management plan to reduce GHG emissions related to solid waste disposal. The bill requires diversion of at least 50 percent of the solid waste from landfills and transformation facilities.

SB 1368 requires the Public Utilities Commission (PUC) to develop and adopt a "GHGs emission performance standard". The PUC adopted an interim standard on January 25, 2007, but has formally requested a delay for the local publicly owned electric utilities under its regulation. These standards apply to all long-term financial commitments entered into by electric utilities.

Executive Order S-01-07 directs that a statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020. It orders that a Low Carbon Fuel Standard (LCFS) for transportation fuels be established for California and direct CARB to determine if a LCFS can be adopted as a discrete early action measure pursuant to AB 32. The CARB approved the LCFS as a discrete early action item with a regulation adopted and implemented in 2010.

GHG Reductions Achieved by State and Federal Regulations

Based on the San Diego County Greenhouse Gas Inventory (SDCGHGI), the percent reductions in GHG emissions can be reduced by 15 percent through implementation of the Federal CAFÉ standard, 11 percent through LCFS, 6.6 percent through Pavley standard, and 4 percent by the light/heavy vehicle aerodynamic efficiency/hybridization standard. GHG emissions from vehicles would, therefore, be reduced by as much as 36 percent from state and federal programs by the year 2020.

GHG Reductions Achieved by the Proposed Project

There are several aspects to the proposed project which would reduce GHG emissions over that which would occur in the BAU condition. Convenient access to mass transit would reduce GHG emissions by encouraging people to use the bus or train in lieu of automobiles. In addition, the project is located adjacent to the Inland Rail Trail which would encourage access by bike or foot. The availability of alternatives to the automobile are estimated to reduce the overall GHG emissions related to the project by 1.98 percent, or 29 metric tons of CO_2e from the BAU condition.

In addition, the proposed project would incorporate a number of project design features (PDFs) which would reduce GHG emissions by: conserving energy and water; promoting recycling and waste reduction; and improving accessibility to public mass transits, bicycle paths, and sidewalks. These PDFs include:

PDF-1: Use of paving materials with increased solar reflectivity in areas where pavement is installed. Materials will consist of light-colored aggregate or other appropriate methods to achieve high solar reflectivity.

PDF-2: Plant trees in the surface parking areas and along the street/sidewalk areas using low emitting, low maintenance, native, drought-resistant trees.

PDF-3: Increase the building energy efficiency rating by five percent above what is required by 2008 Title 24 requirements using techniques such as LED lighting, HVAC and refrigeration systems.

PDF-4: Utilize indoor air quality filtrations heating ventilation and air conditioning system, such as MERV 13 filters to control particulates.

PDF-5: Utilize high efficiency boilers/water heaters.

PDF-6: Install ultraviolet (UV) lamps under cooking hoods.

PDF-7: Reduce fugitive emissions from refrigerants, through the following actions:

- Utilize non-CFC/HCFC refrigerants.
- Perform maintenance on the refrigeration system at least once per year to ensure that refrigerant leaks remain minimal. Keep maintenance records onsite for review by the City of Escondido.

PDF-8: Implement indoor and outdoor water conservation measures such as waterless urinals, dual flush toilets, low volume faucets, and use of reclaimed water for irrigation.

PDF-9: Install on-site facilities to collect and store recyclable materials.

PDF-10: Post signs in the loading docks instructing truck drivers to turn off engines when not in use and advising truck drivers of state law prohibiting diesel idling of more than five minutes.

PDF-11: Implement the following Transportation Demand Management actions:

- Post information such as North County Transit District bus and commuter rail schedules, maps, and fares.
- Facilitate ride sharing information by providing sign-up sheets or other measures to allow interested employees/staff to identify carpooling opportunities.
- Post information such as bicycle route maps and information about taking bikes on public transportation.

The combined reductions from state measures (33.49%) and the availability of transit, sidewalks and bicycle access (1.98%) would equal 35.47% which would exceed the BAU threshold of 33 percent. The 35.47% reduction from BAU is a conservative estimate as the overall likely reduction for the project will be greater with implementation of the PDFs and Existing State Actions, and other future mandates to be adopted aimed at reducing GHG emissions. Thus, the project would not conflict with state or federal policies aimed at reducing GHG emissions.

VI. BIOLOGICAL RESOURCES

Significance Criteria and Impact Analysis

The effects of a project on biological resources are considered to be significant if the proposed project would:

a. *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service;*
b. *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service;*
c. *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;*
d. *Interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;*
e. *Conflict with any local policies/ ordinance that protect biological resources (e.g. tree preservation policy or ordinance); or,*

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

a) Listed/Sensitive Species

Based on field reconnaissance and review of the Draft Escondido Subarea Plan of the Multiple Habitat Conservation Program (City of Escondido 2001), the entire 14.5-acre project site and Western Lot have been previously disturbed and all native plant cover has been removed from these areas through past uses. As a result, no plant or animal species recognized as threatened or endangered by the U.S. Fish and Wildlife Service or California Department of Fish and Game, or other sensitive species, as identified in local/regional plans/policies or regulations, are known, or anticipated, to occur within the proposed development area. In addition, no Resource Agency permits would be required for the proposed development since the project would not remove any protected or endangered habitats.

A number of mature eucalyptus trees are present on the site along N. Spruce Street and Norlak Avenue. These trees are expected to be removed in the course of constructing the Ballpark. While no associated raptor nests were observed during site reconnaissance, the potential exists for the on-site eucalyptus trees to be used as nesting sites by raptors. If active nests were to occur at the time trees are removed, significant impacts to raptors would occur. In addition, a number of mature off-site eucalyptus trees (and potentially other non-native tree species) are located to the south and west, and also represent potential raptor nesting sites. Depending on their location relative to the project site, raptor nests in these off-site areas (if present) could potentially be subject to significant indirect effects from project-generated construction noise. The federal Migratory Bird Treaty Act (MBTA) protects indigenous species of birds (such as raptors) that live, reproduce, or migrate within or across international borders at some point during their life cycles from unauthorized take or harm. Destruction of an active bird nest would be a violation of the MBTA, and in common practice, the USFWS places restrictions on disturbances allowed near active raptor nests during the raptor nesting season. Accordingly, if project construction activities are proposed to occur during the raptor nesting season (February 1 through September 15), significant direct and/or indirect impacts to nesting raptors could potentially result.

Implementation of the following mitigation measure would avoid or reduce associated potential project impacts to nesting raptors below a level of significance.

Mitigation Measure Bio-1

If project construction activities are proposed during the period of February 1 through September 15, a pre-construction survey shall be conducted by a qualified biologist a minimum of 10 days prior to the beginning of construction to determine the presence or absence of nesting raptors in on-site eucalyptus trees and applicable off-site trees within 500 feet of proposed construction operations. Specifically, the described areas shall be surveyed to determine if active nest sites are present in areas that would be directly (through removal of nest-bearing trees) or indirectly (from construction-generated noise) impacted by project construction. If active nests are not observed, project construction activities may proceed as proposed with no further associated requirements. If active nest sites that would be directly or indirectly affected by project construction are observed, additional measures shall be implemented, as identified by the project biologist, to avoid or minimize associated potential impacts. Specifically, these measures may include efforts such as avoidance of impacts to active nest sites by creating an appropriate buffer of inactivity (typically 300 to 500 feet depending on local conditions) between construction operations and active nests, or delaying associated construction operations within the buffer until it is documented by the

project biologist that nesting activities have ceased due to fledging or other causes (e.g., nest abandonment).

b) Riparian/Sensitive Natural Communities

As noted above in Item a, no native habitats, including riparian areas or other designated sensitive natural communities, are present within or adjacent to the project site and associated off-site areas. Accordingly, no associated direct potential impacts on riparian or sensitive natural vegetation communities would result from implementation of the proposed project. Potential indirect impacts to downstream riparian areas could potentially result from the presence of project-related urban contaminants in site runoff. Specifically, project-related runoff would be discharged into downstream receiving waters, including portions of Escondido Creek that support riparian habitats. Associated potential impacts are evaluated in Section X, Hydrology and Water Quality. As described in that analysis, all potential impacts to downstream receiving waters (including indirect effects to associated habitats), would be avoided or reduced below a level of significance through mandatory conformance with applicable regulatory requirements, including the federal Clean Water Act/National Pollutant Discharge Elimination System (CWA/NPDES) and related City storm water standards. Therefore, no direct or indirect impacts to riparian or sensitive habitat would occur during project implementation.

c) Federally Protected Wetlands

Pursuant to the discussion above in Items a and b, no native habitats, including federally-protected wetlands, are present within or adjacent to the project site and associated off-site areas. Accordingly, no direct impacts to wetlands would result from project implementation.

d) Wildlife Movements/Corridors/Nursery Sites

Based on the developed nature of the project site, parking areas and adjacent properties, as well as review of pertinent data in the Escondido Subarea Plan (City of Escondido 2001), project implementation would not result in any impacts to wildlife movements or established wildlife corridors/habitat linkages. The project site and related off-site areas are also not listed as open space corridors or animal migration corridors on any City open space planning maps, and are not identified as potential park sites in the City Parks, Trails and Open Space Plan (City of Escondido 1999), or in any related local or regional plans.

Potential project-related impacts to wildlife nursery sites would be limited to the possible occurrence of raptor nesting in on-site and/or off-site trees, as described above under Item a. As noted therein, significant direct and indirect impacts to nesting raptors could potentially result from project construction activities, with these impacts to be avoided or reduced below a level of significance through mitigation measure Bio-1.

e) Local Biological Resource Policies/Ordinances

The proposed project would not conflict with local policies/ordinances related to the protection of biological resources as it is a developed site that is not included in the preserve areas identified in the Escondido Subarea Plan (City of Escondido 2001). Thus, no biological policy impacts would occur.

f) Habitat Conservation Plans/Natural Community Conservation Plans

The development of the proposed project would not conflict with the provisions of an adopted or proposed Habitat Conservation Plan. A review of the Escondido Subarea Plan and related City planning efforts

indicates that the project site is not considered biologically significant or strategically located to warrant being included in a regional or local natural open space preserve. Accordingly, implementation of the proposed project would not result in any impacts associated with adopted or proposed conservation plans.

VII. CULTURAL RESOURCES

Significance Criteria and Impact Analysis

The effects of a project on cultural resources are considered to be significant if the proposed project would:

a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5;

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

c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or,

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

A project-specific cultural resources survey was conducted by Affinis (2010) to assess the potential for resources on the Ballpark site. Information in that report is summarized herein.

a) Historic Resources

Historic maps and aerial photographs were reviewed to assess the potential for historic archaeological resources, as well as historic structures. Historic maps included the 1948 USGS 7.5' Escondido quadrangle, 1942 15' Escondido quadrangle, and 1901 USGS 30' San Luis Rey quadrangle. Tax factor aerial photographs from 1928 were reviewed, as well as aerial photographs taken in 1947, 1953, and 1964. The map and photograph review was followed up by a field survey to assess the historic potential of existing structures. A few of the existing buildings in the City maintenance yard along N. Spruce Street may be over 50 years old; however, none are architecturally or historically significant (Affinis 2010). Adjacent to the Ballpark project site is a large building on the west side of N. Quince Street. This building is the former Wickline Bedding Company office and factory, which began manufacturing mattresses in 1949 to supply Strep's Warehouse, the furniture company owned by Vincent James Navarra that later became Jerome's Furniture. The building is not historically or architecturally significant. Although Wickline was in business in Escondido for many years, it did not make a substantial contribution to the history of the city. As such, the former Wickline building is not a significant historic resource. The site also does not contain any resources listed on the City's Historic Sites. Therefore, the project would result in a less than significant impact to the historic resources.

b) Cultural Resources

The project site and related off-site areas have been significantly disturbed by previous development. Affinis obtained a records search for the project site and a one-mile radius from the South Coastal Information Center at San Diego State University in September 2010. Fifteen archaeological sites and one isolate have been recorded within one mile of the project; no sites are recorded within one-half mile of the project. The Native American Heritage Commission (NAHC) was also contacted for a Sacred Lands File search in September 2010; the Sacred Lands File search "did not indicate the presence of Native American cultural resources within one-half mile of the proposed project site (APE)." The undeveloped portions of the proposed Ballpark project site, N. Spruce Street North and South Lots, and Western Lot were surveyed for

cultural resources on September 21, 2010 by Affinis, who was accompanied by Native American monitors from the Kumeyaay and Luiseño tribes. No archaeological material was identified during the survey. Based on the results of the field survey, there is no potential for impacts to known archaeological resources. There is some potential for unknown subsurface (buried) cultural resources, due to the presence of alluvial deposition from Escondido Creek. Accordingly, associated project-related impacts are considered potentially significant.

The following mitigation measure would reduce all potential project impacts to cultural resources related to disturbance of unknown subsurface cultural resources in the alluvial deposition from Escondido Creek to below a level of significance.

Mitigation Measure Cul-1

A qualified archaeologist and Native American monitors representing both Kumeyaay and Luiseño tribes shall be present for initial ground-disturbing activities for the project (brushing, grubbing, and grading in the upper several feet). If cultural resources are discovered during construction monitoring, the qualified archaeologist shall have the authority to temporarily halt or redirect grading away from the area of the finds. Sufficient time and resources must be allowed for the archaeologist and the Native American monitor to assess the nature and significance of the finds, in consultation with City staff. If significant resources are identified, appropriate mitigation measures must be developed and implemented.

c) Paleontological Resources

As described in Section VIII, Geology and Soils, surficial materials and underlying geologic units anticipated to occur in the project site and vicinity include fill, native topsoils (potentially), Pleistocene-age older alluvium, and Cretaceous-age granitic rocks. Potential paleontological resources are typically found in sedimentary rock, and would not be anticipated in granitic rock, fill, or native topsoils. The project site and related off-site areas are also not located within areas identified as having potential paleontological resources in the City of Escondido General Plan Community Open Space/Conservation Element and related EIR (City of Escondido 1990a and 1990b). Mapped occurrences of Pleistocene-age alluvium, however, may correlate with non-marine terrace deposits. While fossil occurrences in these materials are generally rare, important vertebrate remains have been recovered from similar deposits in larger local river valleys. Based on these considerations and consultation with the San Diego Natural History Museum (Deméré 2010), local Pleistocene-age alluvial deposits are assigned a moderate paleontological resource potential. Accordingly, associated project-related impacts are considered potentially significant.

The following mitigation measure would reduce all potential project impacts to paleontological resources related to disturbance of Pleistocene-age alluvial deposits to below a level of significance.

Mitigation Measure Cul-2

Prior to commencement of project construction, a qualified paleontologist shall be retained to attend the project pre-construction meeting and discuss proposed grading plans with the project contractor(s). If the qualified paleontologist determines that proposed grading/excavation activities would likely affect previously undisturbed areas of Pleistocene-age alluvial deposits, then monitoring shall be conducted as outlined below.

- *A qualified paleontologist or a paleontological monitor shall be on site during original cutting of Pleistocene-age alluvial deposits. A paleontological monitor is defined as an individual who has at least*

one year of experience in the field identification and collection of fossil materials, and who is working under the direction of a qualified paleontologist. Monitoring of the noted geologic unit shall be conducted at least half-time at the beginning of excavation, and may be either increased or decreased thereafter depending on initial results (per direction of a qualified paleontologist).

- *In the event that well-preserved fossils are discovered, a qualified paleontologist shall have the authority to temporarily halt or redirect construction activities in the discovery area to allow recovery in a timely manner (typically on the order of 1 hour to 2 days). All collected fossil remains shall be cleaned, sorted, catalogued and deposited in an appropriate scientific institution (such as the San Diego Museum of Natural History) at the applicant's expense.*

- *A report (with a map showing fossil site locations) summarizing the results, analyses and conclusions of the above described monitoring/recovery program shall be submitted to the City within three months of terminating monitoring activities.*

d) Human Remains

The potential for disturbing human remains is low given the fact that the known archaeological sites in the area were not intensively used due to their location along the boundary between Luiseño and Kumeyaay territories (Affinis 2010). Therefore, the project would not result in an impact to human remains.

VIII. GEOLOGY AND SOILS

Significance Criteria and Impact Analysis

The effects of a project on geology and soils are considered to be significant if the proposed project would:

a. *Expose people or structures to potentially substantial adverse effects, including the risk of loss, injury, or death involving:*

   i. *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (Refer to Division of Mines and Geology Special Publication 42);*

   ii. *Strong seismic ground shaking;*

   iii. *Seismic-related ground failure, including liquefaction; or*

   iv *Landslides.*

b. *Result in substantial soil erosion or the loss of topsoil;*

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

d. *Be located on expansive soil, as defined in Section 1802.3.2 of the International Building Code, creating substantial risks to life or property; or*

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

a) Seismic Hazards

i. Ground Rupture

The project site, like all of San Diego County, is located within a Seismic Zone 4 designation. Zone 4 is the highest of four seismic risk zones, and is generally interpreted as an area with a 1 in 10 chance of experiencing a 0.4g peak ground acceleration (ground shaking) level within the next 50 years (where g is the acceleration due to gravity). The project site is not located within or adjacent to any mapped State of California Fault-Rupture Hazard Zones (formerly known as Alquist-Priolo Special Studies Zones) or other known fault hazard designations (California Geological Survey [CGS] 2007a, County of San Diego 2007, City of Escondido 1990b). No known active or potentially active faults are located in the project site vicinity, with the closest active faults including offshore segments of the Rose Canyon Fault Zone (approximately 15 miles west) and Elsinore Fault Zone (approximately 18 miles northeast (CGS 2010). Active faults are defined as those exhibiting historic seismicity or displacement of Holocene-age deposits (less than approximately 11,000 years old), while potentially active faults have no historic seismicity and displace Pleistocene-age (between approximately 11,000 and 1.6 million years old) but not Holocene strata. Based on the described conditions, the probability of seismic ground rupture and related effects (e.g., lurching or cracking) occurring on site is considered low, and associated potential impacts would be less than significant.

ii. Ground Acceleration (Ground Shaking)

As stated earlier, the maximum estimated peak ground acceleration level at the project site is 0.4g. Ground acceleration levels in this range could potentially result in related effects to proposed facilities such as structures, foundations, and/or utilities. Based on these conditions, additional investigation would be required to identify appropriate seismic design parameters, and associated impacts are considered potentially significant (although these potential effects are similar to those in surrounding areas). Related mitigation is identified below in the form of completing a detailed geotechnical investigation for the proposed project, pursuant to applicable City requirements (e.g., General Plan Community Protection and Safety Element Community Safety Policies D1.1 through D1.5, City of Escondido 1990a). The project would incorporate appropriate design and construction measures to accommodate projected seismic loading, pursuant to recommendations in the noted geotechnical investigation. This would include peak ground acceleration levels, along with applicable seismic parameters from sources such as the International Building Code (IBC), the related California Building Code (CBC), and the Greenbook Standard Specifications for Public Works Construction (Greenbook). Specific measures to address potential impacts related to seismic ground shaking would likely include standard industry practices such as the use of properly engineered fill, appropriate foundation/footing and structure design, and reinforced concrete and masonry, as part of the required project conformance with applicable regulatory/industry criteria such as the IBC/CBC, Greenbook, and City standards.

The following mitigation measure would address all potential geotechnical impacts associated with the proposed project, and would reduce identified potential impacts from seismic ground acceleration to below a level of significance.

Mitigation Measure Geo-1

Prior to the issuance of a grading permit, a detailed geotechnical investigation shall be conducted to assess potential geotechnical issues for the proposed project site and related development (including all off-site areas/facilities). This investigation shall conform with all applicable City requirements and other pertinent criteria, including IBC/CBC and Greenbook standards. Specific issues to be evaluated in the project geotechnical investigation shall include seismic-related ground rupture, ground acceleration, and liquefaction, as well as expansive/corrosive soils, other types of soil/geologic instability (including subsidence, oversize materials and excavations), and any other issues deemed appropriate by the City and/or the geotechnical engineer. The project geotechnical investigation shall be submitted to the City for review and approval prior to the issuance of the grading permit and the commencement of construction. All applicable requirements and recommendations identified in the approved geotechnical investigation shall be incorporated into the project design and/or construction specifications as appropriate.

iii. Liquefaction

Liquefaction is the phenomenon in which surficial materials located below the water table undergo a rapid loss of shear strength when subjected to strong earthquake-induced ground acceleration. Ground acceleration of sufficient duration can cause the soil to behave as a fluid for a short period of time (with an associated loss of support for surface and subsurface structures). Liquefaction is known to occur generally in saturated or near-saturated cohesionless soils at depths shallower than 50 feet below the ground surface. Factors known to influence liquefaction potential include composition and thickness of surficial/soil layers, grain size, relative density, groundwater level, degree of saturation, and the intensity and duration of ground acceleration.

Based on existing geologic mapping and the developed nature of the project site and vicinity, local surficial materials likely consist primarily of fill and undifferentiated mid to late Pleistocene-age older alluvium (between approximately 11,000 and 500,000 years old), while underlying geologic units encompass mid Cretaceous-age granitic rocks approximately 100 million years old (CGS 2007b, City of Escondido 1990b). While no known site-specific information is available regarding the occurrence and depth of on-site groundwater, the site is adjacent to Escondido and Reidy Creeks and shallow groundwater is known to occur generally in "[t]he central developed valley of the City." (City of Escondido 1990b). Based on these conditions and the previously described estimated ground acceleration levels, project impacts from liquefaction and related effects (e.g., dynamic settlement and lateral spreading) are considered potentially significant. Associated mitigation would involve completing a detailed geotechnical investigation to assess issues including potential liquefaction, as outlined above under the discussion of ground acceleration. The project would incorporate appropriate design and construction measures from this investigation to address potential liquefaction issues, including standard industry practices such as the removal and recompaction and/or replacement of unsuitable materials with properly engineered fill, the use of appropriate foundation and footing designs, and the implementation of proper surface and subsurface drainage techniques (e.g., positive surface drainage and use of subdrains). These and/or other appropriate measures would be implemented as part of the required project conformance with applicable regulatory/industry criteria such as the IBC/CBC, Greenbook, and City standards.

Implementation of the *Mitigation Measure Geo-1* identified above under the discussion of ground acceleration would address all potential geotechnical impacts from liquefaction and related effects to below a level of significance.

iv. Landslides

The project site and vicinity (including the Western Lot) have been previously developed, and encompass predominantly level terrain with elevations of between approximately 640 and 645 feet above mean sea level (MSL). Accordingly, the project site and proposed development are not considered susceptible to landslides. Thus, no impact from landslide risk would occur with respect to the proposed project.

b) Soil Erosion

Mapped topsoils within the project site and associated off-site area include Placentia Sandy Loam (2 to 9 percent slopes), Ramona Sandy Loam (2 to 5 percent slopes), and Visalia Sandy Loam (2 to 5 percent slopes). Based on the developed nature of the project site vicinity, however, most or all local topsoils have likely been previously removed/replaced and/or mixed with fill. Fill materials, remnant topsoils, (if present) and underlying alluvial deposits are all potentially subject to erosion and sedimentation (i.e., the off-site transport of eroded material). The project site is generally level with surface drainage moving primarily south to Escondido Creek. Proposed grading, excavation, demolition, and construction activities would increase the potential for erosion and sedimentation both within and downstream of the site relative to existing conditions. Specifically, project activities would involve: (1) removal of surface stabilizing features (e.g., structures, pavement and vegetation); (2) excavation of existing compacted materials; (3) redeposition of excavated (and/or imported) material as backfill; and (4) potential erosion from disposal of extracted groundwater (if required, refer to Section X, Hydrology and Water Quality for additional discussion). The influx of sediment into downstream receiving waters, including Escondido and Reidy Creeks, could result in direct effects such as increased turbidity, and would also provide a transport mechanism for other contaminants such as hydrocarbons that tend to adhere to sediment particles (with additional discussion of potential water quality concerns provided below in Section X). Erosion and sedimentation are not considered to be significant long-term concerns, as all developed areas would be stabilized through efforts such as installation of hardscape and landscaping.

Short-term erosion and sedimentation impacts would be addressed through conformance with the NPDES *General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities* (Construction General Permit, NPDES No. CAS000002, State Water Resources Control Board [SWRCB] Order 2009-0009-DWQ). Specifically, conformance with the Construction General Permit is required prior to development of applicable sites exceeding one acre, with this permit issued by the SWRCB under an agreement with the U.S. Environmental Protection Agency (USEPA). Specific conformance requirements include implementing a Storm Water Pollution Prevention Plan (SWPPP), an associated Construction Site Monitoring Program (CSMP), employee training, and minimum best management practices (BMPs), as well as a Rain Event Action Plan (REAP) for applicable projects (e.g., those in Risk Categories 2 or 3, as outlined below). Under the Construction General Permit, project sites are designated as Risk Level 1 through 3 based on site-specific criteria (e.g., erosion potential and receiving water risk), with Risk Level 3 sites requiring the most stringent controls. Based on the site-specific risk level designation, the SWPPP and related plans/efforts identify detailed measures to prevent and control the off-site discharge of pollutants in storm water runoff. Depending on the risk level, these may include mandatory technology-based action levels, effluent limitations, and advanced treatment systems (ATS). Specific pollution control measures require the use of best available technology economically achievable (BAT) and/or best conventional pollutant control technology (BCT) levels of treatment, with these requirements implemented through applicable BMPs. While site-specific measures vary with conditions such as risk level, proposed grading, and slope/soil characteristics, detailed guidance for construction-related BMPs is provided in the project WQTR and Construction General Permit, as well as additional sources including the City of Escondido *Standard Urban Storm Water Mitigation Plan* (SUSMP, 2010), and California Storm Water Quality

Association (CASQA) *Storm Water Best Management Practices Handbooks* (CASQA 2009). Specific requirements for the proposed project under this permit would be determined during SWPPP development, after completion of project plans and application submittal to the SWRCB.

Based on implementation of appropriate erosion and sediment control BMPs as part of, and in conformance with, the project SWPPP and related NPDES/City requirements, potential erosion and sedimentation impacts from the proposed project would be avoided or reduced below a level of significance. Erosion and sedimentation BMPs implemented for the proposed project would be further defined during the NPDES permit/SWPPP process, with the resulting measures taking priority over the more general types of industry standard measures listed above.

c) Geologic Instability

Potential impacts related to liquefaction, lateral spreading and landslides are discussed above under Item a of this section. Potential impacts related to subsidence/collapse are typically associated with conditions such as groundwater (or other fluid) withdrawal, and/or loading related to the placement of larger surface structures. Based on the anticipated presence of alluvial materials and (potentially) shallow groundwater, as well as the nature of the proposed development, the proposed project could potentially be subject to significant subsidence/collapse impacts. Associated mitigation would involve completing a detailed geotechnical investigation to address (among other issues) potential subsidence/collapse, as outlined above under the discussion of ground acceleration in Item a. The project would incorporate appropriate design and/or construction measures from this investigation to address potential subsidence/collapse issues, potentially including standard industry practices such as the removal/recompaction and/or replacement of unsuitable materials with properly engineered fill, use of appropriate foundation and footing designs, surcharging (i.e., temporarily placing an artificial load to initiate settlement prior to development), and/or implementation of a settlement monitoring program. These and/or other appropriate measures would be implemented as part of the required project conformance with applicable regulatory/industry criteria such as the IBC/CBC, Greenbook, and City standards.

Project-related excavation and/or blasting in granitic bedrock (if required) may generate oversize materials that are not suitable for use in backfill. Specifically, improper use of oversize materials in fill can result in effects such as differential compaction (varying levels of compaction over short distances) that may adversely affect surface and/or subsurface structures. Based on the potential generation of oversize materials, associated impacts related to instability are considered potentially significant. Associated mitigation would involve completing a detailed geotechnical investigation to assess issues including oversize materials, as outlined above under the discussion of ground acceleration. The project would incorporate appropriate design and construction measures from this investigation to address potential issues related to oversize materials. Specifically, this may include standard industry practices such as crushing, burial in deeper fills, use as decorative elements (e.g., in landscaping or entry monuments), and/or off-site disposal. These and/or other appropriate measures would be implemented as part of the required project conformance with applicable regulatory/industry criteria such as IBC/CBC, Greenbook, and City standards.

The project site may potentially encompass surficial materials and/or geologic units that exhibit corrosive properties related to factors including soil resistivity, chloride and sulfate content, and pH levels. Such conditions, if present, could potentially result in corrosivity effects to steel and ductile iron structures from soil resistivity, buried metallic structures and reinforcing steel from chloride content, and effects to buried steel and concrete structures from sulfate content and pH levels. Based on these factors, associated impacts related to corrosive soils are considered potentially significant. Related mitigation would involve completing a detailed geotechnical investigation to assess issues including corrosive materials, as outlined

above under the discussion of ground acceleration. The project would incorporate appropriate design and construction measures from this investigation to address potential issues related to corrosive materials, potentially including standard industry practices such as the use of protective coatings and corrosion test stations for buried metallic pipelines (and applicable metallic structures such as joints and valves), verification of continuity between metallic piping, isolation of pipelines from other metallic structures, and the use of Type V cement and applicable concrete/water ratios. These and/or other appropriate measures would be implemented as part of the required project conformance with applicable regulatory/industry criteria such as IBC/CBC, Greenbook, and City standards.

Implementation of the proposed project would potentially result in significant impacts related to geologic instability, including subsidence/collapse, excavation instability/caving, oversize materials, and corrosive soils as described above. *Mitigation Measure Geo-1* identified under the discussion of ground acceleration under Item a of this section would address all potential geotechnical impacts associated with the proposed project, and would reduce identified potential impacts from geologic instability to below a level of significance.

d) Expansive Soils

Expansive (or shrink-swell) behavior in surface or near-surface materials is attributable to the water holding capacity of clay materials. Such behavior can adversely affect structural integrity (including underground pipelines) through shifting of foundations or supporting materials during the shrink-swell process. Both the Placentia and Ramona soils mapped on site (refer to the previous discussion of erosion under Item b) are identified as exhibiting shrink-swell characteristics in the General Plan Community Protection and Safety Element (City of Escondido 1990a). While, as previously noted, these soils are anticipated to have been largely replaced or mixed with fill during site development, remnant areas with shrink-swell potential may remain. Accordingly, potential impacts to proposed facilities from expansive soils are considered potentially significant. Related mitigation would involve completing a detailed geotechnical investigation to assess issues including expansive soils, as outlined above under the discussion of ground acceleration. The project would incorporate appropriate design and construction measures from this investigation to address potential issues related to expansive soils, potentially including standard industry practices such as replacing expansive materials with engineered and non-expansive fill. These and/or other appropriate measures would be implemented as part of the required project conformance with applicable regulatory/industry criteria such as IBC/CBC, Greenbook, and City standards.

Implementation of the proposed project would potentially result in significant impacts related to expansive soils as described above. *Mitigation Measure Geo-1* identified under the discussion of ground acceleration under Item a of this section would address all potential geotechnical impacts associated with the proposed project, and would reduce identified potential impacts from expansive soils below a level of significance.

e) Soil Suitability for Alternative Wastewater Systems

The proposed project would utilize and tie into existing municipal sewer facilities/service, and would not involve the implementation of septic tanks or alternative wastewater disposal systems. Accordingly, no associated impacts to wastewater systems would occur from project implementation.

IX. HAZARDS AND HAZARDOUS MATERIALS

Significance Criteria and Impact Analysis

The effects of a project on hazards and hazardous materials are considered to be significant if the proposed project would:

a. *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;*
b. *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;*
c. *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; or,*
d. *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment;*
e. *For a project located within an airport land-use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, impacts would occur if the project results in safety hazard for people residing or working in the project area; or,*
f. *For a project within the vicinity of a private airstrip, the project results in a safety hazard for people residing or working in the project area; or,.*
g. *Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan; or,*
h. *Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.*

A project-specific Phase I Environmental Site Assessment (ESA) was conducted by Geocon, Inc. (Geocon, 2010) to evaluate the potential occurrence of hazardous materials/wastes at the project site and vicinity, and to identify associated potential impacts and recommended mitigation. Information from the study is summarized herein.

a) Hazardous Material Transport, Use, Storage and Disposal

Hazardous material use associated with the proposed project would consist of construction-related materials such as vehicle fuels/lubricants, paint, solvents and concrete, as well as operational materials including chemical pesticides/fertilizers, cleaning supplies (e.g., degreasers/solvents, detergents and disinfectants), and minor quantities of petroleum products (e.g., grounds-keeping equipment fuels and lubricants). Water for the site would be provided by the City of Escondido from existing mains located within the adjacent streets/easements, with no proposed use of groundwater or related potential to encounter associated contaminants.

Potential impacts from construction-related hazardous material use are addressed in Section X, Hydrology and Water Quality. As described in that analysis, the proposed project is not located within a 100-year floodplain, and all potential impacts associated with construction-related hazardous materials would be avoided or reduced below a level of significance through mandatory conformance with applicable regulatory requirements, including the CWA/NPDES and related City storm water standards. As a result, no significant public or environmental hazards would result from construction-related hazardous material use during project implementation.

Potential impacts associated with operational hazardous materials would be addressed through measures taken in conformance with pertinent regulatory requirements and manufacture's recommendations to ensure proper use, handling, storage, and disposal practices. Specifically, this would include the following types of efforts:

- Conformance with pertinent regulatory requirements and manufacture's recommendations related to chemical fertilizers/pesticides and cleaning supplies, such as proper application rates/methodologies, provision of appropriate employee safety equipment/training, use of certified professional applicators where appropriate (e.g., insecticide applications), proper on-site storage (e.g., in an enclosed and locked cabinet), and disposal of spent containers/unused products (and other applicable materials) in an approved off-site facility.

- Use of designated areas with proper containment (e.g., impermeable surfaces and secondary containment berms) for all vehicle/equipment fueling and maintenance, and provision of appropriate storage areas/facilities (e.g., an enclosed and locked shed).

- Provision of appropriate employee training, safety equipment/clothing, clean up/containment supplies (e.g., absorbent materials), and safety instructions/emergency contacts and procedures to follow in case of a spill.

- Conformance with all applicable Fire, Building, and Health and Safety Codes.

Based on the above discussion all potential impacts related to hazardous materials generated during construction and/or the use, storage, transport and disposal of operational hazardous materials would be less than significant.

b) Hazardous Material Release

The project ESA was conducted pursuant to applicable regulatory requirements and guidelines, including: (1) Title 40, Part 312 of the Code of Federal Regulations (CFR); (2) Sections 101 (35)(B)(ii) and (iii) of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA); and (3) pertinent elements of ASTM International (formerly the American Society for Testing and Materials). The primary objective of the project ESA was to identify recognized environmental conditions (RECs) and historical RECs, and to generate associated recommendations to address all project-related concerns and ensure conformance with applicable legal and regulatory requirements. Based on the noted requirements and guidelines, the project ESA methodology included description of the physical setting (e.g., topography and hydrogeology), records searches for listed sites (e.g., documented releases or non-compliance), contacts with agency/industry representatives, assessment of site history (e.g., through review of aerial photographs and property owner/operator interviews), and site reconnaissance. A summary of the RECs and historical RECs identified for the project site and applicable off-site areas is provided below, along with analysis of associated potential impacts and mitigation measures, if appropriate.

<u>On-site Concerns</u>

Two on-site properties with RECs and/or historical RECs were identified: the City of Escondido Public Works Department (PWD) facility, and the HD Plumbing and Supply site. Specific concerns identified in the project ESA for these two properties are outlined below.

City of Escondido PWD Facility

The on-site portion of the City PWD facility encompasses a number of vehicle maintenance and material/equipment storage sites, as well as an employee parking lot, on approximately nine acres. The site is located at 475 N. Spruce Street in the western portion of the proposed stadium site, on Assessor's Parcel Nos. (APNs) 232-090-54, 232-090-57, and 232-090-28. A fourth parcel associated with the PWD Site (APN 232-090-72) includes approximately 10.3 acres along W. Washington Avenue (i.e., the Western Lot) and is described below under Off-site Concerns. Evidence of RECs and historic RECs was identified for the PWD facility during the project ESA investigation, as summarized below:

- The PWD site was listed on eight hazardous material databases during ESA record searches, with several sites including multiple listings. Specifically, this included: (1) four listings for underground storage tanks (USTs) involving petroleum hydrocarbons (e.g., gasoline and diesel fuel); (2) two listings for leaking USTs (LUSTs); and (3) a number of listings for aboveground storage tanks and other containers (e.g., metal drums) storing substances such as waste oil, mixed oil, sludge, water-based paint, various gasses (e.g., acetylene and argon), antifreeze, brake fluid, used batteries, hydrocarbon solvents, and alkaline solutions (pH greater than 12.5).

  Based on soil samples collected during removal of five of the on-site USTs/LUSTs in 1999, maximum concentrations of approximately 15,000 milligrams per kilogram (mg/kg) were observed for total petroleum hydrocarbons-gasoline (TPHg), and concentrations of up to 7,900 mg/kg were observed for total petroleum hydrocarbons-diesel (TPHd). Subsequent (2007) groundwater sampling detected a number of petroleum hydrocarbon-related contaminants at concentrations representing RECs, including TPHg at 76,000 micrograms per liter (µg/l), benzene at 3,200 µg/l, toluene at 7,900 µg/l, ethylbenzene at 3,800 µg/l, xylene at 22,600 µg/l, and methyl tert butyl ether (MTBE) at 2,600 µg/l. Several additional soil and groundwater assessments have been conducted in association with the noted UST/LUST cases, with site-specific data provided in the project ESA.

- In addition to the records search data described above, site reconnaissance and employee interviews conducted at the PWD site during the project ESA identified additional potential concerns related to the following: (1) two existing in-ground hydraulic lifts and at least additional three hydraulic lifts that were previously removed from the site; (2) vehicle maintenance bays; and (3) storage areas for construction materials and cleaning supplies.

HD Plumbing and Supply Facility

The HD Plumbing and Supply facility includes approximately 3.8 acres located at 480 N. Spruce Street in the western portion of the proposed stadium site (APN 232-091-28). This site includes two buildings and provides wholesale supplies to plumbing contractors (with the site formerly used as a milk processing plant). Evidence of a potential REC was identified at the HD Plumbing property during the site ESA investigation, as summarized below:

- The HD site was listed on 10 hazardous material databases during record searches conducted as part of the project ESA. Specific listings included: (1) two listings for USTs involving diesel and "motor vehicle fuel" storage; (2) one listing for a LUST involving diesel fuel; (3) several listings for ASTs and/or other above ground storage involving substances such as acetylene, propane, liquid carbon dioxide, waste and mixed oil, inorganic solid wastes, organic solids, and aqueous solutions; and (4) one listing for a small quantity generator (SQG) of hazardous waste, including tetrachloroethylene.

Removal/remediation at the noted LUST site was conducted in 1988, although excavation was not conducted beneath the associated building footprint. Accordingly, it was estimated that approximately 3,800 square feet of contaminated soil and 370 gallons of "product" (diesel fuel) were reportedly left on-site. In a letter dated January 21, 2000, the San Diego County Department of Environmental Health (DEH) indicated that "[n]o further action related to the petroleum release at the site is required…" but mandated that "[a]ny contaminated soil excavated as part of subsurface construction work must be managed in accordance with the legal requirements at that time."

Off-site Concerns

The previously noted hazardous material databases searches and agency/industry contacts included the project site and surrounding areas, with database search radii varying between 0.25 and 1.0 mile (depending on individual list criteria). A large number of off-site listings and other potential concerns were identified during these record search/contact efforts, with all but one of these determined to be "unlikely to impact the site" based on considerations including: (1) listing case status (e.g., closed with no further action required); (2) the nature of the listing/concern (e.g., no reported releases/violations); (3) the minor (de minimus) nature of reported/observed conditions; (4) distance from the site; and (5) location relative to the site (e.g., hydraulically down-gradient). The applicable off-site area identified as a potential REC in the project ESA consists of stockpiled materials located in the Western Lot area, as summarized below (with a complete list of reviewed off-site properties/conditions provided in project ESA).

Potential Off-site Parking Area

The Western Lot area is associated with the previously described off-site portion of the City PWD site (APN 232-090-72), and is used for storage of materials including: (1) hazardous materials such as florescent tube light bulbs and illegally dumped unknown items treated as hazardous materials (all of these materials are stored in an enclosed shed); (2) traffic control materials such as cones and barricades; (3) sewer maintenance vehicles; (4) cleaning supplies; and (5) construction/demolition-related materials, such as excavated soil concrete rubble and asphalt grindings. Based on interviews conducted with PWD staff, one of the soil stockpiles on this site is associated with an on-site UST removal effort and reportedly contains heavy metals, with this material therefore representing a potential REC.

Other Potential On- and Off-site Concerns

Both the project site and associated off-site areas may encompass buildings or other applicable facilities that were constructed prior to the mid/late 1970s, and therefore potentially contain asbestos-containing materials (ACMs) and/or lead-based paint (LBP). Removal of these structures/facilities during project implementation could potentially result in significant impacts related to construction worker and public health and safety from the release of ACMs and/or LBP, and would therefore represent a potential REC.

Summary of On- and Off-site Concerns

Based on the above discussion and the detailed information in project ESA, potential RECs were identified in association with: (1) the occurrence of petroleum hydrocarbon contamination at two on-site properties; (2) the occurrence of heavy metal contamination at the Western Lot site; and (3) the potential occurrence of ACMs and/or LBP in on- and off-site structures/facilities. Accordingly, potentially significant impacts related to hazardous material release would be associated with development of the proposed project and associated mitigation is described below. Implementation of the following mitigation measures would avoid or reduce potential project impacts related to hazardous material release below a level of significance.

Mitigation Measure Haz-1

Additional soil sampling and analysis shall be conducted by a qualified hazardous materials contractor to further delineate the horizontal and vertical extent of soils impacted by petroleum hydrocarbons and/or other contaminants of concern in applicable portions of the project site and applicable off-site areas, and to develop a more accurate estimate of the volume of impacted soil required to be removed prior to development of the proposed project. Specifically, this shall include all applicable portions of the PWD and HD Plumbing properties identified as potential RECs/concerns in the project Phase I ESA, and the soil stockpile in the Western Lot area that reportedly contains heavy metals (along with any other areas deemed appropriate by the hazardous materials contractor). The described sampling/analysis will entail efforts including the collection of an appropriate number of soil samples and the conveyance of collected samples to an approved laboratory to test for applicable contaminants, pursuant to associated regulatory requirements and industry standards such as chain of custody and sampling/testing methodologies. After delineation of on-site soil impacts as noted, a remedial action plan (RAP) shall be prepared to: (1) summarize the nature and extent of on-site contamination; (2) assess risks to human health and the environment from potential exposure to contaminants during construction/operation of the proposed project; (3) evaluate potential remedial actions to reduce the identified risks to acceptable levels, and recommend the most appropriate remedial action; and (4) provide a conceptual design and cost for the recommended remedial alternative. The RAP (or equivalent document) shall be submitted to the DEH for review and comment prior to implementation.

Mitigation Measure Haz-2

All soils within the project site and applicable off-site areas determined to exceed applicable screening values for hazardous materials shall be managed as a potential health risk. A Soil Management Plan (SMP) shall be developed for the soils that exceed applicable screening values for hazardous materials pursuant to associated regulatory agency standards, including applicable requirements of the DEH, Regional Water Quality Control Board (RWQCB) and Air Pollution Control District (APCD). Specific measures identified in the noted SMP shall include the reduction or elimination of exposure pathways through efforts such as (depending on the nature of individual soil deposits): (1) reusing soils on-site as fill under hard pavement surfaces; (2) reusing soils in deeper on-site fills (with an appropriate minimum protective cover); (3) removing soils for off-site disposal at an approved disposal site; and (4) implementing appropriate dust control measures during site grading/excavation, including regular watering, using of palliatives, and limiting vehicle speeds in graded or unpaved areas.

Mitigation Measure Haz-3

An evaluation of the potential occurrence of ACMs and LBP shall be conducted for demolition/removal of applicable on- and off-site structures prior to implementing any project-related demolition operations. The determination of structures subject to such testing shall be made by the hazardous materials contractor, in consultation with appropriate regulatory agencies (e.g., the DEH).

With respect to ACMs, suspect materials that will be disturbed by project activities shall be sampled and analyzed for asbestos content, or assumed to be asbestos containing. The survey shall be conducted by a person certified by Cal/OSHA pursuant to regulations implementing subdivision (b) of Section 9021.5 of the California Labor Code, and who has taken and passed an EPA-approved Building Inspector Course. Should regulated ACMs be found, they shall be handled in compliance with the APCD Rule 361.145 – Standard for Demolition and Renovation. Evidence of survey completion shall consist of a signed and

stamped statement from the person certified to complete the facility survey indicating that the survey has been completed, and that either regulated asbestos is present or absent. If present, the letter shall describe the procedures that will be taken to remediate the hazard.

With respect to LBP, all lead containing materials scheduled for demolition/removal shall comply with applicable APCD regulations for demolition methods and dust suppression. Lead containing materials shall be managed in accordance with applicable regulations including, at a minimum, the hazardous waste disposal requirements (Title 22 CCR Division 4.5), the worker health and safety requirements (Title 8 CCR Section 1532.1), and the State Lead Accreditation, Certification and Work Practice Requirements (Title 17 CCR Division 1, Chapter 8).

Mitigation Measure Haz-4

If any additional or unanticipated conditions related to the potential occurrence of hazardous materials and/or contaminated soil or groundwater are observed or encountered during project-related construction operations, the contractor shall immediately cease activities in the subject area(s) and contact appropriate City staff for direction on how to proceed.

c) Hazardous Material Use Near Schools

The proposed project site and associated off-site areas are not located within one-quarter mile of any known existing or proposed school, and would therefore not result in any associated impacts related to hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or wastes. The closest existing school, Central Elementary, is located approximately 0.5 mile east of the project site.

d) Government Code Section 65962.5 (Cortese List) Sites

The project site is not located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (the Cortese List). A number of sites from the Cortese List are located in the general project vicinity, including the following approximate locations: (1) 0.25 mile west, 440 North Tulip Street; (2) 0.3 mile north, 649 West Mission Avenue; (3) 0.5 mile north-northwest, 944 West Mission Avenue; (4) 0.5 mile northeast, 205 West Mission Avenue; and (5) 0.8 mile east, 304 East Grand Avenue (California Department of Toxic Substances Control [DTSC] 2010a and 2010b). Based on the locations of the described Cortese List sites, implementation of the proposed project would not result in any associated significant impacts related to documented hazardous materials or wastes on the Cortese List.

e) Project Location Relative to Public Airports

The project is not located within an airport land-use plan, an airport land-use plan that is to be adopted, or within two miles of a public airport. The closest public airports to the project site are located approximately 10 miles to the west (McClellan-Palomar Airport in the City of Carlsbad), and 12 miles to the east (Ramona Airport). Accordingly, project implementation would not result in any impacts associated with public airport-related safety hazards for people working in the project area.

f) Project Location Relative to Private Airstrips

The project is not located within the vicinity of a private airstrip, with the closest such facilities located approximately six miles to the northeast (Lake Wohlford Resort Airstrip) and 12 miles to the north

(Blackington Airstrip). Accordingly, project implementation would not result in any associated impacts related to safety hazards for people residing or working in the project area.

g) Emergency Response Plans

The City has a Hazard Mitigation Plan (City of Escondido 2004), which is in the process of being updated and will go to the City Council in November for adoption. The proposed location for the Ballpark would not impair or physically interfere with the implementation of any of the items identified in the Hazard Mitigation Plan (Lowry 2010). With regard to the City's Emergency Operations Plans, the proposed location of the Ballpark would not interfere with those plans either, which are also in the process of being updated (Lowry 2010). Thus, the project does not include activities or structures that would significantly impair implementation of, or physically interfere with, any adopted emergency response or evacuation plans and no impacts would result.

h) Wildland Fire Hazards

Project implementation would not expose people or structures to a significant risk of loss, injury or death involving wild fires, since the site is in an urban setting and would include irrigated landscaping. The project is not located within an identified Fire Hazard Area as indicated on Figure IV-1 of the 1990 General Plan Community Protection and Safety Element (City of Escondido 1990a), or Figure 5.7.2 of the 2000 General Plan Update EIR (City of Escondido 2000). Based on the described conditions, the proposed project would not result in any impacts related to wildland fire hazards.

X. HYDROLOGY AND WATER QUALITY

Significance Criteria and Impact Analysis

The effects of a project on hydrology and water quality are considered to be significant if the proposed project would:

a. *Violate any water quality standards or waste discharge requirements, including but not limited to increasing pollutant discharges to receiving waters (Consider temperature, dissolved oxygen, turbidity and other typical storm water pollutants);*

b. *Have potentially significant adverse impacts on ground water quality, including but not limited to, substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted);*

c. *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river in a manner which would result in substantial/increased erosion or siltation on- or off-site;*

d. *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site and/or significant adverse environmental impacts;*

e. *Cause significant alteration of receiving water quality during or following construction;*

f. Cause an increase of impervious surfaces and associated runoff;

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

h. Cause potentially significant adverse impact on ground water quality;

i. Cause or contribute to an exceedance of applicable surface or ground water receiving water quality objectives or degradation of beneficial uses;

j. Is the project tributary to an already impaired water body, as listed on the Clean Water Act Section 303(d) list? If so, can it result in an increase in any pollutant for which the water body is already impaired;

n. Otherwise substantially degrade water quality;

k. Create or exacerbate already existing environmentally sensitive areas;

l. Create potentially significant environmental impact on surface water quality, to either marine, fresh, or wetland waters; or,

m. Impact aquatic, wetland or riparian habitat.

o. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map;

p. Place project within a 100-year flood hazard area structures which would impede or redirect flood flows;

q. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; or,

r. Inundate the site by seiche, tsunami, or mudflow.

A project-specific Water Quality Technical Report (WQTR) was prepared by Fuscoe Engineering, In. (Fuscoe, 2010) to assess potential water quality impacts pursuant to applicable NPDES and related City storm water standards. The project WQTR also includes evaluation of hydrologic issues including drainage patterns/directions, runoff rates/amount, and hydromodification. The project WQTR is summarized below along with other applicable data.

a, e, g, i, j, n, and l) Surface Water Quality

Potential surface water quality effects from the proposed project would encompass both short-term (construction-related) and long-term (operational) activities. Specifically, potential construction-related issues include erosion/sedimentation, the use and storage of hazardous substances such as concrete and vehicle fuels/lubricants, demolition-related debris generation, and the disposal of extracted groundwater (if necessary). Potential operational water quality concerns would be associated with activities such as vehicle access/parking, landscaping maintenance, and restaurant operations. The discharge of short- and long-term pollutants from the project site and associated off-site areas could potentially result in significant water quality impacts to downstream receiving waters, including portions of Reidy Creek, Escondido Creek, San

Elijo Lagoon and the adjacent Pacific Ocean shoreline that are designated as impaired on the Clean Water Act Section 303(d) List of Impaired Waters. Specifically, Reidy Creek is listed as impaired for phosphorus; Escondido Creek is listed for DDT, manganese, phosphate, selenium, sulfates and total dissolved solids; San Elijo Lagoon is listed for eutrophic conditions, indicator bacteria, and sedimentation/siltation; and the adjacent shoreline is listed for indicator bacteria (State Water Resources Control Board [SWRCB] 2007).

Existing and potential beneficial uses designated for downstream receiving waters include a number of applications such as municipal, agricultural, industrial, recreational, and wildlife/habitat applications. Additional discussion of applicable beneficial uses and related water quality objectives is provided in the project WQTR.

Short-term Construction Impacts

Erosion and Sedimentation

As described in Section VIII, Geology and Soils, potential construction-related erosion/sedimentation impacts would be avoided or reduced below a level of significance through conformance with existing NPDES Construction General Permit and related City storm water standards. Specifically, this would entail implementing a SWPPP and related BMPs in conformance with applicable regulatory requirements.

Construction-related Hazardous Materials

The project SWPPP to be prepared under NPDES and related City requirements would also address project-related use and storage of construction-related hazardous materials. Specifically, this would involve the use of appropriate BMPs in accordance with applicable regulatory and industry standards, with a preliminary list of BMPs provided in the project WQTR. Detailed BMPs would be determined as part of the NPDES/SWPPP process based on site-specific parameters.

Demolition-related Debris Generation

The proposed project would involve the demolition of existing on-site facilities including structures and pavement. These activities would generate variable amounts of construction debris, potentially including concrete, asphalt, glass, metal, drywall, paint, insulation, fabric and wood. The project SWPPP would identify measures to address potential effects associated with pollutant generation from demolition activities, including the use of appropriate BMPs in accordance with applicable regulatory and industry standards. Detailed BMPs would be determined as part of the NPDES/SWPPP process.

Disposal of Extracted Groundwater

If groundwater extraction/disposal is required during project construction, the applicant and/or contractor would be required to conform with applicable criteria of the associated NPDES Groundwater Permit (NPDES No. CAG919002, Order No. R9-2008-0002). While specific BMPs to address potential water quality concerns from groundwater disposal would be determined based on site-specific parameters, they would likely include the following types of standard measures from the Groundwater Permit text.

- Use appropriate erosion and sediment controls for applicable areas/conditions (e.g., disposal of extracted groundwater on slopes or graded areas).
- Test extracted groundwater for appropriate contaminants prior to discharge.

- Treat extracted groundwater prior to discharge, if required, to provide conformance with applicable discharge criteria (e.g., through methods such as filtration, aeration, adsorption, disinfection, and/or conveyance to a municipal wastewater treatment plant).

Summary of Short-term Water Quality Impacts

Based on implementation of appropriate BMPs as part of, and in conformance with, applicable NPDES and related City requirements, project construction would not result in significant water quality impacts related to surface water beneficial uses, water quality objectives, or 303(d) impaired water listings.

Long-term Operational Impacts

The project WQTR identifies the proposed development as a priority project based on applicable NPDES and City SUSMP criteria, including the area of disturbance and the proposed construction/operation of roadways, parking areas and restaurant facilities. Based on these conditions, the WQTR identifies the following anticipated pollutants from project operation: sediment; nutrients (e.g., fertilizers and detergents); heavy metals; organic compounds (e.g., from pesticides and solvents); trash and debris; oxygen demanding substances hydrocarbons (e.g., oil and grease); bacteria and viruses; and pesticides. The discharge of these types of pollutants could potentially result in significant impacts to downstream receiving waters, including 303(d) impaired listings as previously described.

Pursuant to requirements under the NPDES Municipal Permit (NPDES No. CAS 0108758, Order No. R9-2007-0001) and related City standards (e.g., the City SUSMP), the proposed project would be required to implement appropriate measures to address potential long-term water quality concerns and ensure regulatory conformance. Specifically, this would include the designation of drainage management areas (DMAs) pursuant to the City SUSMP, and implementation of appropriate integrated management practices (IMPs), and low impact development (LID), source control and treatment control (or structural) BMPs. The project WQTR provides a preliminary assessment of DMAs, IMPs and BMPs based on NPDES and City standards, with these measures outlined below (and additional information provided in WQTR). The WQTR notes, however, that "…a final, approved WQTR will be required prior to the issuance of any grading or building permits for the project." Based on this requirement, the measures described below are considered preliminary, and detailed DMAs, IMPs and BMPs would be identified in the final WQTR.

DMAs

The use of DMAs is intended to facilitate the design and sizing of applicable BMPs, with DMAs classified as self-treating areas, areas draining to self-treating areas, areas draining to IMPs, or (if self-treatment or IMPs are not feasible), areas draining to structural BMPs. The project WQTR identifies 15 DMAs within the project site and associated off-site areas, and designates associated potential IMPs and BMPs. A detailed discussion of potential DMAs and associated IMPs and BMPs is provided in Section 3.0 (Post-Construction BMPs) and Appendices 2, 3 and 7 of the project WQTR.

IMPs

IMPs consist of facilities that are integrated into the site design and provide small-scale runoff treatment, retention, and/or detention. Specific IMPs identified in the project WQTR as potentially applicable include bioretention basins/flow-through planters and infiltration facilities. Bioretention basins and flow-through planters utilize vegetative uptake and soil infiltration to remove pollutants from runoff, and typically include a subdrain to convey treated runoff from design storm events to the storm drain system (with an overflow

system for additional runoff). Infiltration IMPs allow runoff from design storm events to percolate into the ground, and thus are only applicable in areas with appropriate groundwater levels (more than 10 feet below the surface) and percolation rates. Based on existing data, local groundwater depths are approximately 15 feet below the surface, and infiltration IMPs may be suitable locally with the use of subdrains and (potentially) impermeable liners to avoid surface saturation. Site-specific verification would be required prior to final project design to ensure that local soil and groundwater conditions are appropriate for the use of infiltration IMPs. If these facilities are determined to be appropriate, they may be incorporated into the site storm drain system and landscaping design in the form of infiltration trenches/basins, and/or permeable pavements.

LID BMPs

LID BMPs are intended to avoid and/or control post-development runoff, erosion potential and pollutants generation to the maximum extent practicable (MEP) by mimicking the natural hydrologic regime. The LID process employs design practices and techniques to effectively capture, filter, store, evaporate, detain and infiltrate runoff close to its source. Specific LID measures identified in the project WQTR include: (1) limiting the proposed development envelope to previously developed/disturbed areas; (2) utilizing existing storm drain facilities in the Reidy Creek channel to minimize associated impacts; (3) providing landscaped areas along applicable portions Escondido and Reidy creeks, and using these areas as IMPs where feasible; (4) reducing impervious areas through use of landscaping and permeable pavement where feasible; and (5) detaining, retaining and infiltrating runoff on-site wherever feasible.

Source Control BMPs.

Source control BMPs are intended to avoid or minimize the introduction of pollutants into storm drains and natural drainages to the MEP by reducing on-site pollutant generation and off-site pollutant transport. Specific source control BMPs identified in the project WQTR include: (1) providing pollution prevention educational materials to site owners, operators and lessees; (2) precluding illegal discharges to storms drains or other applicable areas (e.g., through lease agreements); (3) installing "no dumping" stencils stamps and/or signs (per City standards) at storm drain inlets and other applicable locations; (4) providing educational materials to maintenance staff on the use of integrated pest management (IPM) efforts in lieu of chemical pesticides, including the use of physical pest barriers, (e.g., screens and caulking) and manual/natural pest removal techniques (e.g., hand weeding and reliance on natural predators); (5) utilizing proper application rates/methodologies for necessary chemical pesticide applications; (6) providing adequate and properly designed/maintained waste disposal facilities; (7) providing proper design, operation and containment features for outdoor storage and vehicle/equipment repair and maintenance areas, including appropriate storage/handling of potential pollutants (e.g., vehicle fluids) and precluding direct discharge to the storm drain system (e.g., with sumps or pre-treatment structures); (8) designing loading docks and food service facilities with appropriate covers, liners, containment/pre-treatment structures, and maintenance areas to preclude storm water runon/runoff; and (9) discharging runoff from fire sprinkler tests, facility washing, and other applicable sources to the sanitary sewer system.

Treatment Control BMPs

Treatment control BMPs are designed to remove pollutants from urban runoff for a design storm event to the MEP through means such as filtering, treatment, or infiltration. Treatment control BMPs are typically required to address the identified pollutants of concern and provide medium or high levels of removal efficiency for these pollutants. Potential treatment control BMPs identified in the project WQTR include sand filters and high-rate media filters.

Summary of Long-term Water Quality Impacts

With implementation of the above-described or other appropriate measures as part, and in conformance with, the final project WQTR, the proposed project would conform with all applicable regulatory requirements related to long-term water quality concerns and associated impacts would be avoided or reduced below a level of significance.

b, h, i and n) Groundwater Resources and Water Quality

Water service to the site would be provided by the City of Escondido, and the project would not withdraw groundwater or otherwise substantially interfere with long-term groundwater recharge and aquifer levels. The project would also result in a net reduction of impervious surfaces, with an associated increase in long-term groundwater infiltration and recharge potential. As previously noted, dewatering activities could potentially be required to facilitate project construction. Based on the temporary nature and relatively minor anticipated quantities of groundwater extraction associated with potential dewatering, however, associated impacts related to the drawdown or depletion of local groundwater resources would be less than significant. In addition, disposal of groundwater extracted during project construction (if required) would likely occur in areas that recharge to local aquifers (e.g., Escondido Creek).

Sewer service to the site would be provided by the City of Escondido, and the project would not include any activities that would directly discharge pollutants into groundwater aquifers. Accordingly, potential impacts to groundwater quality would be limited to the percolation of surface flows and related pollutants during project construction and operation. As described, above, all potential impacts to surface water quality would be avoided or reduced below a level of significance through conformance with applicable regulatory requirements, including NPDES and related City standards. As a result, related potential impacts to groundwater quality would also be less than significant.

c, d, f, and g) Drainage Patterns/Directions, Runoff Rates/Amounts

Both the project site and associated off-site areas encompass generally level terrain, and currently drain to Reidy and Escondido creeks via existing public/private storm drain facilities and as minor overland flow. Both creeks consist of concrete-lined trapezoidal channels in the project vicinity, with the two channels converging approximately 900 feet southwest of the project site. The combined flow continues generally west/southwest in the concrete-lined Escondido Creek channel for approximately 1.2 miles, with Escondido Creek then transitioning to a natural channel and continuing west/southwest for an additional 13 miles to San Elijo Lagoon and the Pacific Ocean. Based on the hydrology analysis contained in the project WQTR, the total existing runoff from the project site and associated off-site areas during a 50-year storm event is 90.6 cubic feet per second (cfs).

The proposed project drainage facilities include a series of curb inlets, pipelines and connection points for future facilities surrounding the Ballpark and in associated off-site areas, as well as a pump and force main system to convey flows from recessed portions of the Ballpark site. The force main would connect with the proposed storm drain system, and all associated flows would enter the Reidy Creek channel via an existing outlet structure. The majority of on-site runoff that currently enters Escondido Creek would be rerouted into the described storm drain system to facilitate water quality treatment requirements (as outlined below), and would flow to the Reidy Creek channel as noted. Remaining on-site flows entering Escondido Creek after project development would be limited to a small undisturbed area located at the south end of Spruce Street. Flows from the Western Lot would follow the existing drainage patterns, with minor flows to W. Washington

Avenue from the northwestern lot corner, and the remainder conveyed to an existing 54-inch storm drain along the eastern lot boundary. All of these flows would eventually enter Reidy Creek, similar to existing conditions.

Based on the described conditions, all post-development flows from the project site and associated off-site areas would enter the Reidy and Escondido creek channels and continue west/southwest to San Elijo Lagoon and the Pacific Ocean. Accordingly, the overall existing drainage patterns and directions would be maintained, and no associated significant impacts would result from project implementation (including potential effects related to erosion/siltation).

Calculated post-development runoff from the site is projected to decrease in the project WQTR, due to a corresponding reduction of impervious surfaces (e.g., from increased landscaping). Specifically, impervious areas would decrease by approximately 1.1 acres under the proposed project, with corresponding 50-year post-development flows of 85.9 cfs (a reduction of 4.7 cfs from existing runoff). Accordingly, project implementation would result in less than significant impacts related to the runoff rates/amounts, associated flooding, hydromodification, or the capacity of existing/planned storm drain systems.

k, l and m) Environmentally Sensitive Areas and Habitats

As described in Section VI, Biological Resources, the proposed development would not affect any environmentally sensitive areas or aquatic/riparian/wetland habitats, with no associated impacts from project implementation.

o and p) 100-Year Floodplain Hazards

The project site and associated off-site areas are located outside the 100-year flood zone according to SanGIS (2000). Specifically, while Escondido and Reidy creeks are both in close proximity to the project area, these drainages have been channelized to contain 100-year flood flows, with no associated mapped 100-year floodplains occurring locally in the SanGIS database or on Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs, 1997a and 1997b.) Based on the described floodplain conditions and the fact that the proposed project does not include the construction of any housing, no impacts associated with the placement of housing within a 100-year floodplain would result from project implementation. In addition, no associated impacts related to structures that would impede or redirect flood flows would result from project implementation. No impacts from 100-year floodplain hazards would arise as a result of the proposed Ballpark project.

q) Flooding From Dam/Levee Failure

The project does not propose to construct a levee or dam, with no associated flooding impacts to result from project implementation. The project site and associated off-site areas are located within a mapped dam inundation area associated with the upstream Lake Wohlford and Dixon Reservoir containment structures/reservoirs (City of Escondido 2000, 1990a). Associated potential impacts are considered less than significant, however, based on the fact that containment structures (dams) are subject to extensive design and maintenance requirements of the California Division of Safety of Dams, with the probability for a catastrophic failure at either of the noted sites considered extremely low. Specifically, the Lake Wohlford and Dixon Reservoirs dams are inspected and maintained (if necessary) on a weekly basis, as well as after applicable seismic events (City of Escondido 2000).

r) Inundation by Tsunami, Seiche or Mudflow

Based on the location of the proposed project approximately 12 miles inland, no significant impacts related to tsunamis would result from project implementation. The project site and associated off-site areas are located approximately five miles west (downstream) of Dixon Reservoir, and seven miles west of Lake Wohlford. Based on these distances, and the fact that the associated drainage corridor (Escondido Creek) is channelized to contain 100-year storm flows, no significant impacts related to seiches and associated flood hazards would result from project implementation. The proposed Ballpark project would also not be subject to significant impacts related to mudflows, due to the generally level nature of the site and vicinity, as well as the described channelized nature of local drainages.

XI. MINERAL RESOURCES

Significance Criteria and Impact Analysis

The effects of a project on mineral resources are considered to be significant if the proposed project would:

a. *Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state; or,*
b. *Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land-use plan.*

a) Regional or State Resources

The project site and associated off-site areas have been previously developed for uses including industrial and commercial facilities and a City Public Works maintenance and storage complex, and does not contain any known mineral deposits of value. This conclusion is based on the described existing land uses, as well as review of the following sources: (1) the City General Plan (1990); (2) the CGS (formerly the California Department of Mines and Geology [CDMG]) *Update of Mineral Land Classification: Aggregate Materials in the Western San Diego County Production-Consumption Region* (1996); and (3) the CGS *Mines and Mineral Resources of San Diego County, California* (1963). Specifically, the General Plan designates the project site and associated off-site areas for general industrial uses, but does not identify any related land use or zoning categories associated with mineral extraction or processing. The project site and associated off-site areas are located within a Mineral Resource Zone (MRZ) designation of MRZ-4 in the referenced 1996 CGS report, which is defined as "Areas of no known mineral occurrences where geologic information does not rule out either the presence or absence of significant mineral resources." Finally, the referenced CGS San Diego County Report does not identify and known mineral deposits or mining activities within the project site and associated off-site areas. Therefore, the proposed project would not result in the loss of known valuable mineral resources or change the existing availability of such mineral resources, and no associated impacts would occur from project implementation.

b) Locally Important Resources

Pursuant to the discussion above under Item a, no known locally important mineral resource recovery sites delineated on a local general plan, specific plan, or other land-use plan are present within the project site and associated off-site areas. Accordingly, no associated impacts would result from project implementation.

XII. NOISE

Significance Criteria and Impact Analysis

The effects of a project on noise are considered to be significant if the proposed project would result in:

a. *Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;*

b. *Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels;*

c. *A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;*

d. *A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;*

e. *For a project located within an airport land-use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, significant impact would occur if the project exposed people residing or working in the project area to excessive noise levels; or*

f. *For a project within the vicinity of a private airstrip, if the project exposed people residing or working in the project area to excessive noise levels.*

A Preliminary Noise Study was prepared for the proposed project by Ldn Consulting, Inc. (Ldn 2010). The results of this investigation are summarized below.

a through d) Noise Level Standards, Excessive Noise/Vibration Levels, and Ambient Noise Levels

Noise generally is defined as loud, unpleasant, unexpected, or undesired sound that is typically associated with human activity and that interferes with or disrupts normal activities. The human environment is characterized by a certain consistent noise level which varies by location and is termed ambient noise. The City's General Plan Noise Element contains policies which outline acceptable noise levels associated with each type of land use. A 60 dBA CNEL exposure is considered normally acceptable for exterior residential land uses and 45 dBA CNEL for interior levels, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements. The City requires that noise levels be presented in terms of Community Noise Equivalent Level (CNEL). CNEL is a weighted sound level during a 24-hour period, after the addition of five decibels (dB) to average sound levels at evening hours (7 PM to 10 PM) and 10dB to the average night hours (10 PM to 7AM), is applied to account for noise sensitivity during evening and nighttime hours. The City's sound level limit for noise at the property lines of general industrial zones is 75 dBA equivalent sound level (Leq), as referenced in Section 17-229, Article 12 of the Municipal Code.

The area surrounding the proposed Ballpark contains relatively few uses which are considered sensitive to noise. The majority of the uses around the proposed Ballpark site are commercial and industrial, in nature, and are not sensitive to noise sources because the uses do not depend on relatively quiet conditions. The primary noise sensitive uses in the surrounding area are residential and motel developments. Three single-family residences lie approximately 600 feet from the proposed Ballpark off of N. Quince Street nearly 250 feet south of its intersection with W. Washington Avenue. In addition, two motels, located over 800 feet

from the proposed Ballpark, are located between N. Quince Street and Centre City Parkway. Other such uses occur at more distant locations.

Short-term and long-term noise measurements were conducted in the vicinity of the Ballpark to establish the ambient noise conditions in the project area. The short-term measurements were conducted at ten locations in the project area; two long-term measurements were conducted near existing noise-sensitive uses (i.e., residential) along N. Quince Street and Centre City Parkway as noted in Figure 4-A of the Preliminary Noise Study (Ldn 2010). Based on those measurements, the quietest hourly ambient noise levels along N. Quince Street and Centre City Parkway in the vicinity of the Ballpark project currently exceed the daytime and nighttime residential standards identified in the City's Municipal Code Section 17-229 of Article 12. Therefore, the ambient noise levels are the threshold for determining project impacts, pursuant to Municipal Code Section 17-229(c) of Article 12. Along the segment of N. Quince Street south of W. Washington Avenue, the lowest hourly ambient noise level is 59.7 dBA Leq during daytime hours and 50.8 dbA Leq during nighttime hours. At the residential along Centre City Parkway, north of W. Washington Avenue, the lowest hourly ambient noise level is 63.7 dBA Leq during daytime hours and 55.6 dbA Leq during nighttime hours. The Ballpark must meet the 75 dBA Leq standard at the adjacent industrial property lines.

Construction Noise

Noise impacts from construction are a function of the noise generated by the construction equipment, the location and sensitivity of nearby land uses, and the timing and duration of the noise-generating activities. Noise levels within and adjacent to the specific construction sites would increase during the construction period. Construction would not cause long-term impacts since it would be temporary and daily construction activities would be limited by the City's Noise Ordinance (Sections 17-234 and 17-238) to hours of less noise sensitivity. Upon completion of the project, all construction noise would cease with no associated permanent increase in ambient noise levels.

Proposed construction activities may generate considerable amounts of noise, especially when heavy equipment is used. Heavy construction equipment would be typical of any large construction project, including (but not limited to) earth-moving equipment and trucks, pile driving, mobile cranes, compressors, pumps, generators, paving equipment, and pneumatic, hydraulic, and electric tools. Because a number of these types of equipment/operations may occur simultaneously, the cumulative effects of such activities are addressed for various construction phases in the project Noise Study, including demolition, grading, building, pile driving, and roadway/parking lot noise (i.e., from construction vehicle/equipment). The Noise Study concludes that cumulative noise levels for all construction phases, except pile driving activities, would be below the City's 75 dBA Leq standards at the nearest property line. Accordingly, with the exception of pile driving, the noted construction phases would not result in significant impacts related to vibrations or groundborne noise. Cumulative noise levels taking into consideration both construction equipment and pile driving would be approximately 88.4 dBA at the nearest property line, which would exceed the noted City standard and result in associated significant impacts. Implementation of the following mitigation measure would avoid or reduce potential noise and groundborne vibration impacts related to pile driving operations below a level of significance.

Mitigation Measure Noise-1

To reduce project-related pile driving noise levels below the City's 75 dBA Leq standard at the adjacent property lines, all pile driving equipment shall be equipped with noise control devices such as mufflers, silencers, and noise attenuation shields or shrouds. Specifically, noise attenuation shields or shrouds shall encompass a

moveable acoustical curtain or blanket during pile driving, and shall be large enough to completely surround the pile-driving equipment on three sides and be at least five feet above the source to break the line of sight to the adjacent land uses. The acoustical curtain or blanket shall be constructed with a steel frame covered in acoustical material approximately two-inches thick, pursuant to recommendations by the City and the project noise consultant.

The feasibility of alternative measures for pile-driving shall be evaluated by the City and the project noise consultant prior to commencing operations, to determine if such alternative measures may be utilized to reduce associated pile driving noise levels. Specifically, such measures may potentially include pre-drilling of piles, increasing the amount of time in between each pile-drive to decrease the hourly noise level, and the use of vibratory drivers instead of hammer drivers for pile-driving. If such measures are determined to be feasible and are implemented for project pile driving operations, the above requirements related to the use of acoustical curtains or blankets may be modified if deemed appropriate by the City and the project noise consultant.

Operational Noise

Development of the project would increase noise levels within the immediate area in association with facility-related activities including baseball games, concerts, and traffic (e.g., patron vehicular and pedestrian access, and commercial deliveries), as outlined below.

Baseball-related Noise

Noise generation from baseball activities would result from sources including amplified public address activities (e.g., announcements and music), crowd noise (including cheering and structural reverberations from stomping on floors, banging on seats or other echo effects), and peripheral activities outside the Ballpark (e.g., conversation by patrons entering/exiting the facility and car horns). While all of these factors can vary among different events and venues, the project Noise Study evaluated related noise generation at the existing Single-A Diamond Ballpark in Lake Elsinore, California. This facility exhibits similar orientation and design parameters as the proposed project.

Based on the measurements taken at the Lake Elsinore Ballpark, the nearest residential uses along N. Quince Street could experience an anticipated unshielded average noise level of 51 dBA Leq during the games and short-term noise levels as high as 61 dBA. The average and short-term elevated noise levels would be below the ambient conditions at all sensitive receptor locations. No barriers or existing structures were included as part of the noise contour analysis to determine the worst-case.

For most receivers in the project vicinity, the line of sight between the Ballpark and the surrounding uses would be interrupted, by intervening buildings, with some exceptions to the north. Except for elevated receiver locations, most of the Ballpark and its associated noise sources would be screened from view and noise levels related to crowd noise and the public address system would not exceed City noise ordinance standards.

If proposed, fireworks after 10:00 PM would result in noise levels at the nearest sensitive receptors which would exceed applicable City significance thresholds (i.e., ambient noise levels). This is particularly applicable to fireworks, which produce elevated noise levels in excess of applicable standards (refer to Table 5-2 in the project Noise Study). The project Noise Study notes that fireworks require a City permit and are exempt from noise ordinance standards, and that people are generally disturbed more by single events than by the hourly average for impulsive noise sources such as fireworks. Larger fireworks shows are also typically conducted in conjunction with earlier ballgame starting times, and related noise events after 10:00 PM would be expected to be infrequent and of reasonably short duration. Despite these qualifications, however, noise generation

related to firework displays conducted after 10:00 PM would represent potentially significant impacts. Implementation of *Mitigation Measure Noise-2* provided below would avoid or reduce potential noise impacts related to firework displays below a level of significance.

Mitigation Measure Noise-2

City/Fire Department permits related to firework displays at the proposed Ballpark shall limit applicable time limits on starting times for any fireworks, cannons or other pertinent sources to prevent noise generation in excess of the ambient noise levels after 10:00 PM or shall require the fireworks be completed no later than 10:00 PM

Concert-related Noise

Concerts at the proposed Ballpark would generate noise that would differ from ballgame noise. Based on analysis of two potential speaker orientation configurations, the project Noise Study concludes that concert activities at the proposed facility could generate noise levels that exceed applicable City standards at the nearest residential properties between the hours of 7:00 PM and 10:00 PM, as well as after 10:00 PM Accordingly, concert-related noise generation would result in potentially significant noise impacts during the noted hours. Implementation of *Mitigation Measure Noise-3* provided below would avoid or reduce potential noise impacts related to concert activities below a level of significance.

Mitigation Measure Noise-3

Any license or permit issued for concert activities at the proposed project facility shall include the following provisions to minimize associated potential noise impacts: (1) a noise level limit of 90 dBA shall be maintained at a distance of 100 feet from the sound/mixing board; and (2) concert activities shall be terminated at 10:00 PM, or concert-related noise levels shall be reduced to an appropriate level to conform with applicable City standards after 10:00 PM

Parking Lot/Tailgate Noise

Noise associated with pre-game arrivals and tailgating activities, if permitted at the parking areas, would primarily result from the operation of radios/stereo systems, televisions and portable generators, as well as conversations, laughter, promotional activities and the ingress of vehicles. Average noise levels resulting from these typical activities at the Lake Elsinore Storm Diamond Stadium ranged from 58 to 66 dBA Leq approximately 300-feet from the center of the parking lot activities (Ldn 2010). Based on these measured noise levels, the proposed Ballpark parking areas would meet the 75 dBA Leq standard at the adjacent industrial property lines and less than significant impacts would occur.

Traffic-related Noise

Because the proposed project would not involve any noise-sensitive land uses, no associated traffic-related noise impacts would result. Project implementation would result in off-site traffic generation associated with Ballpark activities. Specifically, computer modeling was conducted on existing traffic levels, existing plus project traffic levels, and cumulative traffic levels (i.e., existing traffic plus traffic from near-term cumulative projects). Based on this analysis, the project Noise Study concludes that the additional traffic added by the project to local roadways would not cause the traffic noise levels on these roadways to increase by more than 5 dBA CNEL. Thus, project traffic would have a less than significant impact on traffic noise along nearby roadways.

e and f) Airport/Airstrip-Related Noise

The project is not located within an airport land-use plan, or within 2 miles of any public or private airport/airstrip facilities (refer to Section IX, Hazards and Hazardous Materials, for additional information regarding the location of local airport/airstrip sites). Accordingly, people residing or working in the project area would not be exposed to excessive noise levels due to airport operations.

XIII. POPULATION AND HOUSING

Significance Criteria and Impact Analysis

The effects of a project on population and housing are considered to be significant if the proposed project would:

a. *Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*
b. *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*
c. *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

Population within the surrounding area and city would not incrementally increase as a result of this project. The intensity of this development would be in conformance with the General Plan's land-use general industrial designation. The site is considered an "infill" project site is located within a developed area of the City and adjacent to similar development and densities and intensities. Therefore, the proposed development of the Ballpark and relocation of the NCTD bus parking and City's wastewater maintenance operations facilities would not significantly alter the location, distribution or population density within the area, nor would it adversely impact the City's housing demand. The proposed project would be consistent with the City of Escondido's Growth Management Element, which calls for directing timely and orderly growth in and around the City based upon a prescribed system of 'tier areas." Development as prescribed by the "tier system" is intended to avoid leapfrog development, protect and preserve the City's amenities, and guide growth in a generally outward direction from the existing urbanized core. The project site and surrounding areas are designated Tier 1 urbanized area neighborhoods, and are described as planned and zoned for industrial uses.

The site does not contain any existing housing or rental units that would be displaced, nor would it add to the existing housing stock. Although the proposed project would create approximately 200 permanent employment opportunities, it is not anticipated to create a demand for additional housing because the jobs would be filled by people in the local community.

XIV. PUBLIC SERVICES

Significance Criteria and Impact Analysis

The effects of a project on public services are considered to be significant if the proposed project would:

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

i. Fire protection

The City Fire Department has indicated their ability to adequately serve the proposed project with respect to day-to-day fire suppression and EMS facilities/services (Hill 2010). The area currently is served by Fire Station No 1, located at 310 N. Quince Street less than 0.2 mile from the project site. Specifically, this station includes one engine company, one truck company, one reserve unit, one ambulance, and approximately 12 personnel (including a Battalion Chief). The incremental demand for fire prevention services, as well as associated requirements for fire and/or emergency medical personnel to provide standby or emergency response during stadium events, would be met during Ballpark events. Thus, less than significant impacts would occur.

ii. Police protection

Development of the site would result in an incremental increase in demand for police services, which may not be adequately met with on-duty personnel. Ballpark events (including baseball games and concerts) may require private security staff, specialized parking staff, and the use of officers and other employees on an overtime basis. However, the Escondido Police Department indicated their ability to adequately provide both normal and emergency response to the proposed project and no significant impacts to police services are anticipated.

iii. Schools

The site is within the Escondido Union School District and the Escondido Union High School District. As the proposed project would not increase population within the surrounding area, the project would not have a significant impact on the school system.

iv. Parks

As the proposed project would not increase population within the surrounding area, the project would not result in an increased demand for the City's recreational facilities. The project would not adversely affect existing recreational opportunities since the site currently is not used for recreational activities and is not listed as a potential park site in the City's Master Plan of Parks, Trails and Open Space. In fact, the Ballpark would create a new recreational amenity in the City. Therefore, no significant impact to recreational resources would occur as a result of the project.

v. Libraries

The project would not result in an increase in population, and thus, would not generate an increased demand for library facilities. Therefore, no significant impacts to the City's library resources would result from the proposed project.

vi. Gas/Electric

SDG&E would provide gas and electric facilities to the project. Although the project would create an increased demand for gas and electricity, SDG&E expects to be able to serve the project without a major expansion of their existing power transmission facilities. Therefore, no significant impacts would occur with respect to increased power demand from the proposed project.

XV. UTILITIES AND SERVICE SYSTEMS

Significance Criteria and Impact Analysis

The effects of a project on utilities and service systems are considered to be significant if the proposed project would:

a. exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board;
b. require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
c. require, or result in, the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
d. have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed;
e. result in a determination by the wastewater treatment provider which serves, or may serve, the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments;
f. be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs;
g. comply with federal, state, and local statutes and regulations related to solid waste;

a, b, e) Sewer Service

A preliminary sewer service study was conducted by Dexter Wilson Engineering, Inc. (2010a) to assess sewer services to the proposed Ballpark project. The proposed project is within the sewer service area of the City of Escondido. The existing estimated sewer flow generation values for the project properties were determined based on the General Plan land use designations, which is consistent with the City's master planning for sewage conveyance, treatment, and disposal needs (City of Escondido, 2005). The ultimate projected average daily sewage flows predicted for the Ballpark project, including the relocated City Public Works and NCTD bus parking facilities, would be 48,215 gallons per day, 1,385 gallons per day less than the projected ultimate flows calculated for the underlying property based on the City's General Plan Land Use Element. The peak sewage flow based on a typical attendance day at the Ballpark of 6,750 people and 200 employees is calculated to be 40,420 gallons greater than the daily average of the existing land uses. Although peak flow from the proposed Ballpark would be greater than the peak flow from the underlying property, wastewater treatment and disposal capacity for the proposed Ballpark project can be provided without any significant modification to the current long-range planning for increase of wastewater treatment and disposal capacity.

Escondido's wastewater treatment plant, located on Hale Avenue, has the capacity to handle the project's incremental contribution to the current treatment and disposal capacity. On an average daily flow basis the proposed project would generate less sewage flow than the underlying property based on General Plan land uses. The project proposes to relocate an existing 10-inch diameter sewer line in N. Spruce Street. The relocated gravity sewer would be sized to accommodate the ultimate expected flows in the N. Spruce Street sewer line plus the flows from the proposed Ballpark project on an event day, and would be in compliance with the established General Plan Quality-of-Life Standards for Sewer Service. Construction of the line would not result in significant environmental impacts because of its location in the street. Thus, although a new sewer line would be installed, no significant wastewater treatment or conveyance capacity impacts would occur.

b and d) Water Service

A preliminary water service study was conducted by Dexter Wilson Engineering, Inc. (2010b) to assess water services for the proposed Ballpark project. Water service for the project would be provided by the Escondido Water District. The existing water demand for the project site was estimated using water meter data supplied by the City; based on those data the ballpark site has historically used approximately 8,743 gallons per day. However, ultimate water demands used by the City for the 2005 Urban Water Management Plan (City of Escondido 2005b) in project supply demand and in the 2000 Water Master Plan (City of Escondido 2000a) for master planning water treatment, storage and distribution system are based on the General Plan land use designations of the site. Although the estimated peak water demand from the proposed project would be 3,661 gallons per day greater than that of the underlying property based on an event day with a typical attendance of 6,750 people and 200 employees, when this demand is averaged over a one year period, the water use for the proposed Ballpark project would be roughly equal to the land use assumptions in the Urban Water Management Plan and Water Master Plan for the Ballpark property. The City is a signature to the Memorandum of Understanding (MOU) regarding water conservation in California and a member of the California Urban Water Conservation Council and requires water conservation Best Management Practices (BMPs) to minimize demand for potable supply (City of Escondido 2005b). Therefore, the City would have sufficient water supplies available to serve the project from existing entitlements and resources.

In terms of water infrastructure, the project would relocate and replace an existing eight-inch diameter water line in N. Spruce Street with a minimum 12-inch diameter water line. The upsized line would be required to accommodate the ultimate expected water demand and meet design criteria under fire flow conditions for the proposed project. Recycled water service for landscape irrigation and maintenance water uses would be provided to the project site by Escondido's Hale Avenue Resource Recovery Facility and the availability of recycled water would reduce the project's potable water demands. The total potential recycled water use could be as high as 15,208 gallons per day and would significantly offset the project's demands for potable water (Dexter Wilson 2010). Service to the Ballpark would entail constructing a new 6-inch service on an existing 24-inch recycled water pipeline and extending a 6-inch lateral to the proposed Ballpark facilities. Construction of the line would not result in significant environmental impacts because of its location in the street.

The City's March 2000 Water Master Plan identified a need for additional reservoir storage in the Lindley Pressure Zone, which supplies water to a network of water mains within the project area (City of Escondido 2000a). The previous waster master plan prepared in 1987 also recommended construction of reservoir storage in the Lindley Pressure Zone. To date, the City has not constructed the reservoir. The proposed project would contribute toward the increase storage requirement identified in the Master Plan, but not soley create the need for the reservoir. The City's water treatment plant is expected to have excess capacity under ultimate buildout conditions and would provide sufficient water treatment capacity for the proposed project. Water service and treatment impacts would be less than significant.

c) Stormwater Drainage Facilities

The proposed project drainage facilities include a series of curb inlets, pipelines and connection points for future facilities surrounding the Ballpark, as well as a pump and force main system to convey flows from recessed portions of the Ballpark site. The force main would connect with the proposed storm drain system, and all associated flows would enter the Reidy Creek channel via an existing outlet structure. The majority of on-site runoff that currently enters Escondido Creek would be rerouted into the described storm drain system to facilitate water quality treatment requirements, and would flow to the Reidy Creek channel which

flows to Escondido Creek in the project area. Construction of these drainage facilities would not result in significant environmental impacts because of their location in an urbanized area of the City. See detailed discussion contained within Hydrology/Water Quality discussion of this issued under item X of this document.

f and g) Solid Waste

Escondido Disposal, Inc. (EDI) currently provides solid waste removal service for the Escondido area. EDI also operates a solid waste transfer station at their W. Washington Avenue site where solid waste is consolidated into larger transfer trucks and taken to a class III landfill for disposal. Solid waste pick-up will be available for the project by EDI for all phases of project implementation, including from construction to residential curbside collection. Based on solid waste generation rates identified for the downtown San Diego Ballpark at PETCO Park (CCDC 1999), the proposed project would generate approximately 645 tons per year in additional solid waste. The project would feature recyclable materials collection bins throughout the Ballpark to reduce waste transported to local landfills. The integration of recycling into the Ballpark would minimize its contribution to landfill capacity in the region and less than significant impacts would occur since adequate capacity exists.

Land Use	Proposed Units	Tons Generated Per SF or Event	Total Estimated Tons Per Year
"Conditioned Areas" of Ballpark	50,200 SF	0.0017	85
Ballpark	70 Events	8	560
		Total	645

MANDATORY FINDINGS OF SIGNIFICANCE

Potentially significant impacts to the environment as a result of this project are in the areas of Biological Resources, Cultural Resources, Geology/Soils, Noise, Hazards and Hazardous Materials and Transportation/Traffic. With the implementation of the mitigation measures and conditions of approval, the project is not expected to have any significant impacts, either long-term, nor will it cause substantial adverse effects on human beings, either directly or indirectly. The project would not degrade the quality of the environment for plant or animal communities since the project would not cause fish and wildlife populations to drop below self-sustaining levels nor reduce the number or restrict the range of endangered plants or animals. The project would not materially degrade levels of service of utilities. Therefore, in staff's opinion, the proposed project would not have a significant impact to the environment.

SUMMARY OF MITIGATION MEASURES

The following measures constitute an enforceable commitment pursuant to Section 15070(b)(1) of the State CEQA Guidelines and will become conditions of approval for the Ballpark project.

Mitigation Measure Traffic-1

Prior to opening day of the Ballpark, the City shall: (1) restripe southbound Centre City Parkway between SR-78 eastbound off-ramp and Mission Avenue to provide a third travel lane, which would serve as an auxiliary lane and turn into a dedicated right-turn lane at Mission Avenue/Centre City Parkway, and (2) modify the traffic signal timing in conjunction with the changed lane designations.

Mitigation Measure Bio-1

If project construction activities are proposed during the period of February 1 through September 15, a pre-construction survey shall be conducted by a qualified biologist a minimum of 10 days prior to the beginning of construction to determine the presence or absence of nesting raptors in on-site eucalyptus trees and applicable off-site trees within 500 feet of proposed construction operations. Specifically, the described areas shall be surveyed to determine if active nest sites are present in areas that would be directly (through removal of nest-bearing trees) or indirectly (from construction-generated noise) impacted by project construction. If active nests are not observed, project construction activities may proceed as proposed with no further associated requirements. If active nest sites that would be directly or indirectly affected by project construction are observed, additional measures shall be implemented, as identified by the project biologist, to avoid or minimize associated potential impacts. Specifically, these measures may include efforts such as avoidance of impacts to active nest sites by creating an appropriate buffer of inactivity (typically 300 to 500 feet depending on local conditions) between construction operations and active nests, or delaying associated construction operations within the buffer until it is documented by the project biologist that nesting activities have ceased due to fledging or other causes (e.g., nest abandonment).

Mitigation Measure Cul-1

A qualified archaeologist and Native American monitors representing both Kumeyaay and Luiseño tribes shall be present for initial ground-disturbing activities for the project (brushing, grubbing, and grading in the upper several feet). If cultural resources are discovered during construction monitoring, the monitors shall have the authority to temporarily halt or redirect grading away from the area of the finds. Sufficient time and resources must be allowed for the archaeologist and the Native American monitor to assess the nature and significance of the finds, in consultation with City staff. If significant resources are identified, appropriate mitigation measures must be developed and implemented.

Mitigation Measure Cul-2

Prior to commencement of project construction, a qualified paleontologist shall be retained to attend the project pre-construction meeting and discuss proposed grading plans with the project contractor(s). If the qualified paleontologist determines that proposed grading/excavation activities would likely affect previously undisturbed areas of Pleistocene-age alluvial deposits, then monitoring shall be conducted as outlined below.

- *A qualified paleontologist or a paleontological monitor shall be on site during original cutting of Pleistocene-age alluvial deposits. A paleontological monitor is defined as an individual who has at least one year of experience in the field identification and collection of fossil materials, and who is working*

under the direction of a qualified paleontologist. Monitoring of the noted geologic unit shall be conducted at least half-time at the beginning of excavation, and may be either increased or decreased thereafter depending on initial results (per direction of a qualified paleontologist).

- *In the event that well-preserved fossils are discovered, a qualified paleontologist shall have the authority to temporarily halt or redirect construction activities in the discovery area to allow recovery in a timely manner (typically on the order of 1 hour to 2 days). All collected fossil remains shall be cleaned, sorted, catalogued and deposited in an appropriate scientific institution (such as the San Diego Museum of Natural History) at the applicant's expense.*

- *A report (with a map showing fossil site locations) summarizing the results, analyses and conclusions of the above described monitoring/recovery program shall be submitted to the City within three months of terminating monitoring activities.*

Mitigation Measure Geo-1

Prior to the issuance of a grading permit, a detailed geotechnical investigation shall be conducted to assess potential geotechnical issues for the proposed project site and related development (including all off-site areas/facilities). This investigation shall conform with all applicable City requirements and other pertinent criteria, including IBC/CBC and Greenbook standards. Specific issues to be evaluated in the project geotechnical investigation shall include seismic-related ground rupture, ground acceleration, and liquefaction, as well as expansive/corrosive soils, other types of soil/geologic instability (including subsidence, oversize materials and excavations), and any other issues deemed appropriate by the City and/or the geotechnical engineer. The project geotechnical investigation shall be submitted to the City for review and approval prior to the issuance of a grading permit and the commencement of construction. All applicable requirements and recommendations identified in the approved geotechnical investigation shall be incorporated into the project design and/or construction specifications as appropriate.

Mitigation Measure Haz-1

Additional soil sampling and analysis shall be conducted by a qualified hazardous materials contractor to further delineate the horizontal and vertical extent of soils impacted by petroleum hydrocarbons and/or other contaminants of concern in applicable portions of the project site and applicable off-site areas, and to develop a more accurate estimate of the volume of impacted soil required to be removed prior to development of the proposed project. Specifically, this shall include all applicable portions of the PWD and HD Plumbing properties identified as potential RECs/concerns in the project Phase I ESA, and the soil stockpile in the Western Lot area that reportedly contains heavy metals (along with any other areas deemed appropriate by the hazardous materials contractor). The described sampling/analysis will entail efforts including the collection of an appropriate number of soil samples and the conveyance of collected samples to an approved laboratory to test for applicable contaminants, pursuant to associated regulatory requirements and industry standards such as chain of custody and sampling/testing methodologies. After delineation of on-site soil impacts as noted, a remedial action plan (RAP) shall be prepared to: (1) summarize the nature and extent of on-site contamination; (2) assess risks to human health and the environment from potential exposure to contaminants during construction/operation of the proposed project; (3) evaluate potential remedial actions to reduce the identified risks to acceptable levels, and recommend the most appropriate remedial action; and (4) provide a conceptual design and cost for the recommended remedial alternative. The RAP (or equivalent document) shall be submitted to the DEH for review and comment prior to implementation.

Mitigation Measure Haz-2

All soils within the project site and applicable off-site areas determined to exceed applicable screening values for hazardous materials shall be managed as a potential health risk. Specifically, a Soil Management Plan (SMP) shall be developed for the soils that exceed applicable screening valves for hazardous materials pursuant to associated regulatory agency standards, including applicable requirements of the DEH, Regional Water Quality Control Board (RWQCB) and Air Pollution Control District (APCD). Specific measures identified in the noted SMP shall include the reduction or elimination of exposure pathways through efforts such as (depending on the nature of individual soil deposits): (1) reusing soils on-site as fill under hard pavement surfaces; (2) reusing soils in deeper on-site fills (with an appropriate minimum protective cover); (3) removing soils for off-site disposal at an approved disposal site; and (4) implementing appropriate dust control measures during site grading/excavation, including regular watering, using of palliatives, and limiting vehicle speeds in graded or unpaved areas.

Mitigation Measure Haz-3

An evaluation of the potential occurrence of ACMs and LBP shall be conducted for demolition/removal of applicable structures prior to implementing any project-related demolition operations. The determination of structures subject to such testing shall be made by the hazardous materials contractor, in consultation with appropriate regulatory agencies (e.g., the DEH).

With respect to ACMs, suspect materials that will be disturbed by project activities shall be sampled and analyzed for asbestos content, or assumed to be asbestos containing. The survey shall be conducted by a person certified by Cal/OSHA pursuant to regulations implementing subdivision (b) of Section 9021.5 of the California Labor Code, and who has taken and passed an EPA-approved Building Inspector Course. Should regulated ACMs be found, they shall be handled in compliance with the APCD Rule 361.145 - Standard for Demolition and Renovation. Evidence of survey completion shall consist of a signed and stamped statement from the person certified to complete the facility survey indicating that the survey has been completed, and that either regulated asbestos is present or absent. If present, the letter shall describe the procedures that will be taken to remediate the hazard.

With respect to LBP, all lead containing materials scheduled for demolition/removal shall comply with applicable APCD regulations for demolition methods and dust suppression. Lead containing materials shall be managed in accordance with applicable regulations including, at a minimum, the hazardous waste disposal requirements (Title 22 CCR Division 4.5), the worker health and safety requirements (Title 8 CCR Section 1532.1), and the State Lead Accreditation, Certification and Work Practice Requirements (Title 17 CCR Division 1, Chapter 8).

Mitigation Measure Haz-4

If any additional or unanticipated conditions related to the potential occurrence of hazardous materials and/or contaminated soil or groundwater are observed or encountered during project-related construction operations, the contractor shall immediately cease activities in the subject area(s) and contact appropriate City staff for direction on how to proceed.

Mitigation Measure Noise-1

To reduce project-related pile driving noise levels below the City's 75 dBA Leq standard at the adjacent property lines, all pile driving equipment shall be equipped with noise control devices such as mufflers, silencers, and noise attenuation shields or shrouds. Specifically, noise attenuation shields or shrouds shall encompass a moveable

acoustical curtain or blanket during pile driving, and shall be large enough to completely surround the pile-driving equipment on three sides and be at least five feet above the source to break the line of sight to the adjacent land uses. The acoustical curtain or blanket shall be constructed with a steel frame covered in acoustical material approximately two-inches thick, pursuant to recommendations by the City and the project noise consultant.

The feasibility of alternative measures for pile-driving shall be evaluated by the City and the project noise consultant prior to commencing operations, to determine if such alternative measures may be utilized to reduce associated pile driving noise levels. Specifically, such measures may potentially include pre-drilling of piles, increasing the amount of time in between each pile-drive to decrease the hourly noise level, and the use of vibratory drivers instead of hammer drivers for pile-driving. If such measures are determined to be feasible and are implemented for project pile driving operations, the above requirements related to the use of acoustical curtains or blankets may be modified if deemed appropriate by the City and the project noise consultant.

Mitigation Measure Noise-2

City/Fire Department permits related to firework displays at the proposed Ballpark shall limit applicable time limits on starting times for any fireworks, cannons or other pertinent sources to prevent noise generation in excess of the ambient noise levels after 10:00 PM or shall require the fireworks be completed no later than 10:00 PM.

Mitigation Measure Noise-3

Any license or permit issued for concert activities at the proposed Ballpark facility shall include the following provisions to minimize associated potential noise impacts: (1) a noise level limit of 90 dBA shall be maintained at a distance of 100 feet from the sound/mixing board; and (2) concert activities shall be terminated at 10:00 PM, or concert-related noise levels shall be reduced to an appropriate level to conform with applicable City standards after 10:00 PM.

MATERIALS USED IN PREPARATION OF THIS ANALYSIS

The following materials were used during the preparation of this document. The project-specific technical reports listed below are on file with the City of Escondido and available on-line.

Project-specific Technical Reports

Affinis Environmental Services (Affinis)

2010 Escondido Ballpark – Cultural Resources Survey. October 13.

Dexter Wilson Engineering

2010a Preliminary Sewer Service Study for the Triple A Baseball Park in the City of Escondido. October 13.

2010b Preliminary Water Service Study for the Triple A Baseball Park in the City of Escondido. October 13.

Fuscoe Engineering (Fuscoe)

2010 Water Quality Technical Report, AAA Ballpark Escondido, CA. October 13.

Geocon Inc., (Geocon)

2010 Phase I Environmental Site Assessment, Escondido Baseball Stadium, Escondido, California. October 13.

HELIX Environmental Planning (HELIX)

2010 Air Quality and Greenhouse Gas Technical Report for the Escondido Ballpark project. October 14.

Ldn Consulting (Ldn)

2010 Preliminary Noise Study Escondido Ballpark Noise. October 13.

Linscott, Law and Greenspan (LLG)

2010a Escondido Ballpark Project, Parking Assessment. October 13.

2010b Escondido Ballpark Project, Traffic Impact Analysis. October 13.

General References

California Department of Conservation (CDC)

2010 Farmland Mapping and Monitoring Program (FMMP). Definitions of Important Farmland categories. September 24. Available at: http://www.consrv.ca.gov/dlrp/fmmp/mccu/Pages/map_categories.aspx.

California Department of Toxic Substances Control (DTSC)

2010a EnviroStor Hazardous Waste and Substances Site List (Government Code Section 65962.5, Cortese List). September 24. Available at: http://www.envirostor.dtsc.ca.gov/public/search.asp?page=1&cmd=search&business_name=&main_street_name=&city=&zip=&county=&status=ACT%2CBKLG%2CCOM&branch=&site_type=CSITES%2CERAP%2COPEN%2CFUDS%2CCLOSE&npl=&funding=&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST&reporttype=CORTESE&federal_superfund=&state_response=&voluntary_cleanup=&school_cleanup=&permitted=&pc_permitted=&hist_nono

perating=&corrective_action=&tiered_permit=&spec_prog=&national_priority_list=&senate=&congress=&assembly=&critical_pol=&business_type=&case_type=&searchtype=&hwmp_site_type=&cleanup_type=&ocieerp=False&hwmp=False&orderby=status_description.

2010b EnviroStor Cleanup Sites and Hazardous Waste Permitted Facilities, Escondido California 92025. September 24. Available at: http://www.envirostor.dtsc.ca.gov/public/search.asp?cmd=search&city=escondido&zip=92025&county=san%20diego&federal_superfund=True&state_response=True&voluntary_cleanup=True&school_cleanup=True&permitted=True&pc_permitted=True&hist_nonoperating=True&corrective_action=True&tiered_permit=True&display_results=Report&pub=True.

California Geologic Survey (CGS, Formerly the California Division of Mines and Geology [CDMG])

2010 Fault Activity Map of California. Geologic data Map No. 6. May.

2007a Fault Rupture Hazard Zones in California. Special Publication 42.

2007b Geologic Map of the Oceanside 30' x 60' Quadrangle. Regional Geologic Map No. 2. October 1.

1996 Update of Mineral Land Classification: Aggregate Materials in the Western San Diego County Production-Consumption Region. DMG Open-File Report 96-04.

1992 Peak Acceleration from Maximum Credible Earthquakes in California. Open-File Report No. 92-1.

1963 Mines and Mineral Resources of San Diego County, California. County Report 3.

California Stormwater Quality Association (CASQA)

2009 Stormwater Best Management Practices Handbook. November.

Centre City Development Corporation

1999 Final Subsequent Environmental Impact Report to the Final Master Environmental Impact Report for the Centre City Redevelopment Project Addressing the Centre City Community Plan and Related Documents for the Proposed Ballpark (PETCO Park) and Ancillary Development Projects, and Associated Plan Amendments. Volume 1. October 26.

City of Escondido

2010a Zone Code and Municipal Code Sections.

2010b City of Escondido Standard Urban Stormwater Mitigation Plan (SUSMP), Requirements for Development Projects. March.

2005a Wastewater Collection System Master Plan Update, November.

2005b Urban Water Management Plan, December.

2000a Water Master Plan, March.

2000b Escondido General Plan Update Draft Environmental Impact Report, Volume I. April.

2001 Public Review Draft, Escondido Subarea Plan, Implementing the Multiple Habitat Conservation Program. June.

1994 Master Plan for Parks, Trails and Open Space. January, Updated September 1999.

1990a City of Escondido General Plan. May.

1990b City of Escondido General Plan EIR.

City of Phoenix

2005 Lighting White Paper. Available at: http://phoenix.gov/urbanformproject/wp04.pdf.

County of San Diego

2010 Dark Sky Lighting Ordinance.

2007 County of San Diego Guidelines for Determining the Significance – Geologic Hazards. July 30.

Deméré, Thomas A

2010 Personal communication between Thomas A. Deméré, San Diego Natural History Museum, and Dennis Marcin, HELIX Environmental Planning, Inc. September 9.

Federal Emergency Management Agency (FEMA)

1997a Flood Insurance Rate Map (FIRM), Panel No. 06073C1076F. June 19.

1997b FIRM), Panel No. 06073C1077F. June 19.

Hill, Mari

2010 Memorandum from Mari Hill, City of Escondido Fire Marshall and Barbara Redlitz, Director of Community Development, September 30, and follow up telephone conversation between Mari Hill and Dennis Marcin of HELIX Environmental, October 4.

Lowry, Michael

2010 E-mail from Michael Lowry, City of Escondido Fire Chief and Barbara Redlitz, Director of Community Development, October 14.

Populous Architects

2010 Preliminary Ballpark Site Plan, September.

SANGIS

2010 SANGIS GIS Database. September 24. Available at: http://sangis.org/.

2000 FEMA Floodplain Datasheet (Metadata). January 13. Available at: http://files.sangis.org/fileList_categorized.aspx?dirPath=D|\sangis_fileserver\file_store\Hydroloy.

South Coast Air Quality Management District (SCAQMD).

2009. Air Quality Significance Thresholds. Revised March.

State Water Resources Control Board (SWRCB)

2007 2006 Clean Water Act Section 303(d) List of Water Quality Limited Segments. Available at: http://www.swrcb.ca.gov/water_issues/programs/tmdl/docs/303dlists2006/epa/r9_06_303d_reqtmdls.pdf

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below will be potentially affected by this project, involving at least one impact that is "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture & Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology / Soils
☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials	☐ Hydrology / Water Quality
☐ Land Use / Planning	☐ Mineral Resources	☐ Noise
☐ Population / Housing	☐ Public Services	☐ Recreation
☐ Transportation / Traffic	☐ Utilities / Service Systems	☐ Mandatory Findings of Significance

DETERMINATION

On the basis of this initial evaluation that follows:

☐ The proposed project is exempt from CEQA pursuant to the general exemption (CEQA Guidelines, 15061 (b)(3)), a statutory exemption, and/or a categorical exemption, and that if a categorical exemption, none of the exceptions to the exemption apply. A NOTICE OF EXEMPTION will be prepared.

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

■ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental document is required. FINDINGS consistent with this determination will be prepared.

Barbara Keddy — Signature

10-18-10 — Date

EVALUATION OF ENVIRONMENTAL IMPACTS

This section evaluates the potential environmental effects of the proposed project using the environmental checklist from the State CEQA Guidelines as amended. The definitions of the response column headings include the following:

A. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

B. "Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level (mitigation measures from earlier analyses may be cross-referenced).

C. "Less Than Significant Impact" applies where the project creates no significant impacts, only less than significant impacts.

D. "No Impact" applies where a project does not create an impact in that category. "No Impact" answers do not require an explanation if they are adequately supported by the information sources cited by the lead agency which show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors, as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

I. Aesthetics

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect on a scenic vista?	□	□	□	■
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	□	□	□	■
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	□	□	■	□
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	□	□	■	□

II. Agriculture and Forestry Resources

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
e. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	□	□	□	■
f. Conflict with existing zoning for agricultural use or a Williamson Act contract?	□	□	□	■
g. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	□	□	□	■
h. Result in the loss of forest land or conversion of forest land to non-forest use?	□	□	□	■
i. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	□	□	□	■

III. Air Quality

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	□	□	■	□
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	□	□	■	□
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	□	□	■	□
d. Expose sensitive receptors to substantial pollutant concentrations?	□	□	□	■
e. Create objectionable odors affecting a substantial number of people?	□	□	■	□

IV. Biological Resources

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	□	■	□	□
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	□	□	■	□

IV. Biological Resources (cont.)

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	□	□	□	■
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	□	■	□	□
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	□	□	□	■
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	□	□	□	■

V. Cultural Resources

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	□	□	■	□
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	□	■	□	□
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	□	■	□	□
d. Disturb any human remains, including those interred outside of formal cemeteries?	□	□	□	■

VI. Geology and Soils

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

VII. Greenhouse Gas Emissions

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	□	□	■	□
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	□	□	□	■

VIII. Hazards and Hazardous Materials

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

IX. Hydrology and Water Quality

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements?	□	□	■	□
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	□	□	■	□
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off site?	□	□	■	□
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site?	□	□	■	□
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	□	□	■	□
f. Otherwise substantially degrade water quality?	□	□	■	□
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	□	□	□	■
h. Place within a 100-year flood hazard area, structures which would impede or redirect flood flows?	□	□	□	■
i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	□	□	■	□
j. Inundation by seiche, tsunami, or mudflow?	□	□	□	■

X. Land Use and Planning

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	□	□	□	■
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	□	□	□	■
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	□	□	□	■

XI. Mineral Resources

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	□	□	□	■
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	□	□	□	■

XII. Noise

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	□	■	□	□
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	□	■	□	■
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	□	□	■	□
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	□	■	□	□
e. For a project located within an airport land use plan or where such a plan has not been adopted within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	□	□	□	■
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	□	□	□	■

XIII. Population and Housing

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	□	□	■	□
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	□	□	□	■
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	□	□	□	■

XIV. Public Services

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	□	□	■	□
Police protection?	□	□	■	□
Schools?	□	□	□	■
Parks?	□	□	□	■
Other public facilities?	□	□	■	□

XV. Recreation

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	□	□	□	■
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	□	□	■	□

XVI. Transportation/Traffic

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	□	■	□	□
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standard established by the county congestion management agency for designated roads or highways?	□	□	■	□
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	□	□	□	■
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	□	□	□	■
e. Result in inadequate emergency access?	□	□	■	□
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	□	□	■	□

XVII. Utilities and Service Systems

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	□	□	■	□
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	□	□	□	■

XVII. Utilities and Service Systems (cont.)

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	□	□	■	□
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	□	□	□	■
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	□	□	□	■
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	□	□	■	□
g. Comply with federal, state, and local statutes and regulations related to solid waste?	□	□	■	□

XVIII. Mandatory Findings of Significance

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

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